

THOUSAND LIVES LOST IN APPALLING RIVER TRAGEDY

Hundreds, Mostly Women and Children, Perish in Chicago River When Great Steamer Eastland Capsizes at Pier

MOST BODIES RECOVERED

Excursion Trip is Suddenly Ended and All Chicago is Thrown in Mourning

Chicago.—Bodies of more than one thousand persons have been found, most of them women and children, who were drowned 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 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 hull 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 dock 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 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 the large concourse 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. Wharfmen and picnickers soon lined the edge of the embankment, reaching out helplessly towards the wavering 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 loose appurtenances on the decks slipped down the sloping floors, crushing the passengers toward the rising water.

Then there was a plunge with a splash of air escaping from the hold, mingled with crying of children and

shrieks of women and the ship was on 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 dragged in those who could hold these 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 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.

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 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 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 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 they were taken to the Iroquois 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 dead 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.

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 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 clung 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, or a little girl with bare legs and booters and with gay ribbons sodden against the lace of her holiday gown.

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 ship. The child was discovered in a starboard 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: 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 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 tiers of children whom they had sent away a few hours before on what was intended to be a day of pleasure.

Federal Judge Landis ordered a grand jury impaneled to investigate the catastrophe; State's Attorney Hoyne 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 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 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 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.

Acting Mayor Moorhouse and his advisers decided to raise a relief fund of \$200,000 to be distributed by a sub-committee 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 pinned 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 efforts 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 pathos 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.

The quiet half clouds Sunday was a day of gloom for all Chicago. The city turned to prayer and thought. Ministers said more people attended church than for many Sundays past. The preachers nearly all referred to the Eastland disaster in their sermons and asked congregations to join in prayers for the bereaved. There were crowds of morbidly curious along the river, but for the most part the populace either went to church or stayed at home in appalled thought.

With the details of the catastrophe summed up the people shuddered at close to the throbbing heart of one of the great cities of the world a thousand people could go to their death with hundreds of persons powerless to aid standing within a stone's throw—that that great mass could drown in a narrow river 20 feet from the dock.

Message From President

Chicago.—Acting Mayor Moorhouse of Chicago received the following telegram from President Woodrow Wilson: "I am sure I speak the universal feeling of the people of the country in expressing my profound sympathy and sorrow in the presence of the great disaster which saddened so many homes."

SUBMARINE SINKS AMERICAN VESSEL

LEELANAW LADEN WITH FLAX IS TORPEDOED OFF COAST OF SCOTLAND.

CARGO WAS CONTROBAND

Captain and Crew of the Steamship Were Saved Making Land in Their Own Boats.

London.—The American freight steamer Leelenaw bound from Archangel, Russia, for Belfast, with a cargo of flax, was torpedoed and sunk by a German submarine off the North-west coast of Scotland. Captain Belk and the crew were saved, landing at Kirkwall in their own boats.

Keen interest was displayed in British official circles over the news of torpedoing of the Leelenaw, but comment was withheld until the receipt of further details which the Admiralty has requested.

The Leelenaw's crew will be sent to Dundee, where the American Consul will take their depositions.

American officials will make a rigid investigation especially with regard to the point whether the crew was removed before the torpedo was fired, as the Leelenaw was carrying a conditional contraband cargo from one belligerent port to another.

The Leelenaw left New York May 17 with a cargo of cotton consigned to Russia. She was detained at Kirkwall but was released June 26 with permission to proceed to Archangel, where the cotton was discharged and a cargo of flax was loaded for Belfast. No details of the torpedoing of the Leelenaw have been received beyond a message stating that the crew had been safely landed at Kirkwall, Scotland.

MEXICO NEEDS ATTENTION.

United States Will Take Steps Unless Differences Are Settled.

Washington.—A definite step toward settling the Mexican problem will be taken by the United States government in the near future. Authoritative announcement to this effect was made at the state department, although the nature of the contemplated action was not disclosed. President Wilson is understood to be revolving several suggested courses in his mind, but his decision probably will not become known before his return to Washington.

Mr. Wilson is known to have been reviewing the situation for some time the warring Mexican factions having failed to heed his suggestion of two months ago that they accommodate their differences and restore peace in the distressed country. Apparently he has determined that the other measures which the Washington government announced it must take if the battle of the factions continued must now be resorted to.

