

LITTLE DANGER OF BOAT HORROR ON DELAWARE

Every Precaution Observed, Inspectors Say, to Prevent Accidents Here.

Possibilities of Disaster Are Many, but Probabilities Are Very Few in View of Strict Adherence to Code of Safety Rules.

There is small danger of an excursion boat catastrophe of the magnitude and horror of the one (today) in Chicago occurring on the Delaware River here, according to steamboat experts in this city.

It was pointed out that in river boats, necessity of light draft, the center of gravity is not sufficiently low to permit any great shifting of weight. Faulty ballast might make a boat capsize.

About five inspections a year are made by the United States Coast and Geodetic Survey, and sometimes special additional inspections are made. Everything possible is done to safeguard the lives of excursionists. Life preservers, hulls, boilers, fire apparatus, and all other equipment or parts of the boat are examined and tested.

RIGID BALLAST TESTS. Rigid ballast tests are made on all boats built for Delaware River traffic and for boats brought in from other cities. All the boats are required to have more life preservers on board than the number of passengers it can carry. A strict limit as to the number of passengers is set, and all steamboat men are required to keep inside this limit.

Steamboat men say that frequently tide, wind or even a leak in a passenger boat cause disaster. In the case of the boat which capsized in Chicago, it was pointed out that the boat was in good condition. It was a leak that has let in some water, this weight added to the weight of the boat, may cause the boat to overturn.

Captain Horace Wilson, head of the Wilson Line, which runs four boats between Philadelphia and Wilmington, said that the excursion boats in general around Philadelphia were as safe, if not safer, than those anywhere else. Two of the boats on his line, the City of Philadelphia and the City of Wilmington, he said, could accommodate 1800 persons, and that frequently the entire load had been concentrated on the upper decks without accident. He attributed the safety of the local boats to the rigid inspections that are frequently made and the careful ballasting of the boats.

He said that the Eastland, the boat which tilted in Chicago, was of shallow draft, high build and extremely unstable.

Officials of the Erieau Line to Baltimore from the port and the Delaware River Transportation Company, which operates to Trenton, said that conditions of boats on their lines and others operating up and down the Delaware River were better than those of the Eastland. Both lines set a limit of capacity less than that set by the steamboat inspectors.

CHICAGO ACCIDENT MYSTERY. It was said that the possible causes of the accident at Chicago are so numerous that it would be futile to speculate on the real reason until an investigation has been made. Ferryboats, he said, by experts to be the safest possible river craft. They are of the type known as "turtle backs," and virtually unsinkable. It also is next to impossible to capsize them.

GUARD CRITICISED BY INSPECTOR GENERAL

Colonel Sweeney Dissatisfied With Decrease in Attendance and Efficiency.

HARRISBURG, July 24.—The outstanding feature of the report of Colonel Frank M. Sweeney, inspector general of the National Guard of Pennsylvania, of the condition of the Guard as shown by the annual inspection last winter, is the complaint which he makes about attendance. Colonel Sweeney's report, which was made public today through a general order issued at the Adjutant General's Department, says that company commanders "either are inattentive to discipline or are carrying men on their rolls who have ceased to be identified with the Guard and therefore not available for military duty in order to maintain their organization at the required minimum."

Colonel Sweeney also remarks that the Guard, especially the infantry arm, is not materially increasing in efficiency, and adds that this may be attributed in part to the small attendance at drill during the year.

State property in the hands of the Guard, company books and papers and the discipline of the body as a whole the inspector general says as being in a satisfactory condition.

The inspection upon which these findings are based was made on a new method of rating which Colonel Sweeney is convinced is not an improvement. Instead of the numerical rating heretofore used, organizations attaining the required average, he was merely marked "passed." Upon this subject Colonel Sweeney says:

"While the method of numerical rating may not be perfect, it is the best ever devised for National Guard use. It inspired the officers and, through them, the men, to greater effort in endeavor to secure for the company the highest rating in its regiment, or in the guard at large—a result highly beneficial, both to the organization immediately affected, and to the service in general."

