# MANY LIVES LOST IN NEW YORK HARBOR

## Steamer Gen. Slocum Burned to the Water's Edge.

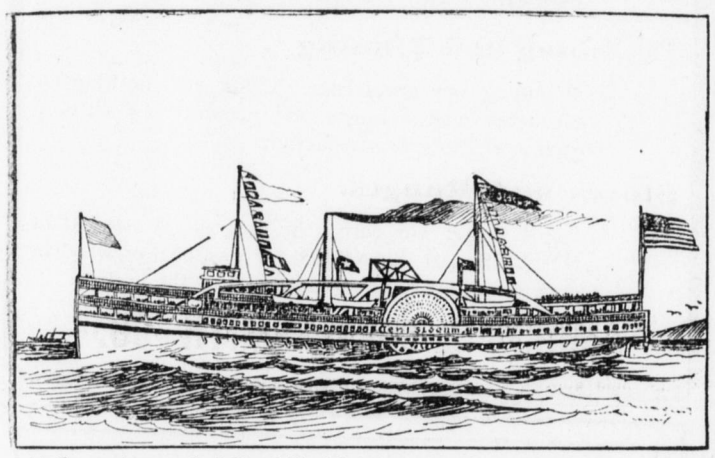
### The Ill-Fated Boat Was Crowded with Women and Children Who Were Going on an Excursion Given by a German Lutheran Church

New York, June 16.—One of the most appalling disasters in the history of New York, tragic in its immensity, graphic in its episodes and deeply pathetic in the tender age of most of its victims, took place Wednesday in the East river, at the entrance to Long Island Sound, within a short distance of the New York shore and within sight of thousands of persons.

By the burning to the water's edge of the General Slocum, a three-decked excursion steamer, the largest in these waters, more than 600 persons, the majority of whom were women and children, were burned to death or drowned, by jumping overboard or by being thrown into whirlpools by the lurching of the vessel and the frantic rush of the panic-stricken passengers.

Great preparations had been made for the annual excursion of the Sunday-school of St. Mark's German Lutheran church, the congregation of which is drawn from the dense population of the lower East and West sides, and the General Slocum had been chartered to carry the excursionists to Locust Grove, one of the many resorts on Long Island Sound. It is variously estimated that there were between 1,500 and 1,700 persons on board the Slocum when she left the pier at Third street, East river.

ILL-FATED STEAMER GEN. SLOCUM.



At the eastern end of Randall's island, off One Hundred and Thirty-fifth street, there is a stretch of water known as the "Sunken Meadows." At this point the General Slocum took fire and the vessel was soon a mass of flame.

The fire is said to have broken out in a lunch room on the forward deck through the overturning of a pot of grease. The wind was high and all efforts to subdue the fire futile.

Capt. Van Schaick steered for North Brother island, one of twin islands near the entrance to the sound, some half mile away, where the boat, partially burned, was beached. She sank near this place, two hours and 25 minutes after the fire was discovered.

In the meantime the passengers had become panic-stricken and those who were not caught up by the flames rushed to the rear of the vessel, and hundreds jumped overboard into the swiftly running waters. It is alleged that the life preservers were too securely fastened to their holdings to be available and stories are told of frantic efforts made by strong men to cut them loose.

The race to North Brother island was horribly dramatic. It was made while the flames which had been fanned into a fury by the strong wind were consuming hundreds of persons. The scene was one of frightful panic, with men, women and children jumping overboard and being lashed by the channel whirlpools against the vessel's sides. Women and children were crowded together on the hurricane deck, which soon burned away and fell, and it is believed that most of those on this deck were burned.

The after rail gave way and the passengers who had crowded about it were pushed into the water.

New York, June 17.—With unceasing effort, search is going on for the bodies of those who perished on the General Slocum. What the list of the victims will total scarce one dare guess, but whatever the number may be there is hardly a parallel in the history of disasters where death came to so many in so brief a period of time.

The police and health department officials have placed the number at a figure as high as 1,000 and more, but it would seem that the maximum fatality will not largely exceed 700.

All of yesterday from sunrise until darkness shut off even the melancholy satisfaction of watching for the dead, anxious searchers kept up their eternl vigilance, and at dusk there had been recovered 536 bodies, for the greater part women and children—mothers who weeks ago had planned that fatal outing for their children; little ones who had longed for the coming of the happy day. Up to dusk 499 bodies had passed through the morgue, and of those more than 300 were identified.

