# New-York Tribune.

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## CHINAMEN WANT REPEAL.

### THOSE IN THIS COUNTRY PREPARING A MEMORIAL TO CONGRESS ASKING THE NULLIFICATION OF THE EXCLUSION LAW.

The Chinese in the United States are preparing for an organized fight to obtain the absolute repeal of the Geary Exclusion act at the coming session of Congress. The movement was started in this city early in the week, and it is expected to spread rapidly to Philadelphia, Chicago, Portland, Seattle, San Francisco and other cities having large Chinese populations.

A powerful organization has been effected among the Chinese merchants of this city. Within the next two weeks every one of the fifteen thousand Chinese here will be asked to sign a carefully prepared memorial to the United States Government asking that the exclusion act be repealed. The memorial will protest in the strongest possible terms against having the act extended for twenty years from the date of its expiration, in 1902. It will be forwarded to the government, along with similar memorials prepared in other cities, through Wu Ting-fang, the Chinese Minister at Washington.

An effort will be made to obtain the support of thousands of Americans whom the Chinese believe are opposed to the exclusion act. They will be asked to sign a petition to Congress which Chinese lawyers and students are now drawing up. The Chinese realize the handicap which is placed on the movement through their lack of suffrage. They hope to persuade some political organization to take up their cause.

SAY WU TING-FANG ADVISED THEM.

Their strongest hope of eventual success lies in Wu Ting-fang. They say that it was on his advice that they organized for the struggle. They depend largely on his personal popularity to get them fighting supporters in the Senate and the House of Representatives.

Another thing which has given the Chinese hope that public and official sentiment is about to turn in their favor is the stand which the United States has taken in dealing with the allies in the Chinese crisis. The present movement would have begun a year ago had the Boxers remained passive. When the legations were besieged in Peking the Chinese in the United States almost gave up hope. Some of them sold out and went home. The clearing of the war cloud and the subsequent show of interest in the development of their fatherland have given them a new and stronger hope. The offer which the United States made to the powers to cut the indemnity in two made a great impression on the Chinese.

"See, the United States now smiles on our country," they said, "and they will give us the right to become citizens, to go back and forth as we please—perhaps!"

There is no doubt that the movement which has just started here is a strong one, and that the political wires will be carefully pulled. Chow Tszchi, the smiling and Americanized consul-general at this port, holds daily conferences with the big men of Chinatown who are pushing the proposition. His unofficial pen will possibly draw up the memorial. The wealthy Chinese merchants' association—Top Sing Hong, as they call it—is giving active support, and its president, Moi Ping Fun, of No. 16 Mott-st., is one of the most active workers.

No stronger evidence that the Chinese are in earnest could be offered than the fact that they have started a weekly newspaper in this city for the purpose of arousing the Chinese to action against the exclusion act. This paper—"The Chinese Weekly Herald"—is reaching nearly all of the fifty thousand Chinese who live east of the Mississippi. Through its influence a movement similar to the one just started here will begin in Chicago next week. Its work, so far, has been chiefly to educate the Chinese on the exclusion question. It published the entire text of the act and of the present treaty between China and the United States. It has told of the bill which Congressman Julius Kahn, of San Francisco, intends to bring before Congress, and which provides for the exclusion of Chinese until 1922.

THE MEMORIAL TO CONGRESS.

The memorial to Congress will demand the absolute repeal of the exclusion act on the grounds of fair play and as a sort of reciprocity for the opening of Chinese ports. It will ask that the Chinese be put on at least as good a footing as the Japanese immigrants—the only requirement being good health and a stipulated sum of money to assure their not becoming public charges. Even more than the right to travel freely to and from China the Chinese desire the right of becoming United States citizens, with full suffrage and property rights.

The memorial will include some interesting statements in their own behalf. One clause will try to persuade the supporters of the working classes that Chinese immigration would not be bad for the workingmen.

Commercial benefits which America would derive from granting free communication with the Chinese will be a point strongly pressed. The memorial will speak of China's 400,000,000 inhabitants, and the vast market for flour, paper, tobacco, clothing, iron and steel ware and machinery which would be opened up. There will be a clause something like this:

The repeal of the Exclusion act will remove a terrible stigma from the United States Government, will create a favorable impression in China and open up the vast empire to American goods and manufactures of all kinds.

