

THE TWICE-A-WEEK DISPATCH

A PUBLISHED BY THE BURLINGTON DISPATCH COMPANY, BURLINGTON, N. C.

BURLINGTON, ALAMANCE COUNTY, N. C., CAROLINA, TUESDAY JULY 27 1915.

CRIMINAL NEGLIGENCE IN SHIP CATASTROPHE CHARGED

Three Investigations Into The Capsizing The Eastland In Full Swing In Chicago

BENI ON PUNISHING EVERY GUILTY PARTY

Numerous Theories Advanced to Account for the Accident; Faulty Construction, Alleged By Some as Cause. Denied By Owners and Inspectors; Naval Architect Declares Eastland Was Not a Safe Boat

Passengers, Composed Mainly of Women and Children, Drowned Within a Few Feet of Wharf at Chicago.

531 Bodies Recovered; Searchlights Aid Work—Several Persons Taken Alive From the Cabins of the Ship After it Had Lain on Its Side For Four Hours; Many More Bodies Said to be in Hull of Vessel; Marine Architects Declare Ship Was Faulty in Design.

Chicago, July 24.—More than one thousand persons, possibly 1,300, most of them women and children, were drowned today within a few feet of land by the capsizing of the steel steamer Eastland as it was about to leave its wharf in the Chicago river with 2,500 relatives and friends of employees of the Western Electric Company, for its destination across Lake Michigan. The ship rolled over on its side in twenty-feet of water within five minutes after it began to list.

Coroner's physician Springer tonight declared that 1,300 persons were killed, while other estimates ran as high as 2,000, but these did not agree with the statement that not more than 2,500 passengers were on board the vessel. During the day more than 500 bodies were taken from the river and from the hull of the overturned steamer. The sides were cut open with gas flames to admit divers.

Several persons were taken from the cabins of the ship after it had lain on its side in the river for four hours, but the 300 others said to be in the hull are all dead.

Working By Aid of Searchlights. Under the glare of searchlights tonight, 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 that had drowned as it turned over.

The cause of the capsizing had not been determined tonight by Federal city and state officers were conducting investigations to determine whether the ship was too 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 lake 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 decks caused it to roll over.

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

within grasp, hundreds went 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.

Use Man as Ladder.

One man was seen to cling to a spike in the side of the wharf while two women and three children stepped upon his body as on a ladder, to safety. He fell exhausted into the river as the last one of the five reached the pier.

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

In an hour the water was cleared of excursionists. 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 the 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.

Warehouses as Morgues.

As the divers gained entrance to the hull the scene of distress moved for the time being from the river to the extemporized morgues. Warehouses of wholesale companies along the river were thrown open and bodies were placed in rows on the floors. Scores of persons rescued from the water were injured and these were taken to the Iroquois hospital, built in memory of the 600 women, children and a few men who were burned and crushed to death in the Iroquois theatre, 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 closed by the police to allow the passage of ambulances.

Vehicles Are Loaned.

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

Mayor William Hale Thompson was in San Francisco and Chief of Police C. H. Healey also was out of town, but Acting Mayor Moorhouse sent out a request that the city display signs of mourning. Flags on public buildings were placed at half mast and many places were draped with mourning. Baseball games were postponed and festivities largely ceased.

While those on land were disposing of the dead, injured and rescued, the divers in the heart of the sunken vessel went up an almost constant stream of corpses from the submerged

First it was a gaily dressed girl, her teens who had been caught in a pile of chairs and a cabin.

Next it was a slight boy, gath'ring from the lifeless arms of a fond father, who had clung to his offspring even in death. Then followed an old woman, who had gone aboard the ship to watch the youthful pleasure of her grandchildren, or a little girl with bare legs and booties with gay ribbons sodden against the lace of her holiday gown.

Baby Found Alive.

One thrill passed through the crowd as word came from the steamer that a girl baby had been found alive among the hundreds of dead in the hold. The child was discovered in a stateroom where she had been held from the water by a chair that jammed against the berth. The baby only half awakened as it was carried to land. Its mother could not be found.

Two women were found alive in another stateroom in a 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 hull said that all were dead.

Work of tagging the bodies of the dead and placing them in accessible places for identification proceeded all day and night. Identification was slow and scenes at the river when the steamer capsized. Mothers fell across the biers of children whom they had sent away a few hours before on what was intended to be a day of pleasure.

Investigations Started.

Federal Judge Llandis ordered a grand jury empanelled to investigate the catastrophe; States Attorney Hoyle prepared a county grand jury inquiry; Coroner Hoffman selected a jury to look into the cause of the deaths; the police arrested all the officers of the Eastland and the health commissioner arranged to purify the river, for fear disease might be spread by the presence of so many bodies in the stream.

