# EVENING LEDGER-PHILADELPHIX, SATURDAY, JULY 24, 1915.

## 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 excurator boat catastrophe of the magnitude and horror of the one today in Chicago occur-ring on the Delaware River here, accord-The on termboat experts in this city. Is was pointed out that in river boats, necessarily of slight draft, the centre of gravity is not sufficiently low to permit any great shifting of weight. Faulty builast might make a boat capaize.

About might make a boat capalse. About five inspections a year are made by the United States steamboat inspect-ors, however, and sometimes special addi-tional inspections are made. Everything possible is done to safeguard the lives of excurptionists. Life preservers, hills, bellers, fire apparatus, boats and all other equipment or parts of the boat are exam-fined and tested.

RIGID BALLAST TESTS.

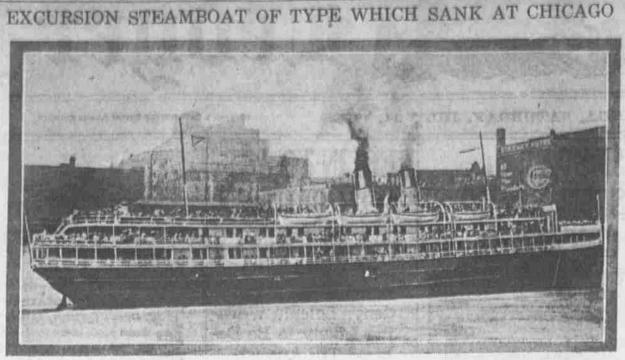
RIGID BALLAST TESTS. Rigid ballast tests are made on all boats built for Delaware River traffic and for boats brought in from other cities. All the boats are required to have more life preservers on board than the number of passengers it can carry. A strict limit as to the number of passengers is set 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 disasters. If passengers rush to one side of a boat in good condition it may cause only a slight list. If there is a leak that has let in some water, this weight, added to that of the passengers on Captain Horace Wilson, head of the Wilson line, which runs four boats be-tween Philadelphia and Wilmington, said tween Philadeiphia and Wilmington, said that the excursion boats in general around Philadeiphia were as safe. If not mafer, than those anywhere else. Two of the boats on his line, the City of Philadeiphia and the City of Wilming-ton, he said, could accommodate 1800 persons, and that frequently the entire load have concentrated on the unner 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 beat which turned turtle in Chicago, was of shallow draft, high build and ex-

Officials of the Ericsson Line to Balti-more from this port and of the Delaware River Transportation Company, which operates to Trenton, said that conditions of boats on their lines and others operwere better than at other ports. Both lines set a limit of capacity lower than that set by the steamboat inspectors

CHICAGO ACCIDENT MYSTERY. It was said that the possible causes of a accident at Chicago are so numerous that it would be futile to speculate on the that it would be furthe to speculate on the feal reason until an investigation has been made. Ferryboats are said by ex-perts to be the safest possible river draft. They are of the type known as 'turtle backs." and virtually nonsinkable. It also is next to impossible to capsize them





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.

stores and

uses in the neighborhood of the Clark

DEAD PLACED IN ROWS.

As more bodies were removed and the

as chauffeurs in removing the injured to the hospitals. Streets leading from the

### HUNDREDS DROWNED WHEN BOAT CAPSIZES IN THE CHICAGO RIVER

The commission

Continued from Page One any information will be heard at the

nouest. With acetylene torches, electric lights

houses in the neighborhood of the Clark street bridge vied with one another in giv-ing assistance and comfort to the saved The Steele-Wedeles coffee house ordered business suspended. Clerks were set to ripping open macks of coffee to make up a great caldron of the beverage for scores of reacued who were taken into the stors. With 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 vensel. Mean-while, others were working inside the hull, fastening bodies to ropes which were drawn through the portholes and jagged penings cut by the saws. The first two bodies identified were All the dead first taken from the water were placed in greusome rows along the floors of the dook warehouses.

those of Mrs. Charles E. Campbell, found submerged in her stateroom, and Miss Pauline Zantak, taken from the hold. ambulances and fire department appar-atus proved inadequate to remove the

A second tragedy was narrowly averted when the police discovered that the crowds 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 on dead and injured, police commandeared scores of private automobiles and im-mediately pressed many men into service Police Captain Denman and his men had

docks were the scenes of a constantly tives of the victims of the disaster, who surged about the narrow landing frantic to reach the capsized boat. The police-men beat the crazed mob back with clubs. moving procession of automobiles. Every morgue in the loop district and the area north of the river was notified to be in readiness for the reception of bodies. from the water there was a fresh rush from the maddened crowd on the Clark All the big State street stores elimi-nated their delivery services and rushed their automobile trucks and horse-drawn wagons to aid the police department. lock landing.