The Chinese say that the repeal of the Exclusion act would be of great benefit to this city. They say that the Chinese population would increase to fifty thousand in a short time, and that most of the newcomers would be men with money. They say that the property in Chinatown would be bought outright by the Chinese, or, if the property owners were unwilling to sell, that a new Chinatown would be built up in some other part of the city. They say that New-York's exports to China would be increased by millions of dollars in a very short time.

Chow Tszchi, the Chinese Consul-General, was seen yesterday afternoon at the new consulate, No. 18 Broadway, and said to a Tribune reporter:

It is certainly very true that a movement is under way to secure the repeal of the objectionable Chinese Exclusion act, which expires next year. My people wish the same privileges as people from other foreign countries. We are not barbarians and do not come to the United States to commit crimes, although Chinese laborers come from the very lowest class in China. My people like this country very much and feel that they have been misunderstood. They want to settle here, cut their hair, as I have done, and adopt America customs.

As it is now, they have no right to become citizens. It is a very great hindrance in a commercial way. They cannot settle down permanently and become taxpayers and property owners as can the Hungarians, Poles, Germans, Japanese or Irish. Yet your exclusion law only partially excludes. They keep out the reputable class, who would not come into the country by underhand methods. Every time I go into the Chinese quarter I see many new faces. How do they get here? They have ways of getting past the expensive chain of customs and Chinese officials which your government keeps along the boundaries. With the Exclusion act repealed this expensive service would be entirely done away with.

There are many parts of your country which are unsettled and a great deal of land that Americans can never cultivate with profit. I have influential American friends who live in the Southern States. They have said to me:

"Why don't you persuade some of your Chinese people to come South and settle; are they not good plantation workers?"

And I answer thus:

"They are the best in the world, but they cannot settle in your part of the country or in any other."


A NEW TRAIN TO BUFFALO.

On Monday, June 17th, the New York Central will place in service an entirely new train to Buffalo, leaving Grand Central Station at 9:20 A. M., arriving Buffalo 5:30 P. M. This affords another opportunity for a daylight ride along the Hudson River and through the Mohawk Valley to Buffalo.—Advt.


Repeal the Exclusion act and the Chinese will turn the great marshes of the South into rice lands, and in other parts they will build great tea gardens. They can stand the hardship and suffering that go with new industries, and they will not ask a government bounty, either. The commercial advantages which would follow the repeal of this act are obvious. I will not dwell on them. We certainly have great reason to hope for support in the fight which will be made for the repeal, and such support that will command respect and make itself felt.

Chu Hing, Editor of the Chinese "Weekly Herald," and his business manager, Kengo Moriya, were seen at their office, No. 111 Nassau-st., yesterday and gave the following joint interview:

It seems strange to us that this most cosmopolitan country should desire to exclude one of the most peaceful and self-dependent nationalities in the world. The Chinese are no beggars, and the criminal statistics of New-York will prove that offences against the laws of the country are seldom committed by them. Of what other race can this be said?

## TAOTAI LOO CHIN ON HERE.

### A CHINESE MANDARIN, A REFORMER, COMES TO STUDY UNITED STATES INSTITUTIONS.

Taotai Loo Chin On, of Kiang-Se Province, a Chinese mandarin of the fourth class, has arrived in this city to investigate American commerce and business methods. He is an envoy of the Chinese Minister of Commerce and Railroads, Shen Huen Hual, one of the leaders of the reform party. While in the city Mandarin Loo will be a guest of Chow Tszchi, at the consular

TAOTAI LOO CHIN ON.
Mandarin, Keang-Su Province.

residence, No. 280 West Seventy-first-st. He will go to Washington in a few days to present his credentials to Minister Wu.

Loo Chin's native province adjoins Shanghai, and his family has been prominent for many years. He received his title of Taotai, which is the same as that given to governors of provinces, when quite young. He is now twenty-seven years old, and has a wife and three children living in Shanghai. He expects to remain in this country for two or three years. The first year, at least, will be spent in this city learning English. Loo is one of the young liberals who will probably have much to do with the new China which is to spring up on the wreck of the old, when the trouble with the allies is finally settled.

