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1,000 LIVES LOST WHEN SHIP SINKS

HUNDREDS, MOSTLY WOMEN AND CHILDREN, PERISH IN A CHICAGO RIVER.

TRAGEDY SADDENS CHICAGO

Whole City Shocked When Excursion Steamer Upsets at Pier—Most of the Bodies Recovered.

Chicago.—Bodies of more than one thousand persons have been found in the Chicago river since the steel steamer Eastland, as it was about to leave its wharf in the Chicago river with 2,500 relatives and friends of the employees of the Western Electric company, for an excursion across Lake Michigan. The ship rolled over on its side in 25 feet of water and within five minutes after it began to list. The total dead remained at approximately 1,000 according to estimates by coroner Hoffman, whose reports indicated that possibly 100 bodies were held in the mud of the river by the steamer's superstructure. While only 1,002 of the 2,408 passengers of the Eastland have registered as saved, it was thought that about 475 survivors, including the crew of 72, had failed to report.

Several persons were taken alive from the cabins of the ship after it had laid on its side in the river for four hours, the others said to be in the bulk all are dead.

Under the glare of searchlights at night, scores of men worked in the hull of the vessel to remove the bodies. The steamer lay on the bottom of the river, one side protruding like a monument to the hundreds it had drowned as it turned over.

The cause of the capsizing had not been determined but federal city and state officers were conducting investigations to determine whether the ship was top heavy from faulty designing, was improperly ballasted or was poorly handled in warping from the wharf. Marine architects asserted that the Eastland was faulty in design, that the top deck had been removed because of the tendency of the ship to list and also pointed to the possibility that the ship had been unevenly or insufficiently ballasted. The Eastland used water ballast, so that it could pump out some on entering shallow like harbors, so some investigators are working on a theory that the ballast tanks were not filled and the rushing of passengers to one side of the deck caused it to roll over.

Under misty skies, 7,000 men, women and children wended their way to the Clark street dock early in the day to fill five large lake steamers with holiday mirth in a trip to Michigan City. The steamer Eastland brought to Chicago from Lake Erie, after an unsatisfactory career, was the first to be loaded.

Rain began to fall as the wharf superintendent lifted the gang planks from the vessel, declaring that the government limit of 2,500 passengers had been reached. White dresses peeped from raincoats along the shore rails as those aboard waved good-bye to friends on shore who were waiting to board the steamer Roosevelt and other vessels.

Then the passengers swarmed to the left side of the ship as the other steamers drew up the river towards the wharf. A tug was hitched to the Eastland, ropes were ordered cast off and

the steamer engines began to hum. The Eastland had not budged, however.

Instead, the heavily laden ship wavered sidewise, leaning first towards the river bank. The lurch was so startling that many passengers joined in a mad scramble already on the river side of the decks.

The ship never heeled back. It turned slowly but steadily toward its left side. Children clutched the skirts of mothers and sisters to keep from falling. The whole cargo was impelled towards the falling side of the ship. Water began to enter lower portholes and the hawsers tore out the piles to which the vessel was tied.

Screams from passengers attracted the attention of fellow excursionists on the dock awaiting the next steamer. Wharfmens and picketers soon lined the edge of the embankment, reaching out helplessly towards the swaying steamer.

For nearly five minutes the ship turned before it finally dived under the swift current of the river, which owing to the drainage canal system flows from the lake. During the mighty turning of the ship with its cargo of humanity, lifeboats, chairs and other amusements, on the decks slipped down the sloping floors, crushing the passengers toward the rising water.

Then there was a plunge with a sigh of air escaping from the hold, mingled with crying of children and shrieks of women and the ship was the bottom of the river, casting hundreds of living creatures to the water.

Many sank, entangled with clothing and bundles and did not rise, but hundreds came to the surface, seized floating chairs and other objects. Those on shore threw out ropes and fringed in those who could hold their life lines. Employees of commission firms along the river threw crates, chicken coops and other floatable things into the current, but most of these were swept away by the stream, which runs five miles an hour.

Boats put out, tugs rushed to the scene with shrieking whistles and many men snatched off caps and shoes and sprang into the river to aid the drowning. With thousands of spectators ready to aid and the wharf filled with hundreds waiting to death despite every effort at rescue.