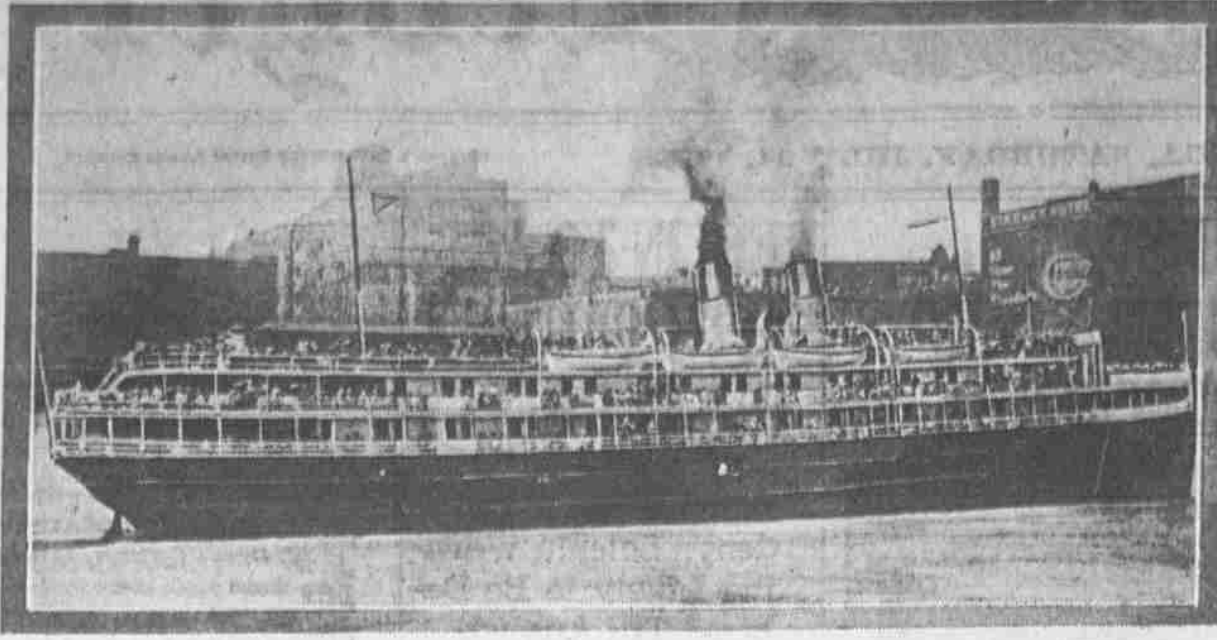
Colonel John P. Wood, acting inspector of cavalry, who made the first inspection of the cavalry units since they were united in a regimental organization, notes that most of the troops are without adequate accommodation for the proper care of public property, and have not sufficient room for drill purposes. He also urges that consideration be given to more mounted drills in all of the troops.

State Training 335 Teachers. **HARRISBURG, Pa., July 24.**—The State is training 335 teachers to take positions in the continuation schools to be organized January 1 when the new child labor law goes into effect, according to reports from various points where the summer session of the State Normal School, located at Harrisburg, is in session.

Principal W. C. Ash has 94 instructors in his classes at Philadelphia. W. B. Macken, at Reading; J. H. Fuller, at Scranton; C. O. Rosh, at Altoona, and John Thompson, D. at Pittsburgh.

Start Work on Vase Home. Work will be started in a few weeks on the new residence of State Senator Edwin M. Vane at 3001 1/2 South Broad street. The new home will be a double dwelling of brownstone and will cost about \$100,000. It is expected to be finished by the middle of December.

EXCURSION STEAMBOAT OF TYPE WHICH SANK AT CHICAGO



The Eastland was a three-decker of roomy dimensions and supposedly safe construction. The Chicago River at Clark street in summer is incessantly crowded with excursion craft of all kinds, the cheap trips on Lake Michigan being exceedingly popular. The spot where the steamer sank is only a few blocks from the business centre of the city.

HUNDREDS DROWNED WHEN BOAT CAPSIZES IN THE CHICAGO RIVER

Continued From Page One

any information will be heard at the inquest.

With forty acetylene torches, electric lights and steel saws, a large force of men worked untiringly to open wide the vents in the steel hull of the vessel. Meanwhile, others were working inside the hull, fastening bodies to ropes which were drawn through the portholes and jagged openings cut by the saws.

