

IMPERATOR FIRE COSTS LIFE OF SECOND OFFICER

Gobrecht Dies in Blazing Hold, Despite Smoke Helmet—Was Leading Fighters.

QUICK WORK AVERTS PANIC

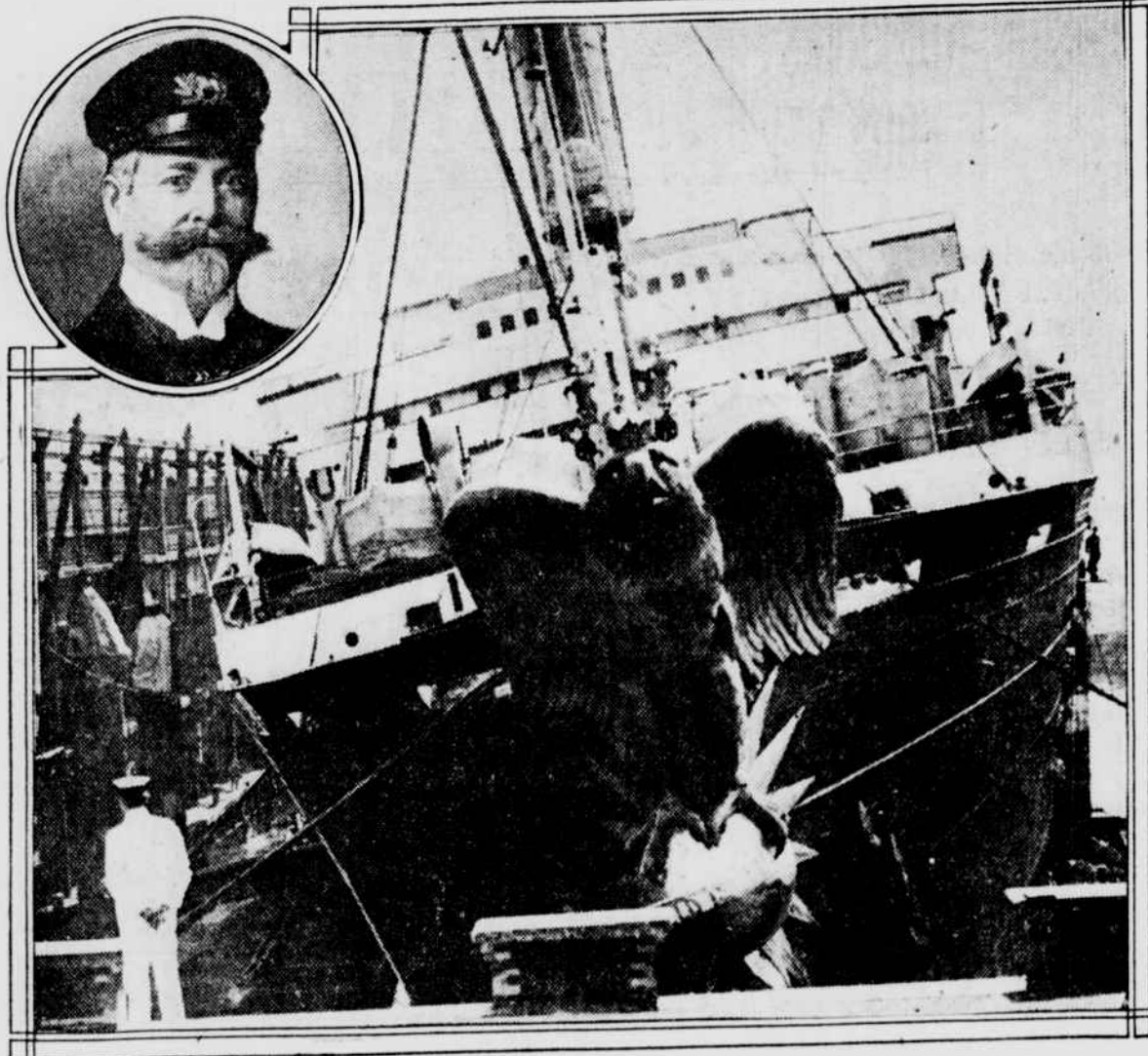
Third Class and Steerage Passengers Marched Ashore—Damage \$25,000, but Ship Will Sail on Time.

A fire which had been smoldering several hours was discovered yesterday morning in the provision department of the steamship Emperor, the Hamburg-American Line's new 50,000-ton liner, the biggest vessel in the world, which arrived at Hoboken on Wednesday evening with 3,193 passengers.