One mother grasped her two children in her arms as she slipped from the steamer into the water. One child was torn from her but she and the other were saved. Fathers were drowned after aiding their wives and children to safety.

Instances of heroism were almost as numerous as the number of persons on the scene. Boats as soon as full took rescued passengers to the wharf or to the steamer Theodore Roosevelt, which was tied up opposite the Eastland.

In an hour the water was cleared from excursions. Those who had not been taken to land had sunk or were swirling down the river towards the drainage canal locks at Lockport, Ill., many miles away. The locks were raised to stop the current and arrangements were made to take bodies from the river along its course through the southwest part of Chicago.

Shortly after the water was cleared, city firemen, ship engineers and helpers were on the exposed side of the Eastland's hull, cutting through its steel plates with gas flames. Divers were hurried into underwater suits. A tug was moored as a bridge between the pier and the capsized ship.

As the divers gained entrance to the hull, the scene of distress moved for the time being from the river to the exterminated morgues. Warehouses of wholesale companies along the river were thrown open and bodies were placed in rows on the floors. Scores of divers, more and more, were taken to the hospital, built in memory of the 600 women, children and a few men who were buried and crushed to death in the Iroquois Theater New Year's Eve some years ago.

Efforts to resuscitate those taken from the river were generally unsuccessful. Only two or three were thus saved. It was also said that many of the injured would die.

The whole city was in consternation over the catastrophe. Word of the accident spread rapidly and to the thousands already at or near the wharf, other thousands added themselves. The Clark street bridge near the wharf was crowded until it threatened to collapse. Streets had to be cleared by the police to allow the passage of ambulances.

Business men sent their automobiles and motor trucks to help aid the injured and carry away the dead. One warehouse soon was filled with bodies and other were taken to the Second Regiment armory, a mile away.

Mayor William Hale Thompson was in San Francisco and Chief of Police C. C. Healy also was out of town, but Acting Mayor Moorhouse sent out a request that the city display signs of mourning.

While those on land were disposing of the dead, injured and rescued, the divers in the heart of the sunken vessel sent up an almost constant stream of corpses from the submerged decks. First it was a girl in her teens who had been caught between a pile of chairs and a cabin wall. Next it was a slight boy, gathered from the lifeless arms of a fond father, who had hung to his offspring even in death. They followed an old woman, who had gone aboard the ship to watch the youthful pleasure of her grandchildren, and a little girl with bare legs and booters and with gay ribbons sodden against the lace of her holiday gown.



News Snapshots Of the Week

A. Edison consented to serve as head of the new naval test board, composed of civilian inventors. Mexican affairs again favored Carranza, as his forces unyesterday.

During the week Von Jagow, foreign secretary, sent us Germany's answer to our protest on her submarine warfare; it proved unchanged in tone. Charges of breaking the neutrality laws resulted in our government taking over the German wireless station at Sayville, N. Y., putting it in charge of Captain Bullard, U. S. N. German Southwest Africa surrendered to General Botha, commanding the British forces in Great Britain brought many women into the field. Thomas Edison consented to serve as head of the new naval test board, composed of civilian inventors. Mexican affairs again favored Carranza, as his forces unyesterday.

FREEDOM OF SEAS MUST BE UPHOLD

LAST WORD FROM WASHINGTON TOUCHING ON SUBMARINE ATTACKS.

NOTE CONTAINED NO THREAT Germany is Given Clear Understanding of What This Country Will Demand.

Washington.—The text of the American note on the submarine warfare, presented at Berlin by Ambassador Gerard, has been made public. It reveals that the Imperial government had been informed it is the intention of the United States to regard as "deliberately unfriendly" any repetition by the commanders of German naval vessels of acts in contravention of American rights.

The United States announces that it will continue to contend for the freedom of the seas "from whatever quarter violated, without compromise and at any cost."

In official and diplomatic quarters the communication was viewed as the strongest and most emphatic pronouncement that has come from the Washington government since the beginning of its correspondence with the belligerents of Europe. President Wilson returned to Cornish to await developments.

On the assumption that Germany has already admitted illegality of her practices by attempting to justify them as retaliatory moves against Great Britain, the United States expresses belief that Germany will no longer "refrain from disavowing the wanton act of its naval commander in sinking the Lusitania or from offering reparation for the American lives lost so far as reparation can be made for a needless destruction of human life by an illegal act."