With Consul Chow as an interpreter, Mandarin Loo said to a Tribune reporter yesterday afternoon:

The Boxer trouble has really been to China a blessing in disguise. Very much disguised it was for a time, when it looked as though China would be dismembered and divided among the powers. We know what the country needs now, and we will see that it gets it. The Dowager Empress and the Emperor no longer live together, and her hold on him seems to be broken. This will be greatly to China's advantage. Everything will come out all right after several years. There will be many radical changes throughout the empire. We will build railroads and telegraph lines. Just before I left Shanghai I learned that men were being selected to come to the United States and study your excellent system of public schools. In a short time every Chinese town will have its schoolhouse. We are going to make many changes in the form of government of the various provinces. Many official positions will be abolished, at a great saving of salaries.

The United States is the one country for China to-day. You are the only people in the world which stood up for us, and had you not no one can tell what would have become of China. Every part of China will be opened to trade, and the United States will lead the world, as usual.

The mandarin cut his hair before sailing for America, and has not yet trained it to lie down. He has a smiling, youthful face, large teeth and a well built frame. He is not a Christian, and says his own gods are good enough for him, although he "respects Jesus Christ as one who suffered for the good of mankind."

## PLANS FOR CHINA'S PAYMENT.

### NEW TERMS PROPOSED BY MR. ROCKHILL —NO CHANCE FOR ARBITRATION.

Paris, June 14.—Dispatches received here from Peking to-day say that the foreign ministers are considering fresh propositions from Mr. Rockhill affecting the Chinese concessions regarding the payment of the indemnity. The propositions concern minor matters, and may or may not be accepted, but until they are disposed of the ministers will not pronounce a decision as to the manner in which China is to pay the powers, though it is virtually settled that the British proposal will be accepted.

All hope of the acceptance of the United States' suggestion to submit the matter to arbitration at The Hague seems to have disappeared.

## MANY CAUSES FOR BOXER UPRISING.

### LACK OF GOOD OFFICIALS, ACQUISITION OF TERRITORY BY FOREIGNERS AND DROUTH CONTRIBUTED.

San Francisco, June 14.—In speaking of the recent troubles in China and the causes that brought about the Boxer uprising, Sir Claude Macdonald, British Minister to Japan, but Minister to China when the siege of Peking occurred, said:

I have been away from China since last October and do not know just what amount has been decided upon, but whatever the sum may be, it is quite impossible to say if China can meet the demand. Whether she be called upon to pay $150,000,000, or twice that amount, it is equally problematical if she can pay. China published no financial budget, and one figures in the dark when it comes to computing what the government raises by taxation and import duties.

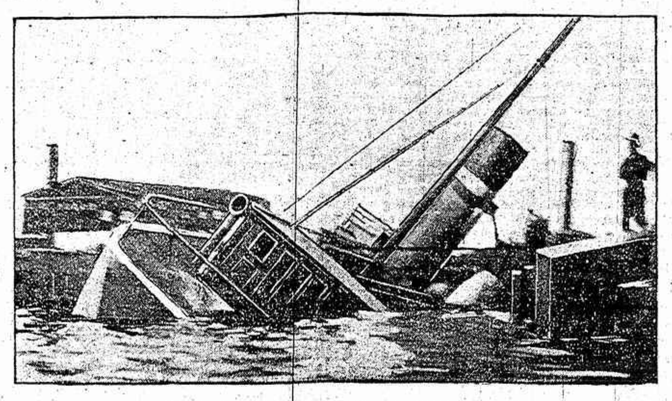
Sir Claude Macdonald is of the opinion that there were many causes for the Boxer uprising. He said on this point:

It was not due alone to the anti-missionary feeling, and the causes were far reaching. The acquisition of territory by the powers was one of the chief causes. It inflamed the minds of the officials of China, and, as they do and feel, the masses of the people follow. The people of China are a peaceful and industrious race, and do not look for trouble, but they are dominated by the mandarins in every thought.

In Northern China a drouth had existed for two years before the Boxer uprising, and many people were starving and desperate. It only needed a spark to inflame their minds against the foreign missions. The missionaries have done many things to earn the ill-will of the people. They are earnest in the cause of civilization and religion, but many of them have interfered in legal and domestic affairs of the Chinese people in their districts.