The 618 third-class and 1,131 steerage passengers were aroused from slumber and escorted to the pier, from which they were taken to Ellis Island in barges. The damage was comparatively slight, and at most would not exceed \$25,000, which the officials of the company considered small in consideration of the duration of the blaze and the great amount of water thrown into the ship to extinguish the flames.

Gobrecht, the sturdy German sailorman, twenty-six years old, who had been with the company six years, who lost his life, was leading the way into the burning compartment. A seaman named Stumpf, who followed Gobrecht into the provision room, was rescued after he had lost consciousness. He was revived and escaped with a few burns.

Captain Hans Ruser, master of the Emperor and commodore of the Hamburg-American fleet, was much affected by the death of Gobrecht. Both he and Julius P. Meyer, vice-director of the line, who arrived in the vessel, declared yesterday that the monetary loss by fire was nothing compared with the loss of the second officer.



Gobrecht was a protégé of Captain Ruser, and when the skipper saw the dead man's mangled face his voice broke and tears trickled down his own grimy cheeks, for Captain Ruser was in the thick of the fire himself.

It was stated positively that the fire did not start while the vessel was at sea. Captain Ruser believed that the provisions caught fire about a half hour before it was discovered.

The department, which is about 200 feet forward of the stern on H deck, is known as Compartment No. 22. Defective insulation on the wiring of an electric elevator used to convey provisions to the room is believed to have been the cause of the fire.

As soon as the watch discovered the smoke an alarm was sent to the bridge. Instantly the watertight doors were closed, and within a minute the ship was shut off into twelve divisions, the bulkheads being proof against fire as well as water.

Stewards were rushed to the compartments of the third class and steerage compartments and all were aroused. The passengers were informed that there was no danger, and all marched ashore without baggage. Soon all were ashore, and at daylight the work of transferring them to Ellis Island began.

Several women became alarmed lest their baggage be lost, but there was no suggestion of panic. The first attack upon the fire was made by the men of the Emperor with their own fire-fighting equipment. Steam was poured into the burning section, but it was soon found that this alone could not cope with the flames.

An alarm sent to Fire Headquarters in Hoboken summoned Acting Chief Davin and his men from a fire house close by. The chief then called every bit of apparatus to the pier. Hoboken also called on this city for a fire boat, and Acting Chief Kelly, of the marine division, hurried to the Hoboken pier in the Thomas Willett.

Compartment Is Flooded.

Within a half hour after the alarm had been sent out fifteen lines of hose were pumping water into the blazing provision room. The pumps of the Emperor's engine room delivered 300,000 gallons into the hold, the Willett put in 1,200,000 and the Hoboken Fire Department's land hose 20,000. Battalion Chief Kelly praised the preliminary work of the Emperor's crew, saying that the fire would have assumed great proportions had they not been so quick to act.

The great quantity of water pumped into the starboard side gave the vessel a list of 15 degrees, which was purposely augmented by the working of the water ballast and the loading of coal. Later the coaling was started on the port side. This, with the water ballast, gave the Emperor a list to port, and throughout the day she was slowly tilted from side to side to drown out the flames.

Rumors were heard that Gobrecht's life might have been saved had not the man who was pumping air into his helmet deserted his post. This report was denied by Staff Captain Henning von Meibom, of the Emperor, who was in charge of the sailors engaged in fighting the fire. He said that with Otto Kuhl, the ship's carpenter, Stumpf and Quartermaster Heindrich, Gobrecht, in his underclothing, ran to the provision compartment. Making no effort to dress, he put on a smoke helmet, to which was attached 150 feet of hose, bound with wire. Heindrich worked the air pump, while Boatswain Peters held a branch of the hose to his ear.

Heat Was Overpowering.

The heat of the compartment was open and the heat terrific. None but Stumpf, Kuhl and Gobrecht was able to endure it. Heindrich, within seven feet of Gobrecht, pumped air to him, and as the heat increased gradually moved up the stairway with the others. Gobrecht shouted through the tube that he was all right, when those attending the tube felt a jerk. Peters called to him, but no answer came. The men, at that time 100 feet away from him, pulled upon the hose, but they could not drag Gobrecht out.

It is now thought that the tug upon the hose was caused by the fainting of the officer, for when he was found later he lay upon his back, the helmet dented and blistered and its mica windows torn. Gobrecht, it is thought, tore out the windows in his efforts to get air.