Up the Sound where the hulk of the General Slocum lies submerged, showing only a paddlebox, scores of small craft aided the tugs in grappling for the victims. Divers went down time and time again, and when their work ended for the day declared there were no more bodies in the wreck. A score of times a diver reappeared after his plunge, with the body of a woman or a child. Two of them coming to the surface together on one occasion had on their arms two little girls—sisters—clasped in each other's embrace and their mother, it was thought, whose dead hand tightly clenched the skirt of one of them.

New York, June 18.—Despite the untiring work of the divers and grapplers and the watchfulness of scores of men who have given themselves over to the task of searching for the "missing," but few bodies of those who perished in the Slocum disaster were recovered Friday. It was stated by divers who went down into the wreck at dawn that there are many bodies still under the timbers and paddle wheels, and that it would be necessary to dynamite the hulk or raise it before they could be reached. To this end city officials communicated with a wrecking company and an announcement was made that the company would undertake the work of bringing the wreck to the surface. Later, however, a conference between the marine insurance companies and the wrecking company ended in a disagreement, with the result that for the present, at least, the matter is in abeyance.

Secretary Cortelyou, of the department of commerce and labor, will personally undertake the investigation into the disaster on behalf of the government; District Attorney Jerome's assistants are working energetically on the case and officials of the coroner's office have made considerable progress in the way of gathering evidence which will be presented.

Statements were made to the coroner yesterday by several of the steamboat employes who will appear as witnesses at the inquest, that the captain of the Slocum sailed his boat a distance of between three and four miles after the fire broke out before beaching her. Several watches showed that more than half an hour had elapsed from the breaking out of the fire until the bow was run ashore, all the watches which were taken from the bodies of the drowned stopping between 10:10 and 10:20 in the morning.

There is in the coroner's possession a stand pipe taken at his direction by a diver from the submerged wreck. The valve of the pipe is closed tight, showing that no use was made of this pipe in fighting the flames on the Slocum.

Already 559 bodies have been recovered, of which about 50 remain unidentified. Thirteen officers of St. Mark's church are among the dead, one of them being a woman.

The first funeral from among the victims was held Friday. It was that of a young girl who is believed to have died of heart disease from fright. No signs of death from burning or drowning were found. Her funeral was followed by a score of others, which were attended by thousands of persons.

To-day there will be 300 or more funerals, and 32 unrecognizable bodies which are now lying in the morgue will be placed each in a separate coffin and in a separate hearse and laid away in the Lutheran cemetery at Middle Village, L. I. The city has arranged for their burial, a plot large enough for the interment of 250 bodies having been set aside in this cemetery. All the unknown dead will be placed here side by side.

Many thousands of dollars have been subscribed to the relief fund.

### Senator Quay's Will Is Probated.

Beaver, Pa., June 18.—The will of Senator Quay was probated Friday. Not only does it not disclose the amount of his estate, but provides that the executors shall not file an accounting. The will says Mrs. Quay is provided for. Matthew Stanley Quay, the senator's grandson, is given his farm in Chester, Pa. The remainder of the estate is to be sold and divided into five equal parts. Four of these go to his children, Miss Susan, Miss Coral and R. R. Quay and Mrs. Mary Davidson. The fifth is to be invested and revenue given Maj. A. G. C. Quay.

### Panic on a Street Car.

New York, June 18.—In a panic among passengers in a trolley car of the Fulton street line last night nine persons received injuries. The panic was caused by the blowing out of a fuse while the car was running at a high rate of speed. The front platform and forward part of the car were at once enveloped in flames and the passengers made frantic efforts to escape. Many jumped, others were pushed off the car and others fell and were trampled on before the car could be stopped. Nearly every passenger suffered some injury.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## DOWN TO BUSINESS.

### Republican National Committee Decides Two Contests.

Chicago, June 17.—After deciding several state contests on delegates at large to the republican national convention and a number of disputes, the republican national committee last night adjourned until to-day, leaving the biggest fight, that of the factions in Wisconsin, still unsettled.

While there was much interest taken in the settlement by the committee of the contests in Delaware and Louisiana, the quarrel in Wisconsin is regarded as the most serious in the party and the outcome is anxiously awaited by republicans and democrats alike. In the Delaware contest the committee decided unanimously to seat the delegation which is headed by J. E. Addicks. It was decided also to seat the colored delegates at large from Louisiana, who are opposed to the "lily white" republicans of that state.

The committee decided to give the Philippine islands representation in the convention. Two delegates with the right to vote will be seated, thus putting the Philippines on a par with Porto Rico, which will have two representatives.

Contests were taken up in alphabetical order of states, the first dispute over delegates being that in the Fourth Alabama congressional district. W. F. Aldrich and W. A. Cook were seated, the "lily white" delegates being thrown out.