ALL MEALS IN DINING CARS

on the "Overland Limited," the luxurious train Chicago to San Francisco, via Chicago and Northwestern, Union Pacific and Southern Pacific Rys. Particulars at North-Western Line Office, 461 Bway. —Advt.

THE INGALLS LISTED IN DRYDOCK.

## LONDON RAPID TRANSIT.

### PARLIAMENT BLOCKS PLANS OF SYNDICATE LEADERS.

INTERNATIONAL COPYRIGHT—NEW BOOKS—HALL CAINE MAY SUE MR. PEARSON.

(Copyright; 1901: By The New-York Tribune.)
[BY CABLE TO THE TRIBUNE.]

London, June 15, 1 a. m.—If the houses of Parliament had the energy and enthusiasm of the new Bishop of London, the metropolis would soon be in a fair way to have rapid transit. As it is a slow going legislative body, it is holding committee investigations and wasting time when, as the Bishop says, twenty tubes are needed to carry the working people in and out of London. The joint committee received testimony yesterday from the traffic managers of the omnibus associations to the effect that the tubes would not take off a single omnibus between Paddington and Victoria and along other important routes, and consequently would only injure one another and be of no advantage to the public.

When the joint committee is occupied in this way capitalists and suburban residents despair of practical relief measures for the present block in traffic. There is little probability that any effective legislation will be enacted before the adjournment of Parliament, and this will involve the postponement of scores of measures for another year, when public interest will be centred on the coronation.

J. Pierpont Morgan is likely to remain abroad ten days or a fortnight longer.

The Chancellor of the Exchequer is, it is believed, prepared to get the views of the coal owners of Northumberland and Scotland on reducing the export duty on small coal from a shilling to sixpence.

A preliminary census report just issued gives many interesting facts bearing upon the national progress of the United Kingdom. The population, which is now 41,454,000, is almost exactly double what it was in 1821. Then England had a little more than a half of the population of the United Kingdom. Now she has three-fourths. Scotland and Wales have each more than doubled their inhabitants, but Ireland has declined from 6,801,000 in 1821 to 4,456,000 in 1901. The population of Greater London has doubled in the last forty years and stands to-day at 6,580,000.

There are now seven surplus female to each hundred of male persons in this country, or a total excess of 1,082,000. This should encourage Mr. Chamberlain to persevere with his scheme for the State aided emigration of women to British colonies.

English publishers in attendance at the Leipsic Congress have not yet returned with full details of the session, but no important results are expected from the conference. A strong demonstration is annually made against the American conditions of international copyright by the Continental publishers, who will have nothing short of the Berne conventions, but the disposition among the English authors is to rest content with the law as it stands, and not to take the risks of bringing up the question prematurely at Washington.

Popular novelists have witnessed a rise in their royalties on their American book rights, first, from 10 to 15, and finally to 20 per cent, which is the rate commanded by Rudyard Kipling, A. Conan Doyle, Anthony Hope and other writers of fiction, and, while this percentage is smaller than in England, the book market is so much larger across the Atlantic that the income of many of them from America is greater than their earnings at home.

An important book which will be published early this autumn by Heinemann is a biography of Lord Milner, by Ivan Muller. The author and Lord Milner were in school together, and subsequently were intimate at Oxford, and have been lifelong friends. Mr. Muller visited Lord Milner at Cape Town, and was admitted to his confidence in all matters relating to South Africa. The book will describe Lord Milner's career in Ireland and Egypt, and will contain a complete revelation of the difficulties with which his work in South Africa has been beset.

Mrs. Alexander Tweedie's protracted journey in Mexico has provided material for a book on that country similar to her volume on Lapland. It will relate mainly to political, industrial and racial questions connected with Mexico.

Sir Martin Conway's book, "Cordillera Real of Bolivia," will appear next week. A new novel by Edward Frederic Benson is nearly ready for publication.

Hall Caine passed through London ——rday on the way from Rome to the Isle of Man. He had been driving over the St. Gothard Pass from Italy to Lucerne, and was full of talk about the Vatican and the Quirinal, after wintering in Rome. He reported that Cardinal Gibbons was in excellent health at Rome, and that the Pope's vitality seemed inexhaustible.

He had nothing to say about the action of Mr. Pearson in suspending the serial publication, "The Eternal City." I learn from others that a cross suit will be brought by him against Mr. Pearson, so that there will be two cases instead of one for the jury.