The first two bodies identified were those of Mrs. Charles E. Campbell, found submerged in her stateroom, and Miss Pauline Zantak, taken from the hold.

A second tragedy was narrowly averted when the police discovered that the crowd of spectators of the accident had crowded the Clark street bridge beyond the safety point. The bridge was sagging when a squad of police made the crowd move.

Police Captain Denman and his men had a terrific struggle with friends and relatives of the victims of the disaster, who surged about the narrow landing frantic to reach the capsize boat. The policemen beat the crazed mob back with clubs. Every time a new group was rescued from the water, the crowd on the shore rushed to the Clark street bridge.

Many persons suffered bruised heads in the battle with the police. Every police and hospital ambulance within a radius of more than a mile was rushed to the Clark street bridge. As fast as tugboats and small craft in the neighborhood could bring up a boatload they were loaded in the ambulances and patrol wagons and rushed to the nearest hospitals.

Three huge dredges were put to work in an effort to stand the Eastland on end. To prevent possibilities of bodies being swept down the river, orders were issued at the great pumping stations, which force the water from the lake to the drainage canal, to reverse the process sufficiently to make the water stagnant.

Two city divers went to work shortly after this. Four more were put to work this afternoon.

DEAD PLACED IN ROWS

All the dead first taken from the water were placed in gurneys rows along the floors of the dock warehouses.

As more bodies were removed and the ambulances and first department apparatus proved inadequate to remove the dead and injured, police commandeered scores of private automobiles and immediately pressed many men into service as chauffeurs in removing the injured to the hospitals.

Bodies were bobbing about like apples in a tub, said Sharp, describing his experience. "The shrieks of the drowning were terrible. As fast as we could get our boats into the water we rowed the survivors to the dock and returned for more."

KILLED MAKING RESCUE. Peter Boyle, a lookout on the Petoskey, dove into the water to save a little girl floating on the surface. He never came up. It was supposed he broke his neck. Another man, who was saving his wife and his daughter Cecilia, 12 years old. All were separated when the outer rail went under. Swimmers about LaSalle picked up his daughter and took her safely to shore, within a foot of where his wife had landed. The boy is missing.

Eye witnesses corroborated the story told by Edward Schack, a commission merchant, and F. W. Willard, a passenger on the Eastland. Schack was some yards from the dock when the boat went over.

DRAG 50 THROUGH PORTHOLE. He commanded a large rowboat and paddled to midstream. He dragged Willard from the water and with him climber to the boat's upturned side. The man, who was clinging to a pole above his head, was pulled out unharmed. A musician, vent overboard with his violin when the boat tipped. An unknown woman struggled in the water hanging to the under side of the boat. He managed to swim with the woman to shore.

Among the passengers who put the death list at a high figure was Theodore Soderstrom, who was pulled out unconscious. He declared he held his wife up for what seemed hours, and then she was torn from his grasp by two women who struggled to hold themselves up on his shoulders. She was drowned.

BLAMES OVERCROWDING. Soderstrom said he didn't believe it was a broken "air chute" that caused the big boat to tip over.

"The passengers were crowded on the outer rail from 10 to 30 deep in places. I noticed the boat beginning to careen slightly, but at first it gave me no alarm. Then, just before we pulled out, several hundred passengers who had been waving to persons on the dock came aboard the boat. Almost instantly the boat lurched drunkenly, righted itself and then pitched once more."

U. S. ORDERS IMMEDIATE PROBE OF BOAT DISASTER Assistant Secretary of Commerce Begins Investigation.

WASHINGTON, July 24.—An immediate inquiry into the Eastland disaster today was ordered by Assistant Secretary of Commerce Sweet. He conferred with D. N. Hoover, Jr., Assistant Supervising Inspector General of the Steamboat Inspection Service, as soon as he learned of the disaster. Hoover may go to Chicago to assist the steamboat inspectors there.

Assistant Supervising Inspector General Hoover was one of the first on the scene of the Eastland disaster. With a rescue cutter he and his men worked for an hour picking up drowning persons and to their efforts several hundred passengers on the ill-fated steamer owe their lives.

She was privileged under the law to carry 250 persons in summer. Officials would not discuss the matter in the absence of official reports. They intimated, however, that the press advice indicated the vessel was not overloaded.