J. S. Fassett and A. E. Valois, of the Thirty-third New York district, were seated. Fassett presented a statement on behalf of himself and colleague.

Chicago, June 18.—By unanimous vote the republican national committee late Friday afternoon decided to seat the delegates at large from Wisconsin who are members of the so-called "stalwart" faction, headed by United States Senators John C. Spooner and Joseph V. Quarles and opposed to the republicans led by Gov. La Follette.

W. C. Russell and O. E. Harrison, delegates from the Fourth Ohio district, where there was a contest, were seated. There was a contest in the Sixth Ohio district, but the necessary papers giving such notice were not filed and the committee ruled the matter out.

In the Twentieth Ohio district J. B. Zerbe, the regular delegate, was contested by F. H. Eggers on a question of jurisdiction between the chairman of the convention and the convention itself. The committee held that the election of Mr. Zerbe was regular, that the convention was sovereign and accordingly dismissed the appeal of Mr. Eggers.

The seats of the four delegates at large from Texas were contested. The committee decided in favor of the Lyon faction.

The committee affirmed the report of the sub-committee on the selection of temporary officers for the convention. These will be Charles B. Johnson, of Minneapolis, secretary; John P. Molloy, of Ohio, first assistant secretary; Elihu Root, temporary chairman; William E. Stone, sergeant-at-arms; David C. Owen, Milwaukee, first assistant sergeant-at-arms.

## ULTRA CONSERVATISM.

### Industry and Trade Is Suffering from an Epidemic Thereof.

New York, June 18.—R. G. Dun & Co.'s Review of Trade says:

Industry suffers from an epidemic of ultra conservatism, emanating apparently from the theory that a season of depression must come every ten years, while the coincidence of a presidential election furnishes another precedent. As a result stocks of merchandise have been reduced, railway traffic is lessened, preparations for future business are curtailed, and less money is distributed in the form of wages; while those having capital to invest confine their attention to the highest classes of bonds or hold back for still lower security prices.

All these factors have combined to produce a reaction entirely out of proportion to the natural readjustment that was really started by abnormally high prices of raw materials and other costs of production resulting in accumulation of goods that could not be sold at a profit. Retrenchment has made considerable progress, wage earners as a rule recognizing the importance of accepting reductions in pay. The lake strike has been adjusted, leaving little friction between employer and employe.

As the season advances the crop outlook improves and there is no fundamental weakness in the nation's commercial or financial position. Evidences of contraction in business are numerous, however.

Failures this week numbered 257 in the United States, against 213 last year, and 16 in Canada, compared with 24 a year ago.

### Deluge Caused 100 Deaths.

Santiago De Cuba, June 18.—The recent fall of 14 inches of rain in five hours, accompanying a hurricane, has resulted in the death of more than 100 persons. The most severe loss was at the village of El Cobre, where about 60 persons were drowned. The river rose instantly, destroying the lower part of the village. Bodies were carried eight miles to the bay. Thirty bodies were recovered. Six persons were drowned at Daiquari, 14 at El Caney and many in the surrounding country. The list is still incomplete.

### A Remarkable Operation.

Chicago, June 17.—A surgical operation, said to have been but once before successfully paralleled in surgical history, is believed to have been accomplished here, saving the life of 15-year-old Edward Peltz, who fired a bullet into his heart while despondent over loss of employment. With death impending at every tick of the watch, Dr. Carl Wagner, of St. Joseph's hospital, placed six stitches in the bullet-torn heart, effectually stopping the hemorrhage. The bullet, which had pierced the lungs and passed through heart, was removed.


**Business Cards.**

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## Pennsylvania RAILROAD.

PHILADELPHIA AND ERIE RAILROAD DIVISION.

In effect Nov. 29, 1903.

TRAINS LEAVE EMPORIUM EASTWARD

8 15 A. M.—Week days for Sunbury, Wilkesbarre, Scranton, Hazleton, Pottsville, Harrisburg and intermediate stations, arriving at Philadelphia 6.23 P. M., New York 9.30 P. M., Baltimore 6 00 P. M., Washington 7.15 P. M. Pullman Parlor car from Williamsport to Philadelphia and passenger coaches from Kane to Philadelphia and Williamsport to Baltimore and Washington.

12:25 P. M. (Emporium Junction) daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia, 7:32 p. m.; New York, 10:23 p. m.; Baltimore, 7:30 p. m.; Washington, 8:35, p. m. Vestibuled Parlor cars and passenger coaches, Buffalo to Philadelphia and Washington.

3 20 P. M.—daily for Harrisburg and intermediate stations, arriving at Philadelphia, 4.23 A. M., New York 7.23 A. M, Baltimore, 2:20 A. M. Washington, 3:30 A. M, Pullman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:30 A. M.