Hannis Taylor, the former American Minister to Spain, will receive the degree of LL. D. from the University of Dublin.

Clement Shorter will edit a new illustrated sixpenny journal, entitled "The Tattler."

I. N. F.


LACKAWANNA RAILROAD'S NEW TICKET OFFICE

is at Broadway and Twenty-eighth Street, the centre of the hotel and shopping district. Tickets and Pullman reservations to all points in the United States and Canada.—Advt.


## STEEL INTERESTS UNITE.

### HOW THE BIG TRUST WILL CONTROL COMPETITORS AND HAVE MONOPOLY.

Cleveland, Ohio, June 14.—"The Leader" tomorrow will say that the United States Steel Corporation and its allied interests are preparing to control its four big competitors, and thereby lay the foundation for a monopoly of the steel industries in the United States.

The Cambria Steel Company, the Pennsylvania Steel Company, the Bethlehem Iron Company and the Jones & Laughlin Company will be brought under control before winter. The manner of obtaining control of these plants will be by utilizing friendly financial powers, such as Mr. Schwab, the Pennsylvania Railroad and other interests of like magnitude.

The United States Steel Corporation in itself finds that the resources of its propectors have been about taken up in floating the securities of that organization, hence to control these plants, which means an outlay of several hundred million dollars, it is necessary to interest outside capital. This will be done by retaining as aids such powers as have been suggested, which will establish a community of interests among the financiers now developing the steel industry.

Mr. Schwab has virtually obtained control of the Bethlehem Steel Company, which he will operate in close harmony with the plants of the United States Steel Corporation. Although the Pennsylvania Railroad officials deny connection with the sale of the Pennsylvania Steel Company, the denial is said to be technical only, and the funds for controlling the Pennsylvania Steel Company will, it is said, come from sources near to the Pennsylvania Railroad.

Two other syndicates are said to be forming to purchase control of the Jones & Laughlin Company, of Pittsburg, and the Cambria Steel Company, and options have already been obtained on these plants.

The purpose of the purchase is said to be to control the iron market when the dull season arrives, and by controlling the entie output of the steel manufacturing plants, possibly ruinous competition will be avoided.

### TO COMPETE WITH U. S. STEEL.

LAND PURCHASED NEAR PITTSBURG FOR ROD, WIRE AND NAIL MILLS.

[BY TELEGRAPH TO THE TRIBUNE.]

Pittsburg, June 14.—Lieutenant T. W. Fitch, president of the Pittsburg Steel Shafting Company, and Thomas Walker, president of the McVay & Walker Foundry Company, at Braddock, are at the head of a syndicate which has purchased ninety acres in the Monongahela Valley on which to build rod, wire and nail mills, in competition with the United States Steel Corporation. Lieutenant Fitch was president of the Pittsburg Wire Company, which caused the destruction of the wire nail pool in 1897 by refusing to co-operate with Chisholm, Gates & Ellwood. The Rankin plant, which was sold to the American Steel and Wire Company, is said to be more perfect and cheaper than any other plant in the world. The owners forced the American Steel and Wire Company to pay them $250 for each share of their stock valued at $100. Lieutenant Fitch has an international reputation as a successful wire manufacturer.

### PENNSYLVANIA STEEL GETS IRON MINE.

Lebanon, Penn., June 14.—It is authoritatively announced here that the Pennsylvania Steel Company has purchased the Cornwall iron ore mines, the Lebanon furnaces and the Cornwall and Lebanon Railroad. All these properties have been owned and operated for many years by the Coleman family. No intimation is given as to the amount of money involved in the transaction. The ore mines are considered to be among the most important sources of supply in the country. They have been mined since 1740, and at the present time there are sixty-three acres of ore uncovered. It is calculated that there has been removed in 160 years not much more than half the deposit. The Lebanon furnaces are well equipped and the plant contains many modern improvements. The Cornwall and Lebanon Railroad is twenty-two miles in length, and runs from Lebanon by way of Cornwall to Conewago, where it connects with the Pennsylvania Railroad.