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 rished 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.

to aid in the relief work. As a result, the normally jammed loop district thor-oughfares were well nigh impassable. Street car motormen had no one to tell them when to cross busy corners. At some crossings impassable masses of wagons, automobiles and street cars without looked those streets for many virtually locked those streets for many minutes at a time. So quickly did the Eastland turn over that many of the passengers remained in their seats until they were flung into the water. As soon as the accident occurred calls for help immediately crammed all telephone wires. Police ambulances, patrol wagons, fire department trucks, tugs, launches, rowboats, flatboats and life pre-servers took part in the rescue.

Police from outlying districts

called in, as well as traffic policemen, to aid in the relief work. As a result,

gan City, was swept into the water when the rush came, but she swam to the shore and was dragged upon the dock by a olleenan

BYSTANDERS MAN LIFEBOAT. William Sharp, Jr., an oller on the teamer Petosky, which was standing steamer Petosky, which was standing nearby when the Eastland went over, manned a lifeboat with three other members of the Petosky's crew and saved 100 persons who were floundering about in the river.

In the river. "Bodies were bobbing about like apples in a tub," said Sharp, describing his ex-perience. "The shricks of the drowning were terrible. As fast as we could get our bost filled we rowed the survivors to the dock and returned for more

KULLED MAKING RESCUE

Peter Boyle, a lookout on the Petosky, lved into the water to save a little girl floating on the surface. He never came up. It was supposed he broke his reck. Caspar Lalind was a passenger with his wife, his son Caspar, 5 years old, and his daughter Cecella, 12 years old. All were separated when the outer rail went under. Swimming about Lalind picked up his daughter and took her afely to shore, within a foot of wher his wife had landed. The boy is miss

Eve witnesses corroborated the story told by Edward Schaack, a commission merchant, and F. W. Willard, a passen-ger on the Eastland. Schaack was some yards from the dock when the boat wen over.

DRAG 90 THROUGH PORTHOLE. He commandeered a large rowboat and paddled to midstream. He dragged Will lard from the water and with climber to the boat's upturned side. hin two drew 90 passengers from below decks through a porthole. Peter Horwich, a musician, went overboard with his violin when the boat tipped. An unknown woman struggled in the water hanging to the violin when Horwich came up. He managed to swim with the woman to shore

shore. Among the passengers who put the death list at a high figure was Theodore Soderstrom, who was pulled out uncon-scious. 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 broken "air chutehthaticsused the big oat 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 uneasiness. Then, just before we pulled out, several hundred passengers who had been waying to persons on the dock came

#### GERMANS MASS GREAT niore stringent measures to make a repa-tition of such a disaster impossible." FORCES FOR NEW DRIVE CHICAGO MAYOR ISSUES PROCLAMATION TO CITIZENS AGAINST VERDUN FORTS

CHICAGO, July M.-W. R. Moorehouss leting Mayor of Chicago, issued the fol-owing proclamation today on account of Eastland disaster

the Eastland disaster: "To the citizens of Chicago: "The police and fire departments are making every affort to aid in the rescue work. Policemen and firemen from siz-tions in all parts of the city were dis-patched to the vessel. A systematic check of the names of all the persons saved is being kept and as soon as pos-sible the families of these will be noti-fied. The same is true of the dead. All available employee of the city govern-ment whom it is thought can render as-listance have been ordered to the scene." sistance have been ordered to the scene.

#### EASTLAND WAS LONG CONSIDERED UNSAFE

CLEVELAND, O., July M.-The ateam-ship Eastland, which sank in the Chicago River today, formerly was owned in this city by the Eastland Navigation Company and operated between here and Cedar Point. She had long been considered un-safe, owing to the fact that she was "top-heavy and unwieldy. On one occasion she ran into the break-wall and remained cutaide all night with

wall and remained outside all night with wall and remained outside all hight with a large number of excursionists aboard. On two other occasions she ran aground, but was floated after tugs were sent to the rescue. She was sold to a Chicago company in June, 1914.