Officials in close touch with the president think that he has not finally determined what is to be done. His most probable course, it was reported would be to urge General Carranza for the last time to confer with other faction leaders in an effort to bring about peace. Should Carranza again refuse, this plan, it is said, contemplates efforts to assemble other Mexican leaders who will represent a majority of the Mexican people.

Cotton to Sweden.

London.—A dispatch to The Morning Post from Stockholm says: "The British Government has granted permission to the Swedish Cotton Spinners' Association to convey to Sweden 55,000 bales of cotton now lying in English ports, provided satisfactory guarantees are given that the cotton will not be re-exported."

Will Export Grain.

Berlin, via London.—A dispatch from Bucharest says that Roumania has authorized the exportation of wheat, rye and barley. An exportation tax of \$160, \$140, and \$120 respectively, has been imposed on the grain.

Greatest Trade Balance.

Washington.—Exact figures of the record-breaking American export commerce of the fiscal year which ended June 30, just made public, show that the trade balance in favor of the United States—the greatest in its history—was \$1,094,422,792, an increase of \$623,800,000 over the year preceding and \$428,000,000 more than the best previous record made in 1908. Exports totaled \$2,768,643,532, an increase of \$404,000,000 over the preceding year. Imports were \$1,674,220,740, a decrease of \$219,700,000.

Russians Yielding to Teutons.

London.—While there is a comparative lull in the fighting in southeastern Poland, there has been an ominous westward German attacks to the north-west of Warsaw and northward of this region over the Polish border in the "governments of Kovno and Courland. Despite the obstinate resistance of the Russians the Germans have forced a crossing of the Narw River. Above and below the fortress of Ostrolenka the Germans are advancing toward the fortifications around Novo Georgievsk and Warsaw.

CONTENDS FOR FREEDOM OF SEAS AT ANY COST

New Note to Germany is Considered the Last Word from Washington Touching on Submarine Attacks

NO THREATS CONTAINED

Germany is Given Clear Understanding What This Nation 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.

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.

The Secretary of State to 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.

The Government of the United States notes 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 its announcement of a war zone 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 and 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 is 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 the policy and practice of the government of Great Britain to be 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 offense against the sovereignty of the neutral nation affected. The government of the United States is not unmindful of the extraordinary conditions created by this war, of the radi-

cal alterations of circumstances and methods of attack produced by the use of instrumentalities of 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 war at sea; but it cannot consent to abate any essential or fundamental right of its people because of a mere alteration of circumstance. The rights of neutrals in time of war are based upon principle, not upon expediency, and the principles are immutable. It is the duty and obligation of belligerents to find a way to adapt the new circumstances to them.

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 regulated 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 lift the whole practice of submarine attack above the criticism 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 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, cannot accept 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 curtailment and, therefore, an abandonment of the principles for which this government contends and which in times of calmer counsels 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 this great object be most strikingly and effectively achieved.

The Imperial German government expresses the hope that this object may be in some measure accomplished even before the present war ends. It can be. The government of the United States feels obliged to insist upon it, by whomsoever violated or ignored, in the protection of its own citizens, but it is also deeply interested in seeing it made practicable between the belligerents themselves, and holds itself ready at any time to act as the common friend who may be privileged to suggest a way.

In the meantime the very value which this government sets upon the long and unbroken friendship between the people and government of the United States and the people and government of the German nation impels it to press very solemnly upon the Imperial German government the necessity for a scrupulous observance of neutral rights in this critical matter. Friendship itself prompts it to say to the Imperial government that repetition by the commanders of German naval vessels of acts in contravention of those rights must be regarded by the government of the United States when they affect American citizens, as deliberately unfriendly.

LANSDOWN.

APPROVE NOTE TO GERMANY.

Danville, Va., Register.—The American reply is courteous and restrained, but definite, vigorous, clear and incisive. It effectually punctures all German subtleties and calls for definite remedial action.

Quit Fiddling.

Lynchburg, Va., News.—President Wilson has shown that he will cease to tolerate quibbling and fiddling in respect to the grave question about which Berlin and Washington have not as yet reached agreements.

States Position.

Raleigh News and Observer.—President Wilson states the position of the United States as Americans would have him. . . . He speaks as the red-blooded representative of a red-blooded people.

Not Influenced by Germany.

Roanoke, Va.—President Wilson has not been influenced, either by the attitude of the German or by the sentiment among a certain class of citizens of the United States and has repeated his demands on Germany.