## MR. HAGGIN'S $1,000,000 HOUSE.

### HE WILL BUILD IT ON THE SITE OF THE PROGRESS CLUB HOUSE HE HAS BOUGHT.

The property owned by the Progress Club, at Sixty-third-st. and Fifth-ave., comprising the clubhouse and the site on which it stands, was yesterday sold. James B. Haggin was the purchaser, and he obtained the property for $735,000, through Samuel Goldsticker, the real estate broker. A house for his own occupancy will be built on the land by Mr. Haggin for more than $1,000,000. The tract of land on which the clubhouse stands is 100x100 feet.

The home of the Progress Club was built in 1890. In the contract for the purchase of the property it is stipulated that the club is to have possession of the house for the next six months. No site for a new clubhouse has been selected.

## MRS. M'KINLEY GAINS STEADILY.

### DOCTORS WILL ISSUE NO MORE BULLETINS UNLESS SHE BECOMES WORSE.

Washington, June 14.—Dr. Rixey, on leaving the White House at 10:30 o'clock to-night, said that Mrs. McKinley was doing well and maintaining the normal improvement. She reclined on a rolling chair in her room for some time today.

The physicians held their usual consultation this forenoon and decided to discontinue bulletins. They consider it useless to issue a bulletin every day while she is making favorable progress. Should her condition grow worse the bulletins will be resumed.

## ASPHALT COMPANY ACTS.

### AGENT STARTS TO TAKE POSSESSION OF FELICIDAD FIELD.

Port of Spain, Trinidad, June 14.—An agent of Warner & Quinlan, of Syracuse, N. Y., has gone to Carupano, Venezuela, to take possession of the Felicidad asphalt field, although the case has not yet been finally decided by the courts. The agent alleges that the government will assist his party with two hundred soldiers.


FREE WITH SUNDAY'S BROOKLYN EAGLE, June 16, a 72-Page Summer and Winter Illustrated Resort Directory, containing particulars of nearly 4,000 hotels and boarding houses. Also complete list of Buffalo houses. Trolley routes about New York. Rail and water routes to resorts.—Advt.

SUMMER HOMES IN VERMONT.—Book of A. ... Ecclestone, S. Pass'r Agt., 385 B'way.—Advt.


# TWO DISASTERS IN THE HARBOR.

### *FERRYBOAT NORTHFIELD SUNK BY COLLISION; MANY RESCUED; SOME MAY BE LOST.*

### LISTING OF INGALLS KILLS ONE; HURTS OVER THIRTY.

Two extraordinary disasters occurred in the harbor yesterday afternoon—one to the United States transport Ingalls, the other to the Staten Island ferryboat Northfield.

With about one thousand persons, men, women and children, on board, the Northfield had just steamed out of the South Ferry slip for Staten Island last evening at 6 o'clock, when the ferryboat Mauch Chunk, of the Central Railroad of New-Jersey, crashed into her with such force as to knock a great hole in her side.

The Northfield immediately began to fill and settle. Panic seized the passengers. The tide carried the sinking boat up the East River. She whistled for aid and a score of river tugs rushed to her assistance and began taking off the passengers. Not a few of these leaped into the water, and while most of them were saved, it is thought by some that half a dozen were drowned. Several persons were injured. A few are reported missing. About a dozen horses perished on the main deck. The ferryboat sank off Pier 10 about a quarter of an hour after she was struck. Each captain blames the other.

Captain Johnson, of the Northfield, was arrested last night on the charge of criminal negligence, and it is said that Captain Griffin, of the Mauch Chunk, will be arrested to-day.

By the sudden listing of the transport Ingalls, while she was in drydock at the Erie Basin, one man was killed, perhaps more, and thirty-five men were injured. The dock was wrecked and the vessel damaged to the extent of many thousands of dollars.

## TRANSPORT LISTS IN DOCK.

### ONE MAN KILLED AND THIRTY-FOUR HURT IN ACCIDENT TO THE INGALLS.

At least one man was killed and thirty-four were hurt by the sudden listing of the steamship Ingalls, of the United States Transport Service, yesterday in an old sectional dock at the Erie Basin. The accident occurred at 3:30 p. m., and was believed to have been due to negligence and carelessness on the part of the men who were employed at the dock. John N. Robins, head of the firm of John N. Robins & Co., controlling the drydocks and sectional docks at the Erie Basin, made a determined effort to prevent newspaper men from investigating the accident, and many employes of the firm joined in the effort to suppress information. The police made no arrest, and there was no search for bodies, although there were reports that men had been crushed under the steamship.