#### INCREASED CAPACITY MADE BOAT UNSAFE

PORT HURON, Mich., July 24 .- The

steamboat Esstiand was constructed at this port by the Jenks Shipbuilding Com-pany in 1902. At that time she was conaldered one of the finest vessels on the lakes lakes. Engineers here declared today that as originally designed and built the boat was unusually safe, but they declared changes had been made later at the request of the owners and more upper works were added

o increase her passenger accommode

TERRIBLE PANIC SEIZES UNFORTUNATES ON BOAT

CHICAGO, July 24 .- According to Ross H. Geeting, a commission linesman, who was a passenger on the Eastland, the panic as the boat went under was inde-scribable. Anna Golnick, who saved herscribable. Anna Goinick, who saved her-self by hanging to two chairs, corrob-orated Gesting's statement that women carrying bables were beaten down and trampled by men in the wild rush from and artillery. "In the Vosges an attempted German under decks.

of the Faye was easily repulsed. "The positions we had won to the cast of Metzeral, on the crest of the Lings "The boat swung several times un-steadily," 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 panic was frightful. Many women had almost all of their clothing torn off be-fore they could get to the rail or a port of our links, but was driven out by an energetic counter attack on our part. "In the forest of Le Pretre in the course of last night we regained a footing in the line of trenches previously lost. Two

hole to jump. "There were also terrible scenes enact ed about stanchions 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 the boat settled on her side there was struggling on the slippery upturned side-plates. 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 gaved 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 Trans-portation Company, which chartered the Eastland for today's excursion, issued the following statement at noon today: "Today's loading of all passenger boats was under the personal supervision of R. H. McCrary, Deputy Collector of Cus-toms and a Federal officer. He was as-sisted by several checkers, two of whom stood at the only gangway over which the passengers were admitted.

atood at the only gangway over which the passengers were admitted. "When 2500 passengers, allowed by the Government, had gone aboard further loading was stopped. These checkers have automatic counting machines and

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

French Report Severe Deeds and Not Words Fighting in Vosges and Argonne - Foes' Attacks Repulsed - Gain Trench in Le Pretre Forest.

LONDON, July 34 .-- The Germans are Berlin Must Decide to Grant or massing troops at St. Mihlel to launch Refuse Demands for Safety a new drive at Verdun, according to unofficial reports received here. The offiof Neutrals on High Seas. cial communications do not give any hint No Middle Course Open. of such a concentration, but the military experts consider it likely, in view of the Crown Prince's recent attempt to weaken Firm Tone of Reply Pleases Officials. the French hold on Verdun. and People-Government Ready to

Severe fighting continues in the Arconne 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 Metzeral. Although they penetrated the French lines at one

they penetrated the French 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 re-cently. The bombardment of Pont-a-Mousson is reported by both sides. The effected is takenest is not be The official statement issued by the French War Office last night says: 'Today it was comparatively quiet along

he whole front. "In Artols there was the usual artillery

activity on both sides. "Some shells were fired on the suburbs Berlin telling of the impression creater

"Some shells were hed on the should be of Solassons and on Rheims. "Between the Olse and Alane, in the region of Quenevierres, and on the plateau of Mouvron, on the right bank of the Alane near Soupir, and on the Champagne front several artillery ac-tions also were recorded. thera by the note. The American reply-the third and probably last on the Lusitania case-is resarded here as an able and vigorous State paper, but at the same time friendly, Germany is informed in language as plain

tions also were reported. "In the Argonne there was rifle and gun firing in the region of Bagatelle, where as diplomatic usage will permit that her one of our companies succeeded yester-day in seizing part of an enemy trench, thus strengthening the front to our adnote of July 8 was "unsatisfactory," that the United States cannot accept the counter proposals made in that communica. vantage.

attack against our positions southward

and Barrenkopf, were subjected to a very violent bombardment. The enemy mo-

mentarily succeeded in penetrating part

German counter attacks were repulsed

"One of our flying squadrons employed

on bombardment duties yesterday evening propped 28 shells on the railway station

with considerable losses to the enemy

lines.

PONT-A-MOUSSON BOMBARDED tion, and this Government cannot recede "Pont-a-Mousson was intermittently ombarded during the night. one whit from its former position regard-

ing the rights of neutrals at sea. 'In the region of Arracourt a strong hostile reconnoitering force supported by artillery was turned back by our infantry SERIOUS CONSEQUENCES.