An hour later, when Captain John J. Glida of Engine Company 5 went down into the compartment with Dennis O'Leary and Peter Duffy, Gobrecht's body was discovered. O'Leary crawled on hands and knees into the provision room, Captain Glida holding his ankles. The chief's ankles were held by Duffy.

Suddenly Duffy shouted that he had found a body, and the three men pulled it out, but the air hose had become entangled and the body could not be rescued. The firemen then informed Captain von Meibom, and sailors went down and brought it up.

Gobrecht had fought a similar fire in the Fürst Bismarck on Christmas last year, and was promoted for his bravery. He was unmarried, and his only relatives were two sisters in Westphalia. The vessel's flag was put at half staff from the taffrail. The body will be taken back in the Emperor and buried in Germany.

It was said officially that the Emperor would sail at 3 p. m. to-morrow. Investigation showed that the provision room had been in perfect condition when it was closed, at 11:30 p. m. on Wednesday.

RUSH OF HOMECOMING VACATIONISTS ON TO-DAY

Roads Prepare for "Biggest Ever" Business, Owing to Outgoing Labor Day Travel.

EXTRA TRAINS PUT ON

Special Six-Day Service Will Be Run from Down East Points—River Boats Expect Heavy Traffic.

Suburban and freckled, the vanguard of vacationists will begin to arrive to-day in the city's big terminals from seaside and lake resorts. At the same time thousands of outgoing passengers will be hurrying away bound for other points to spend the week end and Labor Day. In consequence of this double volume of traffic the railroads are utilizing every available facility to handle the greatest four days' business in their history.

Although many who have been spending the summer in other places will not return until after the Labor Day period, others who have children to get ready for private schools, which open Tuesday, are returning to the city to-day and to-morrow.

Last year the New York Central and the Pennsylvania roads transported 1,118,999 persons during the four days ended with the day after Labor Day. It is expected that many more will be handled this year. For outgoing passengers special rates have been fixed to the more important resorts.

The New York Central has increased its working force for the passenger and baggage traffic over the week end. Officials say that at least 100,000 persons will pass through the new terminal on Labor Day. To accommodate the extra travelers ten special trains will be run. Most of those who will leave the city are expected to go to the Adirondacks, the Thousand Islands and suburban water resorts.

The Pennsylvania road is also running many of its trains in sections. Washington, Pittsburgh, the Delaware Water Gap and points along the Long Island shore are the main centers of the exodus.

A special service for a period of six days has been arranged by the New York, New Haven & Hartford to handle the Labor Day crush. In addition to the Labor Day week-enders the tide of returning travel, as shown by experience, will be the greatest during this period. To-day, to-morrow and Sunday outbound trains from New York and Boston will have extra sections and many extra cars.

To prevent baggage congestion extra baggage cars also have been added, and in some cases special baggage trains will be run to take care of the overflow on through lines. As many as ten extra trains will be put on Monday between Provincetown, Woods Hole and Boston to bring passengers from the region about Cape Cod. The Plymouth, Providence, Worcester and Middleboro service will also be increased by extras.

The number of persons going to Niagara Falls will break all records on the Lehigh Valley Railroad. Among the crowds will be two big singing societies from greater New York on their annual outings. The officials of the road expect that the traffic for mountain, lake and country will be more than doubled by the week-end business. The same reports come from the Erie, the Lackawanna, the New Jersey Central and other railroads.

"The biggest year ever" is the general expression of satisfaction over the baggage-laden vacationists, either coming or going through the stations and piers. Steamship companies are preparing for a corresponding volume of business. If the weather remains fair the Hudson River and Long Island Sound boats will be filled to capacity on Sunday and Monday. Everywhere there is the appearance of prosperity, and many good dollars are passing through the ticket windows.

COPPER COMPANY FAILS

Creditors of Lutte Central File Bankruptcy Petition.

Boston, Aug. 28.—The Lutte Central Copper Company, a Delaware corporation, with property at Butte, Mont., was petitioned into bankruptcy by creditors to-day.

The petitioners allege that the company acknowledged its inability to meet its claims when, on July 10, it made three residents of Butte preferred creditors and turned over to them certain properties in that city.

No financial statement was filed.

\$1,000 IN PARCEL POST LOOT HID IN FLAT

Federal Officials Believe Arrest of Railway Employee Ends Package Thefts Here.