The Eastland, according to department records, was built at Port Huron, Mich., in 1903, and her boilers the same year. She was considered by the inspection service to be a fine boat.

NEW SEAMAN'S LABOR LAW BLAMED FOR CATASTROPHE Shipping Man Says Boat Was Made Top-heavy by Act's Provisions.

DETROIT, Mich., July 24.—That the new seamen's labor law, enacted at the last session of Congress, was responsible at least in part for the steamboat Eastland disaster in Chicago today was the allegation of A. A. Schantz, general manager of the Detroit and Cleveland Transportation Company.

"The boat was simply top-heavy because of life rafts and other equipment required by the seamen's law," Schantz said. "I don't believe she would have turned turtle if she had been properly trimmed. When the bill was before Congress we argued that some such accident might occur, but they laughed at us."

GOV. DUNNE PROMISES MORE STRINGENT SAFETY LAWS Illinois Executive, at Exposition, Shocked by News of Tragedy.

SAN FRANCISCO, July 24.—Governor E. F. Dunne, of Illinois, upon learning of the Eastland disaster in Chicago, said nothing but so shocked him in years.

INCREASED CAPACITY MADE BOAT UNSAFE

PORT HURON, Mich., July 24.—The steamboat Eastland was constructed at this port by the Jenks Shipbuilding Company in 1903. At that time she was considered one of the finest vessels on the Great Lakes.

Engineers here declared today that as originally designed and built the boat was unusually safe, but they declared changes made later at the request of the owners and more upper works were added to increase her passenger accommodations.

TERRIBLE PANIC SEIZES UNFORTUNATES ON BOAT CHICAGO, July 24.—According to Rosa H. Geeting, a commission lineowner, who was a passenger on the Eastland, the panic on the boat went under was indescribable. Many passengers were saved by hanging to two chairs, corroborated Geeting's statement that women carrying babies were beaten down and trampled by men in the wild rush under decks.

"The boat swung several times unsteadily," said Geeting, "before the final dip. It was at that last terrible lurch that every one at once seemed to grasp what was happening. The screaming and shouting of the women who had almost all of their clothing torn off before they could get to the rail or a port hole to jump."

There were also terrible scenes enacted about the boat and every stable upright on the upper deck as men and women fought to get hold. Even after the boat settled on her side there was struggling on the slippery upturned side-planks. There must have been at least 15 or 20 of all sexes and ages who were literally pushed off to their deaths who might have been saved if they had heeded the calls from Captain Pederson and other ship's officers to remain quiet."

COMPANY'S STATEMENT SAYS BOAT HAD AUTHORIZED LOAD

CHICAGO, July 24.—M. K. Greenbaum, general manager of the Indiana Transportation Company, which chartered the Eastland for today's excursion, issued the following statement at noon today:

"Today's loading of the passenger boat was under the personal supervision of R. H. McCarty, Deputy Collector of Customs and a Federal officer. He was assisted by several checkers, two of whom stood at the gangway over which the passengers were admitted."

"When 250 passengers, allowed by the Government, had gone aboard further loading was stopped. These checkers have automatic counting machines and check against each other."

"Exactly 250 persons, most of them women and girls and small children, were aboard the Eastland," said McCarty. "I personally stopped any more from crossing the gangplank when our tally machines showed 250. I will not express my opinion as to the cause of the accident until the official inquiry begins."

U. S. LIFE-SAVING CORPS RESCUED MANY PASSENGERS

Captain Carland and His Men Drew Hundreds From the Water.

CHICAGO, July 24.—Captain Charles Carland, head of the United States life-saving crew stationed at the head of the Chicago River, was one of the first on the scene of the Eastland disaster. With a rescue cutter he and his men worked for an hour picking up drowning persons and to their efforts several hundred passengers on the ill-fated steamer owe their lives.

HINDENBURG OPENS BOMBARDMENT OF NAREW FORTS NORTH OF WARSAW

Continued From Page One

Other hand official dispatches report General Mackensen making steady progress toward the Lublin-Chelm Railway, which may already be in the hands of the Austro-Germans.

BATTLE ON THREE FRONTS RAGES FOR MASTERY OF WARSAW FIELD LONDON, July 24.

Intrenched behind their strong immediate defenses guarding Warsaw, the Russians are checking the swift progress which has brought the three great armies of Austro-Germans almost to the Polish capital.