The closing paragraph of the American reply is interpreted here as virtually say-ing to Germany that if her submarine commanders again violate the rights of Americans, who are traveling peacefully on the high seas, the German Government must take the consequences. The seriousness of this, it is believed, must be appreciated in Germany as well as the United States.

Wanted by Washing-

ton From Kaiser: An-

Enforce International Law Affect-

ing Lives of Americans-Adminis.

The matter now is in the hands of Garmany. Future relations between the Berlin and Washington Governments depend

This, in effect, summarizes the view in

official Washington, following publication

of the latest American note on the Luni-

tania horror and Germany's submarine

warfare. There is an air of calm waiting

in Government circles for advices from

on Germany's action, not its words.

WASHINGTON, July 3L.

tration Hopeful.

swer Unnecessary.

"Friendship itself prompts it (the United States) to say to the Imperial German Government that repetition by commanders of German naval vessels of 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 un-friendly," reads the concluding para-graph and probably the most momentous paragraph of the American reply. In the final revision of the note it is un-destood the most of the total its un-

at Conflans, in Jarnisy, and forced two German aeroplanes to alight in their derstood the words "deliberately friendly" were inserted in lieu of LE PRETRE ATTACK FAILS. friendly act." as originally written. The vigor of the warning, however, is not con-struct to have been changed by the sub-stitution. The general tenor of the note The communication given out by the Berlin War Office says:

la as forecast. OFFICIALS SATISFIED.

Berlin War Office says: "The nightly hand grenade attacks of the enemy north and northwest of Bou-chez were repulsed. In the Champagne district we successfully blew up several mines and occupied the borders of the openings thus made. "In the forest of Le Pretre a French night attack falled. In the Vosges fight-ing is proceeding. An attack by the enemy against the Lingekopf-Barrenkopf line north of Munister was repulsed after severe fighting at close quarters before and in the positions of the Bavarians and Mecklenburg chassesurs. We captured two officers and 54 Alpine trooms. Satisfaction is felt in official circles here that all through the note Germany is assured this Government desires to maintain friendly relations, but these re-lations cannot be continued at the sacrifice of principle and American lives. Without directly informing Germany that further correspondence on the surject is fruitless, the note clearly indicates that Mecklenburg chasseurs. We captured two officers and 64 Alpine troops. "A French attack against Reich-Ackerkopf also was successful. Near Metzeral

The acts of Germany will be the suide of the United States in determining her real attitude in the present crisis. The assertion in the American reply that the rights of neutrals are based on principle, not expediency. "and the prin-ciples are immutable" is construed us iples are immutable" is construed us

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 inspections last winter, is the complaint which he makes about attend-

ance. 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 lax in discipline or are carrying men on their rolls that 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."

said.

useless.

GIRL, 17, RESCUES TWO OTHERS.

Colons! 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 State property in the hands of the Guard, company books and papers and the discipline of the body as a whole the inspector general resarded as being in a satisfactory condition. The inspection upon which these find-ings are based was made on a new method of rating which Colonel Sweensy

is convinced is not an improvement. In-stead of the numerical rating heretofore used, organizations attaining the required average, 75, were merely marked "passed." Upon this subject Colonel Bweenley says:

While the method of numerical rating may not be perfect, it is the hest ever devised for National Guard use. It inspired the officers, and, through them, the men, to greater effort in endeavor to accure for the company the highest rating in its regiment, or in the guard at large-a result highly beneficial, both to

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 inspec-tion of the cavalry units since they were united in a regimental organization, notes that most of the troops are without ade-quate accommodation for the proper cars of public property, and have not anffi-cient room for drill purposes. He also urses that provision be made for more mounted drills in all of the troops.

#### State Training 335 Teachers

<text><text><text><text><text><text><text><text><text><text><text> HARRIGBURG, Pa., July 24-The State is training 225 teachers to take positions in the continuation sobools to be organ-tied Junuary 1, when the new child in-box law goes into effect, according to re-ports from various points where the sumporta from various points where the sum-iner schools are in operation. Dr. f. Churre Becht, secretary of the Stats Humeri af Eclincation, reports that Prin-cipal W G. Ash has be instructors in bis classes at Philadelphia, W. E. Mackett, at Heading; J. H. Fuller, 114 at Scram-tons, C. D. Kosh, 3 at Alteona, and John Thempson, M at Pittaburgh.