Referring to the German government's expression of hope in its last note that the freedom of the seas may be established in some measure before the end of the present war, the United States declares that this object can be accomplished and invites the practical co-operation of the Imperial government. The American government adds, moreover, that it "holds itself ready at any time to act as the common friend who may be privileged to suggest a way" to assist in establishing the freedom of the seas.

At the outset, the German note of July 8 is declared "very unsatisfactory" because it fails to meet the real differences between the two governments and indicates no way in which the accepted principles of law and humanity may be applied in the grave matter in controversy, but proposes, on the contrary, arrangements for a partial suspension of those principles, which virtually set them aside.

Following is the official text of the latest American note to Germany regarding submarine warfare, which was delivered to the Foreign Office at Berlin by Ambassador Gerard.

Department of State, Washington, July 21, 1915. You are instructed to deliver textually, the following note to the Minister for Foreign Affairs:

The note of the Imperial German Government dated the eighth of July, 1915, has received the careful consideration of the Government of the United States and it regrets to be obliged to say that it has found it very unsatisfactory, because it fails to meet the real differences between the two Governments and indicates no way in which the accepted principles of law and humanity may be applied in the grave matter in controversy, but proposes, on the contrary, arrangements for a partial suspension of those principles which virtually set them aside.

Government of the United States not with satisfaction that the Imperial German Government recognizes without reservation the validity of the principle insisted on in the several communications which the Government has addressed to the Imperial German Government with regard to the established rules of naval warfare and the use of submarines against merchantmen on the high seas—the principle that the seas are free, that the character and cargo of a merchantman must first be ascertained before she can lawfully be seized or destroyed, and that the lives of non-combatants may in no case be put in jeopardy unless the vessel resists or

seeks to escape after being summoned to submit to examination, for a belligerent act of retaliation in per se an act beyond the law and defense of an act as retaliatory is an admission that it is illegal.

The government of the United States is, however, keenly disappointed to find that the Imperial German government regards itself as in large degree exempt from the obligation to observe these principles, even where neutral vessels are concerned, by what it believes to be the policy and practice of the government of Great Britain in the present war with regard to neutral commerce. The Imperial German government will readily understand that the government of the United States cannot discuss the policy of the government of Great Britain with regard to neutral trade except with that government itself, and that it must regard the conduct of other belligerent governments as irrelevant to any discussion with the Imperial German government of what this government regards as grave and unjustifiable violations of the rights of American citizens by German naval commanders. Illegal and inhuman acts, however justifiable they may be thought to be against any enemy who is believed to have acted in contravention of law and humanity, are manifestly indefensible when they deprive neutrals of their acknowledged rights, particularly when they violate the right to life itself. If a belligerent cannot retaliate against an enemy without injuring the lives of neutrals, as well as their property, humanity, as well as justice and a due regard for dignity of neutral powers, should dictate that the practice should be discontinued. If persisted in it would in such circumstances constitute an unpardonable maintenance of a state of neutrality of the neutral nation affected. The government of the United States is not unmindful of the extraordinary conditions created by this war, of the radical alterations of circumstances and methods of attack produced by the use of submarines in naval warfare which the nations of the world cannot have had in view when the existing rules of international law were formulated, and it is ready to make every reasonable allowance for these novel and unexpected aspects of warfare, but it cannot consent to abate any essential or fundamental principle of the law of nations, as well as of justice and a due regard for dignity of neutral powers, should dictate that the practice should be discontinued.

The events of the past two months have clearly indicated that it is possible and practicable to conduct such submarine operations as have characterized the activity of the Imperial German navy within the so-called war zone in substantial accord with the accepted practices of regulation in the conduct of naval warfare. The whole world has looked with interest and increasing satisfaction at the demonstration of that possibility by German naval commanders. It is manifestly possible, therefore, to limit the practice of submarine attack above the surface of the sea, which it has aroused and remove the chief cause of offense.