Fighting of tremendous violence is going on along the Lublin-Chelm railway, on the Vistula and along the Narew. Behind the Russian barriers formed by the two rivers the Russians have constructed defenses which, despite the lack of ammunition among the Austro-Germans, are most difficult to overcome.

GERMANS MASS GREAT FORCES FOR NEW DRIVE AGAINST VERDUN FORTS

French Report Severe Fighting in Vosges and Argonne—Foes' Attacks Repulsed—Gain Trench in Le Pretre Forest.

LONDON, July 24.—The Germans are massing troops at St. Mihiel to launch a new drive at Verdun, according to official reports received here. The official communications do not give any hint of such a concentration, but the military experts consider it likely, in view of the Crown Prince's recent attempt to weaken the French hold on Verdun.

Severe fighting continues in the Argonne and in the Vosges, but no gains of consequence were reported today. The Germans tried to win back ground they lost on the heights of Metz. Although their powerful machine gun lines at one point Paris reports, a counter-attack drove them out. The French claim they have gained a foothold in the trenches in Le Pretre Forest, which they lost recently. The bombardment of Fort-a-Mousson is reported by both sides.

The official statement issued by the French War Office last night says: "Today it was comparatively quiet along the whole front."

"In the Vosges was the usual artillery activity on both sides."

"Some shells were fired on the suburbs of Solsons and on Rheims."

"Between the Oise and Aisne, in the region of the Marne, on the right bank of the Aisne near Soupir, and on the Champagne front several artillery actions also were reported."

"In the Argonne there was rifle and gun firing in the region of Bagatelle, where one of our companies succeeded yesterday in seizing part of an enemy trench, thus strengthening the front to our advantage."

PONT-A-MOUSSON BOMBARDED. "Pont-a-Mousson was intermittently bombarded during the night."

"In the region of Arracourt a strong hostile reconnoitering force supported by artillery was turned back by our infantry and artillery."

"The positions we had won to the east of Metz, on the crest of the Line and in the region of Le Pretre in the Argonne, were held by our troops. The enemy momentarily succeeded in penetrating part of our line, but was driven out by an energetic counter attack on our part."

"In the forest of Le Pretre in the Argonne of last night we regained a footing in the line of trenches previously lost. Two German counter attacks were repulsed with considerable losses to the enemy."

"One of our divisions, which was engaged on bombardment duties yesterday evening dropped 30 shells on the railway station at Conflans, in Jarny, and forced two German aeroplanes to alight in their lines."

LE PRETRE ATTACK FAILS. The communication given out by the Berlin War Office says:

"The night hand grenade attacks of the enemy north and northwest of Souchez were repulsed. In the Champagne district we again successfully beat off the mines and occupied the borders of the openings this morning."

"In the forest of Le Pretre a French night attack failed. The enemy fighting is proceeding. An attack by the enemy against the Lingkopf-Barrenkopf line north of Munster was repulsed after severe fighting. The enemy suffered heavy losses and the positions of the Bavarians and Mecklenburg chassateurs. We captured two officers and 46 Alpine troops."

"A French attack against the Ackerkopf also was successful. Near Metz we ejected the French from their advanced positions, which, according to our plan, we evacuated in order to avoid losses."

"As a reprisal for the repeated bombardment of Thiaucourt and other places between the Meuse and the Moselle our artillery yesterday bombarded Pont-a-Mousson."

REPULSE OF GERMANS IN VOSGES REPORTED PARIS, July 24.—Fighting in the Vosges mountains is the only activity chronicled in the official communiqué of the French war office today. According to this statement the Germans were repulsed at every point.

The text of the official communiqué follows:

"The night was calm on the entire front, except in the Vosges mountains, where the enemy has made several attacks at the Belais Ackerkopf Mountain and on the heights to the east of Metz. The Germans have been repulsed everywhere."

MACKENSEN DELIVERS SLEDGE HAMMER BLOWS IN SOUTH

PETROGRAD, July 24. Field Marshal von Mackensen, operating between the Bug and the Vistula, continues his sledge-hammer blows against the Polish barrier line of the Russians, attacking them with particularly devastating effect. His immediate objectives are Bialystok, Travnik, Vozysk and Grodno. Bialystok is 12 miles southwest of Lublin.