CHICAGO, July 24.—Shrieking and sob-bing women, mothers who called for their babies in anguish, and strong men driven frantic by the sight they had witnessed, filled the Iroquois Memorial Hospital 30 minutes after the steamer Eastland minutes after the steamer Eastland construented. the head physician of the hospital gave when the first batch of injured was brought in. Several died as they were being carried into the operating rooms. A hysterical young girl fought with the hospital attendants who tried to give her

hospital attendants who tried to give her treatment. "My sister," she screamed. "My poor sister. You shan't do anything for me will be anything for me will be anything for me waiter stadter was being rushed into the operating room. "Take cars of the women first," he sald, pointing a limp finger at a figure lying near him. I can wai" tThen he until you find her." fainted

PLACE IN HOSPITAL AFTER TRAGEDY

HEART-BREAKING SCENES TAKE

"MY FACE SEEMED TO TOUCH MUD AT BOTTOM," SAYS RESCUED GIRL

CHICAGO. July 24.-Burvivors of the Eastland horror in the Chicago River to-lay told gruesome tales, filled with fear-ing told gruesome tales, filled with fear-Eastland horror in the Chicago River today told gruesome tales, filled with fearful details, in relating their experiences. began to list. Miss Bertha Swanke, the most hysterical,

Seeing the crowd of men and rushing to the side. Edward realized it was useless to attempt to get out by any of the exits, so he climbed a pole above "I was on the top deck with two girl "I was on the top deck with two sirl companions when we felt the ship going over. The great mass of people behind us slid toward us and literally shoved us over into the water. We could not re-sist. They fell on us, pushed us down, down in the water until my face seemed to touch the mud on the bottom. "After what seemed to be an age, I felt myself on top of the water. I caught a rope and in a moment I was dragged ashore. My two companions, May and Eather Frice, I think, were drowned." John Zwaska reached the gaugplank to go aboard just as It was drawn up. He was standing close by when the big beat went over. his head. He squeezed through a port-hole just as the boat settled on its side. Calling to his mother to hand up his itthe states he dragged her through also, and with the assistance of a man, pulled his mother to the upper side of the up-turned ship in the same manner.

"Walter Stadler was being rushed into

Miss Anne Fredericks, 19, was pulled up on the high side of the ship by two women. Telling her story, she said: "I heard the hundred women and bables

scream at once. It was the most terrible thing one could imagine. The hold must have been full of people who could not escape.

"I leaped into a tug that pulled along-"I leaped into a tug that pulled along-side and looked into a port hole," said side and looked into a port hole," said Zwaska. "A woman was sitting in a Zwaska. United up to her neck. Miss Agnes Summitt, 22, who was picked up by the tug Kenosha, declared that the women were given the first op-portunity for escape by the men on board the boat. side and looked into a port hole, said Zwaska. "A woman was sitting in a chair with water up to her neck. "She was drowned. Fireman and tug-men chopped the hole bigger and let ropes down. Everybody who was hauled out was dead. Lots of people on the Clark street bridge threw life preservers to us, but most of them floated away, usaless

IN THE ENGINE ROOM

F. G. Snow, of Ludington, Mich., as-sistant engineer of the Eastland, de-scribed what occurred in the engine "I climbed into the hold and worked

"We feit the floor rise, and I turned on the water blast," he said. "It was too late, she kept going over. I ran up-stairs and was about to dive over the rall when I saw a woman standing there slone. I selsed her and leaped into the water. We were picked up by some men with a rope." with the firemen and tugmen until it be-came so sufficienting I could not breaths and we were saved by other rescuers."

GIRL, 17. RESCUES TWO OTHERS. Alice Stejskal. 17. who was thrown into-the water, saved two girls and mariy lost her life attempting to save a third. Hergelf an expert swimmer, Miss Stejskal struck out and took one young girl as she was being sucked back into the whili-pool and dragged her to safety. Then, in making a third attempt at a rescue, the girl she caught fought with her until es-hausted, and Miss Stejskal was forced to unlocaen her hold. The girl drowned and the young woman was dragged to the dock. with a rope." Feter Erickson, of Grand Haven, Mich., an offer, and Clyde Schearon, of St. Jos-eph, Mich., a water tandar, dived over-board and swam to the dock. As they beard and swam to the dock. As they draw themselvas up they saw four women swept off the boat's upturned aide clinging to each other, and being swept out into the river by the swirling caused by the settling of the big lake liner. The two men plunged in again and brought the women to the dock. Men on shore pulled them to eafsty.