In view of the illegality made by the Imperial government when it pleaded the right of retaliation in defense of its acts, and in view of the manifest possibility of conforming to the established rules of naval warfare of the government of the United States, cannot believe that the Imperial German government will longer refrain from disavowing the wanton act of its naval commander in sinking the Lusitania or from offering reparation for the American lives lost, so far as reparation can be made for a needless destruction of human life by an illegal act.

The government of the United States while not indifferent to the friendly spirit in which it is made, it is deeply regretted that the suggestion of the Imperial German government that certain vessels be designated and agreed upon which shall be free on the seas now illegally prescribed. The very agreement would, by implication subject other vessels to illegal attack and would be a virtual admission, therefore, an abandonment of the principles for which this government contends and which in times of calmer counsel, every nation would concede as of course.

The government of the United States and the Imperial German government are contending for the same great object, have long stood together in urging the very principles upon which the government of the United States now solemnly insists. They are both contending for the freedom of the seas. The government of the United States will continue to contend for that freedom from whatever quarter violated, without compromise and at any cost. It invites the practical co-operation of the Imperial German government at this time when co-operation may accomplish most and

NEWS SNAPSHOTS OF THE WEEK

Two women were found alive in another steamer in the protruding side of the Eastland but that ended the hopes that any number had escaped death in the trap. There were still 300 persons in the hold when these three persons were taken out alive and the explorers of the hulk said that all were dead.

Work of tagging the bodies of the dead and placing them in accessible places or identification proceeded all day and night.

Identification was slow and scenes at the morgues were as affecting as those at the river when the steamer capsized. Mothers fell across the bodies of children whom they had sent away a few hours before on what was intended to be a day of pleasure.

General Judge Landis ordered a jury to look into the cause of the death of the Eastland, and the health commissioner prepared to clear the river, for fear disease might be spread by the presence of so many bodies in the stream.

Arrangements also were made to get at the sunken vessel to determine the underlying cause of the accident. Derricks on scows were taken to the side of the Eastland and marine engineers engaged to inspect the treacherous ship.

Those in charge of the various works of clearing up the toll of casualties determining the responsibility for the capsizing of the boat said that the endeavor would necessarily be slow because of the large number of persons aboard the Eastland the difficulty of getting at the hull of the steamer.

Acting Mayor Moorhouse and his advisers decided to raise a relief fund of \$200,000 to be distributed by a subcommittee acting under the direction of the National Red Cross, the Associated Charities, and the Municipal Health Department. In addition to this the Western Electric Company, whose employees formed the majority of the excursion party announced that \$100,000 from its employees' insurance funds was available for relief. Numerous private relief funds were started.

Meanwhile Mayor Thompson, who was at the Panama-Pacific Exposition to take part in the celebration of Illinois Day, left immediately for Chicago on a special train to take his place in investigation and relief work.

Coroner Hoffman issued an appeal to the public for a fund for the burial of whatever dead may remain unidentified. City officials with one voice declared that all dead should have proper burial.

Various theories as to what caused the Eastland to turn over were discussed, but without prospect of a definite explanation. The most discussed theories are four: That the boat was overloaded; that she was not properly ballasted; that a tug that made fast to warp the Eastland from the docks started pulling too soon; that congestion of passengers rushing to the port side attracted by some passing sensation tipped the steamer over.

One of the divers, Louis Kruger, said that he thought several score bodies were still planned under the boat, which he said was resting in about four feet of stiff mud. These bodies cannot be moved until after the coroner's inquest, when effort will be made to right the vessel.

The steamer Theodore Roosevelt, of the Indiana Transportation Company, made its regular trip to Michigan City and the steamer City of Grand Rapids, of the Graham & Morton Line, sailed as usual for St. Joseph, Mich. Both boats had comparatively small passenger lists.

With the assembling of stories of witnesses and survivors, more and more incidents of horror paths and heroism came to light. All of the Eastland's passengers save two or three hundred who clung to the starboard rail or climbed out of starboard port holes were thrown into the river, crushed into the slimy mud of the bottom or imprisoned between decks, when the steamer turned over.

PROULRY MAKING MONEY FROM HENS

Not Always Fault of Fowl That She Is Unprofitable—Owners Often Follow Wrong Scheme.

Most people keep poultry because they expect to make money from them. Yet more than half of the hens in this country do not earn the amount of food they consume in one year. When hens are unprofitable the owner generally concludes that the hens are to blame and he either does away entirely with them or else imports another "kind" to go the way of the others.