The sectional dock was wrecked when the Ingalls tipped over, and later the dock sank under the steamship, allowing the water to run into the vessel's hold through portholes, and the steamship lay last evening on the broken dock with her deck partly awash and listing at an angle of about 45 degrees. Her upper works had been damaged badly, and the loss in money by the accident was said to amount to many thousands of dollars. To make matters worse for John N. Robins & Co., the firm was under a contract to have the Ingalls ready to sail for Manila in a few days.

The steamship had been lying at the Erie Basin undergoing repairs, and about an hour before noon yesterday she was towed into the sectional dock known as No. 5, the oldest of the sectional docks there, which has been in service many years. The Ingalls was taken into the dock bow first, and when the pumps had been working more than three hours and she was well out of water it was seen that she was listing considerable to port.

In the docks on either side of her were the Iona, a tramp steamer, and the Madiana, belonging to the Quebec Steamship Company. Men on both steamers witnessed what happened later, and they were free to tell newspaper men. They said that men on Dock No. 5 worked for some time trying to straighten the Ingalls on the blocks. The shorers that reached out from the sectional dock to steady the ship were buckling under the strain on the port side of the ship, and barely touched the hull on the starboard side.

STARBOARD SHORERS BREAK.

About thirty Italians were working in the hold shifting the pig iron ballast which was there when the ship came last from Cuba. Some tackle was used in the effort to straighten the ship on the blocks. The steamship was worked to an upright position, and then began to list to starboard. The change in position suddenly threw a great strain on the starboard shorers. At first they buckled perceptibly, and then one suddenly broke. Then the other starboard shorers broke under the strain. There was a succession of loud reports as the beams were broken, and then the Ingalls went over against the side of the dock with a crash that sent splinters flying in all directions. The wooden side of the dock was wrecked instantly.

Many scrapers and painters were at work on the hull of the steamship when she suddenly listed. Most of them sprang out of danger at the first warning. It was estimated that about twenty-four members of the ship's crew, twenty carpenters, seventy-five scrapers and painters, thirty-five boilermakers and twenty-five coppersmiths were at work in and beside the ship when she began to list. It was surprising that more men were not killed. Immediately after the crash men were seen running wildly from the dock or clambering up the slanting deck. From below there were cries for help, and then men began to climb out of holes. Soon a score of men, who were bleeding from cuts, appeared on the pier.

The foremast of the Ingalls struck against the adjoining dock and was broken. Her funnel was bent out of shape by striking against the side of her own dock. Lifeboats on the deck were broken. The starboard rail was smashed, and the deck itself was splintered. The sudden careening caused the water tanks and the ballast to shift to starboard. Many of the bilge blocks slipped from under the vessel's keel.

Captain Cullen, at the Hamilton-ave. police station, got word of the accident in a few minuter after it occurred, and he sent out calls for ambulances and police reserves. Seven ambulances and five patrol wagons were at the dock a quarter of an hour later. The police found one body on the dock. It was that of Martin Anderson, a painter, of No. 60 Van Dyke-st. His skull had been crushed and the upper part of his body had been torn badly. Apparently Anderson was the only man who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ATLANTIC CITY.

Express trains via New Jersey Central leave Liberty Street at 9.40 A. M. and 3.40 P. M.; South Ferry five minutes earlier. Due Atlantic City at 12.50 and 6.40 P. M.—Advt.

The Cough Cure of the century—
JAYNE'S EXPECTORANT.—Advt.


## FERRYBOATS IN COLLISION.

### THE NORTHFIELD SINKS AFTER BEING RAMMED BY THE MAUCH CHUNK—NO LOSS OF LIFE KNOWN.

The Staten Island ferryboat Northfield, loaded with about one thousand passengers, was rammed a few minutes after 6 o'clock last night by the steel hulled propeller Mauch Chunk, used as a ferryboat by the Central Railroad of New-Jersey. The Northfield, with her side badly stove, but under her own steam, headed a few minutes later for Pier No. 10, East River, near Old Slip, and in less than twenty minutes she went down in thirty feet of water close to the end of Pier No. 10.