ALL MAIL CARS WATCHED

Youth Caught While Loading Sacks at Station—Superintendent Also Held for \$1,200 Postcard Robbery.

Unless a "man higher up" problem confronts the Postoffice officials the arrest Monday night of Frank Schneider, an employe of the Pennsylvania Railroad, will put an end, according to Inspector Jacobs, to the disappearance of hundreds of small packages from the parcel post. Nearly \$1,000 in loot was found yesterday afternoon in Schneider's apartment at No. 292 East 3d street, the authorities say, and more may turn up at any time.

The continued loss of articles, whose miscellany indicated that the thefts were made hurriedly during transfers, has been under investigation for several weeks. Major Cochran, chief inspector, finally became convinced that the stealing was done in New York. He distributed his forces about the city, particularly at transfer points.

Inspector Jacobs was at the Pennsylvania station on Monday night watching mail cars being loaded. A small package dropped out of a mail bag Schneider was handling. The young man apparently did not notice what had happened, but a moment later, Jacobs says, he deftly kicked the package from the platform to a dark spot on the track. Jacobs watched the laborer, and after the train went off Schneider jumped down on the track, he says, and picked up the package, which contained two fountain pens.

When arrested, the inspectors assert, Schneider tried to throw them off the scent by concealing his address. At first he told Jacobs, it is said, that he lived at No. 702 5th street, but it was soon established that there was no such number, and the detectives acted on new information which led them to the East 3d street place.

The inspectors say that at the house they found a young woman who had been living with Schneider, and who turned over to them the bulk of the loot.

Schneider will be arraigned to-day before United States Commissioner Hitchcock. At the same time John F. Dornheim, superintendent of the "37" postal station, on Third avenue, near 68th street, will be brought before Commissioner Shields on a like charge.

He was arrested yesterday afternoon and locked up in the Greenwich street station for the alleged embezzlement of \$1,200 in postcards. Dornheim is of middle age and has been in the postoffice service for many years. He has a home at Flushing, Long Island.

BIG DISBURSEMENT FUND

September Payments Are Estimated at \$114,000,000.

Total dividend and interest disbursements for September are estimated by Dow, Jones & Co. at \$114,000,000, as compared with \$108,000,000 for the same month last year.

Up to the present dividends declared payable next month by the New York City banks and trust companies and the various corporations of the United States aggregate \$3,096,646, based on a total capitalization of \$1,952,324,593.

Interest payable in September on bonds of railroad, industrial and miscellaneous companies, as well as those of cities, states and counties in the United States and the government debt, totals \$498,886. The total of bonds of every class outstanding upon which this interest is payable is \$2,682,011,000.

Interest and dividend disbursements thus far for 1913 aggregate \$1,300,000,000, as follows: July, \$114,000,000; August, \$108,000,000; September, \$104,000,000; October, \$100,000,000; November, \$100,000,000; December, \$100,000,000; January, \$100,000,000.

AMUSEMENTS.

48TH, EAST OF 4TH WAY. Phone, 2928—Bryant. Evgs. 8:20. Mats. Tom'w & Wed.

PLAYHOUSE

Who Is Entitled to a Mother's Time—Husband, Daughter, Son or Social Set?

THE FAMILY CUPBOARD

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HARLEM 125 St. St. 7 A. Seats Now.

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ADMITTS COLLECTING TAX TO PAY HORSE POISONER

Treasurer of Ice Cream Manufacturers' Association Says Immunity Cost \$700.

"JOHN L." TRIBUTE TAKER

Man Who Dropped Out of Body Tells of Misfortunes Which Then Crippled His Delivery Service.

The grand jury, which took up the investigation of horse poisoning after "Yesky Nigger" began to tell his story to the District Attorney, yesterday heard Mr. Saponick, treasurer of the Ice Cream Manufacturers' Association, who told of collecting \$700 from members of the association to be paid to "John L.," a horse poisoner. The inquiry into the affairs of the Ice Cream Manufacturers' Association was taken up after several members had complained that they could not ascertain the purpose of funds collected by the association.

Mr. Saponick said that as treasurer he had levied a tax which resulted in the collection of \$700. The members from whom the money was collected believed, it is said, that unless they paid tribute "John L." would poison all their horses. Saponick said that the money was paid to "John L." because of threats to poison Saponick's horses.

Saponick said that he himself did not give the money to "John L." All of the funds collected by the association, he said, were handled by five men known as "the jury." "The jury," he said, was composed of the president of the association and four other members.