Most of the trouble with poultry on the average farm is above the ears of the owner. In other words, the owner is following the wrong scheme or plan in the care he gives them and the management they receive.

All that is required to make money with poultry is to just give your hens a chance and they will produce. If you have a flock of rumpy, sleepy, laxy old hens investigation generally discloses that they were originally to blame for their condition.

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Prize Winning Columbian Wyandotte Hen.

Other "kind" to go the way of the others.

Benefited by Chamberlain's Liniment.

Prize Winning Columbian Wyandotte Hen.

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REPEL ANY FIRING ACROSS BORDER

PRESIDENT WILSON TO USE ARTILLERY IF NECESSARY TO PROTECT MEXICAN BORDER.

ALL FACTIONS ARE NOTIFIED

Definite Instructions to Gen. Funston in Regard to Peace—Border Towns Must Not Be Molested.

Washington—Orders were issued with the approval of President Wilson to Major General Funston to repel with force if necessary any firing into American territory during fighting between the factions in border towns and a note was dispatched to General Carranza advising him of that fact.

Soon afterward advices from Vera Cruz to the Carranza headquarters here said the general had specifically instructed General Calles, his commander before Nogales, not to attack the village force and gave assurance that the Carranza force in Nogales would withdraw leaving a civil administration in charge. The garrison marched out.

General Carranza was informed that American border commanders had orders to prevent by force if necessary any shooting into American territory. The specific method of repelling the attack was not mentioned, but the inference was American artillery would deal with any situation construed as an attack on American citizens.

General Funston was instructed to resist border attacks immediately without referring the question further to Washington.

General Carranza apparently gave immediate heed to the warning. The state department has had the border situation under consideration for several days. The Villa and Carranza agencies here have each held the other responsible for the violation of the agreement to neutralize border towns, made when Gen. Hugh Scott, Chief of Staff of the Army, last visited Mexico.

The situation throughout Mexico as reported from various sections was considered discouraging by officials.

NOTE UNFAVORABLE.

German Newspapers Do Not Like Tone of Note to Sayville.

Berlin, via wireless to Sayville.—The latest American note to Germany concerning submarine warfare was received most unfavorably by the German newspapers in which it was printed.

The Tagesspiegel and the Kreuzzeitung aim to declare that the American note calls for the most decided opposition and that it requires Great Britain to show at least an equal respect for the spirit of international law as the president demands from Germany.

The Tagesspiegel says: "The note clearly indicates that the American government cares more for the crippling of our submarine war than for the safeguarding of American lives. The United States must realize that to change our submarine warfare is out of the question. The note proves that pro-British influence has gained an upper hand in President Wilson's circle. We hope the common sense of the American people will prevent citizens from serving as protection for English munition ships."

The Tages Zeitung writes: "Neutrals have rights but so also has a great nation fighting for its life. Though maintaining submarine warfare Germany always is willing to respect the justifiable wish of Americans but not at any price."

Girls' Plea Brings Pardon. Milledgeville, Ga.—The plea of a six year old child to Governor Harris won a promise of freedom for Thomas Edgar Stripling, who was arrested in Danville, Va., in 1911, where a chief of police, and returned here to spend his life in prison for murder after he had escaped from jail 14 years before, while awaiting transfer to the Georgia prison farm.

Object to New Seaman's Law. Syracuse, N. Y.—William C. Redfield, Secretary of the Department of Commerce, who is in Syracuse, made public correspondence between the St. Joseph-Chicago Steamship Company, owners of the steamer Eastland, and the Department of Commerce, relating to the seaman's law. Secretary Redfield believes that under the seaman's act, the passenger-carrying capacity of the Eastland could have been reduced from 2,570 to 1,552. The steamship company opposed the seaman's bill.

Military Defenses Insufficient. New York.—The report of the Army committee of the National Security League, Henry L. Stimson, chairman, characterizes the military defenses of the country as "woefully insufficient," and endorses the recommendations of the General Staff of the Army "made repeatedly to congress, for a reserve army of 500,000 men. The report also endorses 'the repeated recommendation made to congress for providing adequate reserve of arms, ammunition and all classes of war material.'"

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