As far as could be learned at a late hour last night there was no loss of life, although many eyewitnesses are certain that bodies will be found in the cabins or on the lower decks when the divers examine the wreck this morning.

The accident occurred just off the Staten Island ferry slip, near Whitehall-st.

The Mauch Chunk, which was badly damaged, after landing the two dozen passengers which were aboard of her at the slip adjoining the one occupied by the Staten Island Ferry Company, proceeded under her own steam to Communipaw Channel, where she was laid up for repairs. Over a hundred of the passengers on the sunken Northfield were dragged out of the water by people alongshore and the crews of the fleet of river tugs, which promptly responded to the ferryboat's call for help. A few of the Northfield's passengers were hurt in the accident, and the police believe that some lives were lost.

THINKS MANY WERE DROWNED.

Captain Gully, of the tugboat Mutual, one of the first to reach the Northfield after she was struck, says many were drowned.

The reason why there is such a difference of opinion as to the extent of the disaster was that the wildest excitement prevailed while the Northfield, at full speed and with a strong flood tide, was pushing her way along up the river and the crews were so busy rescuing the unfortunates from the water and the fast sinking decks of the Northfield that they were unable to keep track of all that was going on.

The tug Mutual saved in all about seventy-five persons from the Northfield, and the tugs Unity and Arrow saved between them 150 persons from watery graves. Some of the other tugboats which did heroic service were the Emperor, the J. L. Pusey, the Lehigh Valley No. 14, and the Catasauqua. The crews of the lighters Sisters and Livingston, which were moored at each side of the Spanish Line pier, saved many people. Policeman Michael F. Walsh and John W. Walters, of the Old Slip station, say they rescued nearly thirty people between them, and the individuals who distinguished themselves as volunteer life savers were Manuel Fernandez, watchman, and Henry Burke and Roger Gilbride, 'longshoremen employed on the Spanish Line pier.

TUGBOATS' GREAT SERVICE.

The greatest service was rendered by the tugboats, which as soon as it was possible circled around the Northfield and made a bridge to the Spanish Line pier. Men and women clambered over the tugs to the shore, and as soon as they reached the wharf many of the latter became hysterical. When they recovered from the fright they were taken home by friends.

While the Northfield, in accordance with the Federal regulations, was well supplied with life preservers, which were stowed away in out of the way places, not more than two dozen of the endangered passengers were able to get the life belts on. This state of affairs was due to the fact that the life preservers were not handily obtainable, and the wildest sort of panic followed when the hundreds of passengers realized their danger. This was only a few minutes before the Northfield sank to the bottom of the river, and then all that had not jumped into the tugs found themselves in the water.

The swift running flood tide and the question of which boat had the right of way was the cause of the disaster. Captain Abraham Johnson was in charge of the Northfield, and Captain S. C. Griffin was in command of the Mauch Chunk. Each lays the blame for the collision on the other, but, by orders of the officials of the ferry companies, neither of the captains would make a statement concerning the occurrence. The collision will, however, form the basis of an official investigation by the United States Inspectors of Steam Vessels. Captain Johnson was arrested last night, and it is said Captain Griffin will be to-day.

The Northfield, with a load of passengers variously estimated to be between eight hundred and one thousand, at 6:01 p. m. started out of the west slip, at Whitehall-st., for St. George, Staten Island, and at 5:53 p. m. the Mauch Chunk left the railroad slip at Communipaw for the east slip at Whitehall-st. The latter craft was abreast of the Barge Office, at the Battery, when the Northfield came out of the slip. An exchange of whistles between the boats was followed by the crash. Captain Griffin apparently believed that the Staten Island ferryboat would be halted until he had worked his boat into the upper slip, and, on the other hand, Captain Johnson supposed that he would be allowed to cross the Mauch Chunk's bows.

MAUCH CHUNK'S SPEED REDUCED.

When the accident appeared inevitable the speed of the Communipaw ferryboat was reduced as much as possible under the circumstances, but, borne along by the swift running flood tide, head on the Mauch Chunk struck the Northfield on the starboard side at the hood


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The train for the Thousand Islands which now leaves Grand Central Station at 9:30 P. M. will, commencing Sunday, June 16th, leave at 6:25 P. M. Dinner will be served in the dining car.—Advt.