Seven-year-old Edna Hill stood in one corner of the hospital and cried: "My mamma's gone," said the little girl. "She's drowned. She said good-by to over to the outer rail, Almost instantly the boat lurched drunkenly, righted itself

**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 Inspec tion Service, as soon as he learned of the disaster. Hoover may go to Chicago

to assist the steamboat inspector there. Assistant Supervising Inspector General Hoover, of the Steamboat Inspection Service, later ordered Ira B. Mansfeld, inspector of hulls, and William Nicholas, inspector of bollars, who comprise the Board of Steamboat Inspectors for Chi-cago, to make the inquiry.

She was privileged, under the law, to carry 1570 persons in summer. Officials would not discuss the matter in the ab-sence of official reports. They intimated, however, that the press advices indicated the vessel was not overloaded.

The Eastland, according to department records, was built at Port Huron, Mich., in 1963, and her bollers 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 sammen's labor law, enacted at the last assession of Congress, was responsible at least in part for the steamboat Eastland horror in Chicago today was the allegation of A. A. Schantz, general man-ager of the Detroit and Cleveland Transportation Company.

"The boat was simply topheavy because of life rafis and other quipmant ra-quired by the seamen's law," Schants said. "I den't believe she would have turned turtis if she had been properly trimmad. When the bill was before Conareas we argued that some such acodde might occur, but they laughed at us."

#### GOV, DUNNE PROMISES MORE STRINGENT SAFETY LAWS

Illinois Executive, at Exposition. Shocked by News of Tragedy.

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

"That is terrible news." said the Illinois "That is terrible news." said the Illinois Executive. "I cannot understand how such a tragedy could have occurred My apposition trip is marred by this said affair. We have laws in Illinois against the overcrowding of lake steamhoats and if it develops that the Easiland sank because also was overloaded these laws ware violated.

losses

have automatic counting machines and check against each other. "Exactly 2500 persons, most of them women and sirls and small children, were aboard the Eastland." said McCrary. "I personally stopped any more from cross-"Our airmen dropped bombs on the railway triangle at St. Hilaire, in Chaming the gangplank when our tally ma-chines showed 2500. I will not express my theory as to the cause of the accident until the official inquiry begins."

### U. S. LIFE-SAVING CORPS

## RESCUED MANY PASSENGERS

PARIS, July 24.—Fighting in the Vosges mountains is the only activity chronicled in the official communique of the Franch Captain Carland and His Men Drew Hundreds From the Water.

ment the Germans were repulsed at every point. 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 workel 117.68

HINDENBURG OPENS BOMBARDMENT

## BATTLE ON THREE FRONTS RAGES FOR MASTERY OF WARSAW FIELD

LONDON, July 34. d their strong imme-arding Warsaw, the Intrenched behind their strong immediste defenses guarding Warsaw, the Russians are checking the awift progress which has brought the three great armies of the Austro-Germans almost to the Polish capital.

Fighting of tramendous violence in oing on along the Lubin-Cheim railway, n the Vistula and along the Narew. Be-

wisc to Granica has been cleared of the Russians and that between the Vistula and the Bug, in the fighting for the Lub-

# MACKENSEN DELIVERS SLEDGE HAMMER BLOWS IN SOUTH Of only slightly less importance in this region are the battles on the Bug between Krylew and Dokrotovra. The central time of the German cam-paign is sharped to be to obtain control of the Vistula ims. With this arroug met-ural barrier adoutately fortilied, the mili-tary critics may Germany might home to been Broam in others with compara-tively small fortune and then throw har entice weight systems Yrange.

#### PETROGRAD, July 34

Field Marshal von Machanasm, operating between the Hug and the Vistula, con if it develops that the Eastland hank because she was overloaded these laws wore violated. "One result of this tragedy undoubt-edly will be the more sigid enforcement of the aveaant have regulating the leading of peakenger along and the passing of southwest of Lubin.

we ejected the French from their ad-vanced positions, which, according to our plan, we evacuated in order to avoid "As a reprisal for the repeated bom-bardment of Thiascourt and other places between the Meuse and the Moselle our

IN VOSGES REPORTED

artillery yesterday bombarded Pont-a-

war office today. According to this state-

The text of the official communique

The Austrians and Germans, though their pace is retarded, are pushing their great attacks against the Russian armies

defending Warsaw with energy, and at some points report that progress has been made.