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

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

831 Bodies Recovered.

At 9 o'clock tonight 831 bodies had been removed to the Second Regiment Armory. They were laid in rows of eighty-five, across the whole length of the armory. Revised figures showed 176 bodies had been identified. Of 114 partially identified bodies 47 were men, 48 women, seven boys and 12 girls.

The armory, situated in a thickly settled part of the West Side, was surrounded this evening by a great throng. Most of the victims were residents of the West Side. It was hoped to have the recovered bodies all in the armory by 10 o'clock and until that time no one was admitted. Accordingly, thousands forming in line hours before the great doors were opened, awaiting a chance to see some of his and friends be-

U. S. WILL TOLERATE NO MORE ACTS LIKE THE SINKING OF LUSITANIA

Note to Germany Presses Hom. That Repetition Will Be Regarded as Unfriendly Act

WILL NOT RECOGNIZE CLAIM OF EXPEDIENCY

Rights of Neutrals in Time of War are Based on Principles, Says Note, and If a Belligerent Cannot Retaliate Against an Enemy Without Injuring Lives of Neutrals, Humanity and Justice Should Dictate That Practice Be Discontinued

THE CHRISTIAN ENDEAVOR SOCIETY OF CHATHAM FRIENDS' CHURCH ENTERTAIN.

Friday evening, July 16, 1915, The Christian Endeavor Society of Chatham Friends' Church delightfully entertained quite a number of young people at the home of Mr. Charlie Newlin, from 7:30 to 10:30.

The first feature of the program was "A Biblical Contest," given orally by Mr. Curtis Newlin. The prize, which was a beautiful bunch of roses, was won by the Rev. Mrs. Ada Lee, of Greensboro. Next while music was rendered by Miss Bessie Gothic, the boys were invited from the parlor to the sitting room, where they were given instructions, as to how to meet their partners. After the instructions were completed, the girls were asked into the hall, where they met their partners and returned to the parlor for "the dime contest." The prize, a box of chocolate candy, was awarded to Mr. Ben Nicholson and Miss Jennie Newlin.

Following this we were enjoyably amused by a comical recitation, given by Miss Nettie Lewis. Last, but not least, we were invited into the dining room, where two tables were bountifully loaded with delicious cream and cake, which we all greatly enjoyed. All went away declaring they had been pleasantly entertained and desiring that this should not be the last party given by The Christian Endeavor.

Garage and Machine Shop for Graham. Mr. Jonathan Thompson of Haw River, who bought a lot on E. Elm St., at the sale of the Whitsett property a few weeks ago, broke dirt this morning for a new brick building which will be 40 by 100 feet, one-story, and will be used for a garage and machine shop. Mr. Thompson is a practical machinist and a good machine shop for general work is very much needed here.—The Gleaner.

THE WORKS HOLD INITIATION. On last Friday night, the Sigma Delta Sigma Charter of the Royal Order of Works, Burlington, N. C., Gagnaki Division held an initiation. The following members having made themselves eligible were initiated in due order. These are Miss Iris Holt, and Miss Sadie Montgomery of Burlington; Miss Elizabeth Craddock of Houston, Va.; and Miss Pearl Cooper of Nashville, N. C. We are proud to declare these as honored with full membership.

After the initiation, the new members were given an informal banquet which was enjoyed by all—both old and new.

DEATH SHIP GIVES UP 820 BODIES

Estimated Total of Those Who Perished Remains at Approximately 1,999—1,072 Are Reported Safe.

Of 588 Remaining Unaccounted for It is Believed 400 Are Alive and That 188 Bodies Are Still in the River; Hope For Safety of Loved Ones Still in Hearts of Many.

PLANS FOR DEFENSIVE BEING HASTENED

Information Desired by President Expected to be Submitted With Few Days—Unprecedented Program.

Navy Plans Contemplate Fifty Submarines, Several Battle Cruisers, 4 Dreadnaughts, Big Increase in Auxiliary Fleet and Aircraft; Army Plans for Big Increase.

Governor Whitman throws cold water on the latest "confessions" in the Becker case, and if Becker fails today to get a new court hearing on the plea of newly discovered evidence, it looks as if the electric chair will get him this week.

WHEAT UPWARD WITH CLOSE STRONG

Reports That Black Rust Had Begun Attacking the Stems of Wheat in South Dakota Causes Quick Rise.

NO ABATEMENT OF DASH ON WARSAW

Decisive Action on Fronts Not Expected to be Fought in Few Days Yet—Position Favors Russians.

Germany Claim to Have Made Some Progress; Severe Fighting Still Going on in Argonne and in Vosges on the Western Battle Front, But Without Much Change.

BURLINGTON CITY DELIVERY

Will Start October 1 With Four Carriers.

Washington, July 22.—City delivery has been authorized to be established at Burlington with four carriers, October 1st.