10 25 P. M.—Daily for Sunbury, Harrisburg and intermediate stations arriving at Philadelphia 7.17 A. M., New York 9.33 A. M., weekdays, (10.38 A. M. Sunday;) Baltimore 7.[illegible] A. M., Washington 8.30 A. M. Pullman sleeping cars from Erie, Buffalo and Williamsport to Philadelphia and Buffalo, Williamsport to Washington. Passenger cars from Erie to Philadelphia and Williamsport to Baltimore.

12:15 A. M. (Emporium Junction), daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia, 7:32 a. m.; New York, 9:33 a. m., week days; (10:38 Sundays); Baltimore, 7:25 a. m.; Washington, 8:46 a. m. Vestibuled Buffet Sleeping Cars and Passenger coaches, Buffalo to Philadelphia and Washington.

WESTWARD.

5:10 A. M.—Emporium Junction—daily for Erie, Ridgway, and week days for DuBois, Clermont and intermediate stations.

10 30 A. M.—Daily for Erie and week days for DuBois and intermediate stations.

6 23 P. M.—Week days for Kane and intermediate stations.

RIDGWAY AND CLEARFIELD R. R. CONNECTIONS.
(Week days.)

| SOUTHWARD. | | | Stations. | NORTHWARD | | |
|---|---|---|---|---|---|---|
| P. M | A. M. | A. M. | | P. M. | P. M. | P. M. |
| ..... | 9 00 | 4 02 | ....Renovo.... | ..... | 5 00 | 11 45 |
| ..... | 9 50 | 4 41 | ...Driftwood... | ..... | 4 00 | 11 05 |
| ..... | 10 25 | 5 10 | Emporium Junc | ..... | 3 23 | 10 35 |
| ..... | 11 13 | 5 53 | ....St. Marys... | ..... | 2 41 | 9 50 |
| 3 25 | 11 05 | 6 00 | .....Kane..... | 12 25 | 3 05 | 8 25 |
| 3 43 | 11 23 | 6 22 | ....Wilcox..... | 12 05 | 2 45 | 8 04 |
| 3 56 | 11 38 | 6 36 | ..Johnsonburg.. | 9 50 | 2 33 | 7 49 |
| ..... | ..... | ..... | | ..... | .. .. | ..... |
| 4 10 | 12 10 | 7 00 | ...Ridgway,.... | 9 30 | 2 15 | 7 30 |
| ..... | ..... | ..... | | ..... | .. .. | ..... |
| 4 20 | 12 20 | 7 10 | ..Mill Haven... | 9 20 | 2 04 | 7 20 |
| 4 30 | 12 30 | 7 21 | .. Croyland.... | 9 10 | 1 54 | 7 09 |
| —— | 12 33 | 7 25 | ..Shorts Mills.. | 9 08 | —— | 7 05 |
| 4 37 | 12 36 | 7 28 | ...Blue Rock... | 9 02 | 1 47 | 7 01 |
| 4 41 | 12 40 | 7 33 | .....Carrier..... | 8 57 | 1 43 | 6 57 |
| 4 51 | 12 50 | 7 43 | .Brockwayville. | 8 49 | 1 33 | 6 47 |
| 4 54 | 12 54 | 7 47 | ...Lanes Mills.. | 8 44 | 1 28 | 6 43 |
| | | 7 51 | .McMinns Sm't. | 8 40 | | 6 38 |
| 5 02 | 1 03 | 7 54 | .Harveys Run.. | 8 35 | 1 19 | 6 35 |
| 5 10 | 1 10 | 8 00 | ..Falls Creek... | 8 30 | 1 15 | 6 30 |
| 5 25 | 1 25 | 8 10 | .... DuBois..... | 8 20 | 12 55 | 6 10 |
| 5 12 | 1 15 | 8 05 | ..Falls Creek... | 6 53 | 1 15 | 6 30 |
| 5 27 | 1 29 | 8 18 | .Reynoldsville.. | 6 39 | 12 52 | 6 15 |
| 6 00 | 1 59 | 8 45 | ...Brookville... | 6 05 | 12 24 | 5 39 |
| 6 45 | 2 38 | 9 30 | New Bethlehem | | 11 47 | 4 50 |
| 7 25 | 3 20 | 10 10 | ...Red Bank.... | ..... | 11 10 | 4 05 |
| 9 30 | 5 30 | 12 35 | ....Pittsburg... | ..... | 9 00 | 1 30 |
| P. M. | P. M. | P. M. | | A. M. | A. M. | P. M. |

BUFFALO & ALLEGHENY VALLEY DIVISION.