They are operating, however, through

country which the retiring troops have laid waste and where what roads there are are little suited for the movement of the beavy artillery which is necessary for the bombardment of the great fortresses that here their way

REPULSE OF GERMANS

another clear warning that Germany is expected to accept the previously enun-ciated position of the United States.

UNPARDONABLE OFFENSE.

Rejecting Germany's plea that her sub-marine warfare is in retailation for the British blockade, this Government states unequivocally that the two issues cannot be confounded and that if there is retaibe confounded and that if there is team iation it must be without sacrificting neu-trals. Persistent sacrifice of these rights of neutrals, the note says with broad emphasis, might in some circumstances "constitute an unparionable offense against the sovereignty of the neutral neutral invalued" nations involved."

It is realized here that the American

It is realized here that the American reply is a vigorous, plain-speaking com-munication, although it is not intended to be belligerent or hombastic. The greatest interest will be taken in the capital for the next few days regard-ing the note to Germany. Having firmly announced its position, which includes a renewal of the demand for a disavowal of the Lusitania tragedy and reparation therefor, this Government can only await results. That no im-mediate change is expected in the situa-tion is indicated by the return of the President to the New Hampshire hills for another weak's rest.

for another week's rest. Becretary Lansing and other members of the Cabinet have left the capital for week-ends. It now is up to the Kaiser to make his next move friendly or "do-liberately unfriendly" and to determine whether the United States will have to employ its warning to unbold the free employ its warning to uphold the free-dom of the seas "without compromise and at any cost."

#### MEXICO CITY'S SILENCE ALARMS WASHINGTON

Fear for Foreigners' Safety Felt in New Situation.

WASHINGTON, July 24.-As a result of the complete isolation of Mexico City for five days, 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 lo what has taken pince in the capital ante its reoccupation by the Zapata forces. The silence is believed to cloak military operations which may be of the greatest immorface. mportance.

General Gonzales, with his Carranas teneral Gonzales, with his Canara army, military observers think, may already be battling with the "flying col-umn" of Villa, whose descent from the porth caused him hurrisdly to abandon the capital in order to save his communi-cations with Vera Cruz.

Neither the Carranse officials at Vara Crus nor the Villa headquarters in the north have leard any reports from the battle assumed to be in progress, al-though each expresses confidence in He outcomes. In diplomatic as well as nov ergement circles there is much unsamines. ernment circles there is much uneasil No one knows how much reliance to pince 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 seen do the most enjoyable carations Roop in touch with Long affairs by sealing to if that your Jasurile newspaper follow-you wherever you go. Nully he Evening Endper before you tenne to send pro-I paper to you. Spectfy the edition desired

on the Vistula and along the Narew. Be-hind the natural barriers formed by the two rivers the Russians have constructed defenses which, despits the lack of am-munition smong the Caar's troops, are most difficult to overcome. The Austrians have brought up seven it-inoh and 20-inoh guns for the bom-bardment of Ivangorod. With undiminiated vigor the Germans and Austrians are hammering at the Rus-sian thes north, south and west of War-saw, but neither Berlin nor Vienna today utams progress equal to that attained by the Teutonic armiss during recent days. The German War Office reports that the west bank of the Visula from Janou-wise to Granica has been cleared of the the bombardment of the great fortreases that bar their way. It is not expected, therefore, that de-claive actions on any of the fronts will be fought for some days yet, although the battle between the Vistula and the Bug Rivers, where the German Field Marahal von Mackensen's army is ad-vancing toward the Lublin-Cholm Rail-road, has about reached a olimay Here road, has about reached a climax. Here, according to the German official com-munication lasued this afternoon, the Ger-

OF NAREW FORTS NORTH OF WARSAW

pagne.

#### follows: "The night was calm on the entire front, excepting in the Vogges mountains, where the enemy has made several at-tacks at the Beichs Ackerkopf Mountain and on the heights to the east of Metfor an hour picking up drowning persona To their efforts several hundred passen-gers on the ill-fated steamer ows their zeral. The Germans have been repulsed verywhere.

Continued from Page One

other hand official dispatches report which may slready be in the hands of General Mackensen making steady prog-

reas toward the Lublin-Chelm Railway,