Royal H. Weller, the assistant district attorney in charge of the investigation, has not been able to find out the exact status of the Ice Cream Manufacturers' Association as an organization. So far as he can discover no books were kept nor was there any permanent meeting place, most of the meetings being held in rooms that could be hired for the evening for \$2. Aside from tribute paid to horse poisoners Mr. Weller has found few purposes for which the association needed money. A salary of \$50 a year was paid to the secretary.

Henry J. Kolchin, proprietor of the Royal Ice Cream Company, at No. 255 Butler street, Brooklyn, was another grand jury witness yesterday. Mr. Kolchin said that early in October, 1912, he was urged to join the Ice Cream Manufacturers' Association. He refused to join, and he says, seven of his horses died in their stalls of poison on October 22. Two more died on the street that same day while making deliveries.

George Weiss, president of the Independent Ice Cream Company, whose demand for an accounting of the sums collected by the Ice Cream Manufacturers' Association was taken to the District Attorney when the association refused an accounting, said yesterday that the poisoning of his horses was not the only misfortune that overtook him when he resigned from the association. The same day that his horses were poisoned, he says, the cylinder heads of his machines at 104th street and the East River were either smashed or removed.

The grand jury will continue to hear testimony regarding the Ice Cream Manufacturers' Association to-day.

FOOD PROBERS AT WORK HERE.

The committee appointed by Secretary Wilson of the Labor Department, to investigate the charges that food of poor quality is being given to immigrants on Ellis Island, met in the rooms of the Chinese Immigration Bureau, No. 17 State street, yesterday afternoon and adjourned until this morning. The members of the committee are Richard H. Taylor, an immigration inspector in the field service, James L. Hughes, assistant commissioner of immigration at New York, and P. L. Prentiss, an immigration inspector at Chicago. The probers went to Ellis Island in the afternoon.

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PALACE

THEATRE, Broadway, 47th St.

OPENS NEXT MON. SEPT. 1

SUPREME VAUDEVILLE

FRITZ SCHEFF

HORACE GOLDIN

MINNIE D. PERE

Julius Tannen, Laddie Higgins, Mae Melville & Robt. Higgins, Wm. A. Weston & Co., Clara Hagg, Mr. & Mrs. Gordon Wilde, Lew Perinoff & Ethel Ross.

AMMERSTERN'S THEATRE, EVELYN HROOF & Dly Mat. Mrs. NESBIT & Thaw 412 Bk. Acts.



What a pile of dollars the suit savings make! More than 1500 were \$25 or more. More than 900 were \$22.00. More than 1400 were \$20.00. All sorts of fabrics—mixtures and serges. All sizes, 32 to 54 chest. \$15 now.

Odd trousers, regularly \$5.00 to \$8.00. \$3.50.

Everything for Labor Day

Golf shoes, tennis shoes, soft hats, flannel shirts, dusters—everything you need to make you comfortable.

Also golf and tennis balls, clubs, rackets, cameras and fishing tackle.

Sporting goods of every description. Open Saturday until 12—But closed Saturday afternoon and day Monday.

ROGERS PEET COMPANY, Three Broadway Stores at Warren St. 13th St. 34th St.

AMUSEMENTS.

NEW YORK'S LEADING THEATRES

EMPIRE Broadway, NEXT MON. EVE. SEATS 48 St.

JOHN DREW MUCH ADO

ABOUT NOTHING

GLOBE Broadway, 46 St. Mat. 2:15. Evgs. 8:15. Extra Mat. Labor Day (Mon.)

A COMPLETE SUCCESS.—SUN.

RICHARD HATFIELD in the latest

CARLE WILLIAMS in the latest

the author of "The Dollar Princess"

THE DOLL GIRL

LYCEUM Broadway, Opens Sept 3 SEATS 45 St.

Where Ignorance Is Bliss

William Courtenay, Rita Jolivet

Frederic Bell, Rita Jolivet, Rita Jolivet

KNICKERBOCKER Broadway, 47th St. SEATS 48 St.

NEXT MON. EVE. SEATS NOW.

JULIA SANDERSON in the latest

in THE SUNSHINE GILL. A New York

NEW AMSTERDAM

42 St. W. of Ry. SEATS 42 St.

THEATRE in World

Evgs. 8:15. Mat. Tom'w. Mon. & Wed. 2:15

REGRETFULLY LAST 2 WEEKS

ZIEGFELD FOLLIES