Leave Emporium Junction for Port Allegany, Olean, Arcade, East Aurora and Buffalo.

Train No. 107, daily,.....4:05 A. M.

Train No. 115, daily,.....4:15 P. M.

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Train No. 101, week days,.....8:30 A. M.

Train No. 103, week days.....1:40 P. M.

Train No. 103 will connect at Olean with Chautauqua Division for Allegany, Bradford, Salamanca Warren, Oil City and Pittsburg.

LOW GRADE DIVISION.

EAST BOUND.

| STATIONS. | 109 | 113 | 101 | 105 | 107 | 951 |
|---|---|---|---|---|---|---|
| | A. M. | A. M. | A. M. | P. M | P. M | A. M. |
| Pittsburg,..Lv. | ..... | †6 15 | †9 00 | °130 | *505 | ‡ 9 00 |
| Red Bank,..... | ..... | 9 25 | 11 10 | 4 05 | 7 55 | 11 10 |
| Lawsonham,.. | ..... | 9 40 | §1122 | 4 18 | 8 07 | 11 23 |
| New Bethle'm. | ..... | 10 13 | 11 47 | 4 50 | 8 37 | 11 53 |
| Brookville,.... | †8 05 | 11 00 | 12 24 | 5 39 | 9 22 | 12 41 |
| Reynoldsville,. | 6 39 | 11 32 | 12 52 | 6 15 | 9 50 | 1 14 |
| Falls Creek.... | 6 53 | 11 48 | 1 15 | 6 30 | 1005 | 1 29 |
| DuBois,..... | 7 00 | †11 55 | 1 25 | 6 40 | 1010 | ‡ 1 35 |
| Sabula,..... | 7 12 | ..... | 1 37 | | 1027 | |
| Pennfield, ..... | 7 30 | ..... | 1 55 | | 1045 | |
| Bennezette,.... | 8 04 | ..... | 2 29 | | 1119 | |
| Driftwood,..... | †8 40 | ..... | †3 05 | | 1155 | |
| via P. & E. Div | | | | | | |
| Driftwood,. Lv. | †9 50 | ..... | †3 45 | | | |
| Emporium, Ar. | †10 30 | ..... | †4 10 | | | |
| | A. M. | A. M. | P. M. | P. M | P. M | P. M. |

WESTBOUND.

| STATIONS. | 108 | 106 | 102 | 114 | 110 | §52 |
|---|---|---|---|---|---|---|
| Via P. & E. Div | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. |
| Emporium, Lv. | ..... | ..... | †8 15 | ..... | †3 20 | ..... |
| Driftwood, Ar.. | ..... | ..... | †9 00 | ..... | †4 00 | ..... |
| Via L. G. Div | ..... | | | ..... | | ..... |
| Driftwood, Lv. | ..... | †6 10 | †1110 | ..... | †5 50 | ..... |
| Bennezette,.... | ..... | 6 45 | 11 45 | ..... | 6 25 | ..... |
| Pennfield,..... | ..... | 7 20 | 12 20 | ..... | 7 00 | ..... |
| Sabula,..... | ..... | 7 25 | 12 39 | ..... | 7 18 | ..... |
| DuBois..... | *6 10 | 7 52 | 12 55 | †5 05 | 7 35 | ‡4 10 |
| Falls Creek,.... | 6 17 | 8 05 | 1 15 | 5 12 | 7 42 | 4 17 |
| Reynoldsville,.. | 6 31 | 8 18 | 1 29 | 5 27 | 7 58 | 4 30 |
| Brookville,.... | 7 05 | 8 45 | 1 59 | 6 00 | †8 30 | 5 06 |
| New Bethle'm. | 7 51 | 9 30 | 2 38 | 6 45 | ..... | 5 45 |
| Lawsonham,.. | 8 21 | 9 57 | †3 06 | 7 14 | ..... | 6 18 |
| Red Bank,Ar.. | 8 35 | 10 10 | 3 20 | 7 25 | ..... | 6 30 |
| Pittsburg, Ar... | *11 15 | †1235 | †5 30 | †9 45 | ..... | ‡9 25 |
| | A. M. | P. M | P. M. | P. M. | P. M. | P. M. |

*Daily. †Daily except Sunday. ‡Sunday only. §Flag Stop. °Daily between Pittsburg and DuBois.

On Sunday only train leaves Driftwood 8:20 a. m., arrives at DuBois, 10:00 a. m. Returning leaves DuBois, 2:00 p. m.; arrives at Driftwood, 3:40 p. m., stopping at intermediate stations.

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