U. S. WILL DECIDE FUTURE COURSE BY GERMANY'S ACTS

Deeds and Not Words Wanted by Washington From Kaiser; Answer Unnecessary.

Berlin Must Decide to Grant or Refuse Demands for Safety of Neutrals on High Seas No Middle Course Open.

WASHINGTON, July 24. The matter now is in the hands of Germany. Future relations between the Berlin and Washington Governments depend on Germany's action, not its words.

This, in effect, summarizes the view of official Washington, following publication of the latest American note on the Lusitania disaster and Germany's submarine warfare. There is an air of calm waiting in Government circles for advice from Berlin telling of the impression created there by the note.

The American reply—the third and probably last on the Lusitania case—is regarded here as an able and vigorous State paper, but at the same time friendly. Germany is informed in language as plain as diplomatic usage will permit that her note of July 8 was "unsatisfactory," that the United States cannot accept the counter proposals made in that communication, and this Government cannot concede one whit from its former position regarding the rights of neutrals at sea.

SERIOUS CONSEQUENCES. The closing paragraph of the American reply states that if her submarine commanders again violate the rights of Americans, who are traveling peacefully on the high seas, the German Government must account for them. The seriousness of this, it is believed, must be appreciated in Germany as well as the United States.

"Friendship itself prompts it [the United States] to say to the Imperial German Government that the repetition of commanders of German naval vessels of acts in contravention of those rights must be regarded by the Government of the United States as a deliberate unfriendly act," reads the concluding paragraph and probably the most momentous part of the American reply.

In the final revision of the note it is understood the words "deliberately unfriendly" were inserted in lieu of "unfriendly act," as originally written. The insertion was made, it is believed, to have been changed by the substitution. The general tenor of the note is as forecast.

OFFICIALS SATISFIED. Satisfaction is felt in official circles here that all through the note Germany is asked to account for her submarine warfare. The note is believed to be a fair and reasonable statement of the facts of the case, and it is believed that the American reply is a fair and reasonable statement of the facts of the case.

Rejection of Germany's plea that her submarine warfare is in retaliation for the British blockade, this Government states unequivocally that the two issues cannot be confounded and that the United States will not be without sacrificing neutrals. Persistent sacrifice of these rights of neutrals, the note says with broad emphasis, might in some circumstances constitute a violation of the principles of international law.

It is realized here that the American reply is a vigorous, plain-speaking communication, although it is not intended to be a challenge to Germany. The greatest interest will be taken in the capital for the next few days regarding the note to Germany.

Having firmly announced its position, the United States expects to receive the demand for a disavowal of the Lusitania tragedy and reparation therefor. This Government can only await results. That no immediate change is expected in the situation is indicated by the return of the President to the New Hampshire hills for another week's rest.

Secretary Lansing left the capital for week-ends. It now is up to the Kaiser to make his next move friendly or "deliberately unfriendly" and to determine whether the United States will have to employ its warning to uphold the freedom of the seas "without compromise and at any cost."

MEXICO CITY'S SILENCE ALARMS WASHINGTON

WASHINGTON, July 24.—As a result of the complete lack of news from Mexico City, the Mexican situation today again began to assume an air of tension. Both the State Department and the local agencies of the various revolutionist factions are in complete ignorance as to what has taken place in the capital since its recapture by the Zapata forces. The silence is believed to cloak military operations which may be of the greatest importance.

General Gonzalez, with his Carranza army, is believed to be in the city, but already he is battling with the "flying column" of Villa, whose descent from the north caused him hurriedly to abandon the capital in order to save his communications with Vera Cruz.

Neither the Carranza officials at Vera Cruz nor the Villa headquarters in the north have heard any reports from the battle assumed to be in progress, although each expresses confidence in its outcome. In diplomatic as well as in government circles there is much uneasiness. No one knows how much reliance to place on Zapata, but it is assumed that the diplomatic corps in Mexico City will take steps to protect foreigners in case of food riots.

Keeping in Touch With Home

You never quite forget the home town, even at the most enjoyable vacation. Keep in touch with home affairs by sending to that your favorite newspaper. The Evening Ledger before you leave to send your paper to you. Specify the edition desired.