

RELANAW IN VICTORY OF THE MAN SUBMARINE OFF COAST OF SCOTLAND

CREW OF VESSEL ARE SAVED

Washington, Ill. Survivors at Incident But Does Not Think Any New Complications Will Result

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The steamer left New York July 8 on a voyage to Chicago. It was in the Indian ocean on a voyage to New York Sunday in a German submarine.

Washington Is Surprised. Officials at Washington government were surprised at destruction of the Leelanaw, but beyond adding an advisory incident to the already existing relations between the two governments, there was no indication that the case would lead to a new state in the general situation.

Under the general rules of international law the destruction of a neutral vessel carrying contraband is not admitted until the famous Knight Commodore case in the Russo-Japanese war. The Declaration of London in 1909 prohibited the destruction of a neutral vessel in extreme cases but stipulated that passengers and crew must be transferred to a place of safety and that large vessels be taken to court for determination of the liability of the act.

U. S. Holds to Russian Treaty. Under the general rules of international law the destruction of a neutral vessel carrying contraband is not admitted until the famous Knight Commodore case in the Russo-Japanese war.

Policeman Saw Tragedy. With water dripping from his hair and clothing, Police Officer John Secher, probably one of the first to go to the rescue of the passengers, stood on the Clark street bridge and gave a detailed description of the accident and of the scenes he witnessed as men, women and children were flung into the water.

Russia Fires Roman's Officials. London-The law has been a close watch on the Russian capital of Moscow since the revolution. The men responsible for the shortage in ammunition, according to the correspondent at Petrograd of the Daily Mail.

Women Pulled Away. Joe Lannon, who was at the soda fountain on the lower deck, said: "When the ship first started to turn, I saw a woman get up from the dance floor on the lower deck who was crowded with men and women, mostly the latter. Then when the boat listed over so far that the people began to slide across the floor the panic began. 'Women and children first! Not on your life!' I saw men help women and girls from where they were clinging to rails above the water in order to get positions of temporary safety. There was nothing like carrying them over the railing down the weaker into the water and upping their places, and usually the stronger were men and the weaker were girls. She was heavy and I could hardly raise her. A man grabbed my leg. I shouted to him that all three of us were to be in the water and he finally let me go but he hung on. Finally I raised my foot and kicked at him. The show slipped on my foot and he was heavy and I got him floating again and helped the woman out."

Two Men Save Twenty-Five. They Plunge From Steamer to Aid Victims of Stormy Meru. Barrels into Water. Chicago-Patrol Sergeant Nicholas Swalek and Policeman Charles Fisher were near the North Clark street bridge when the Eastland started to turn. The men saw the vessel being back a load of Christmas trees, was not seen after it left the Chicago port, and their employees began throwing barrels and coops and other things into the water to help the victims. I finally got to the dock and saw through the crowd that the men were safe. "If ever two men deserved their medals I know of two-but I don't know their names. When that boat started to turn I saw two men jump into the river and save not less than twenty-five persons."

Telegraphic Flashes. Rome, via Paris-An official statement issued Monday night says the Italian station coast at Anzio, in the Adriatic, important on account of its strategic situation, has been captured by the Italian forces.

Washington-Police Representative A. Mitchell Polver of Pennsylvania, whom President Wilson appointed last week as judge of the Italian station coast at Anzio, in the Adriatic, has been captured by the Italian forces.

London-Five hundred Italian soldiers sailed for Italy on the White Star liner Cristoforo Colombo. This is the first Italian vessel to be sent since Italy entered the war.

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REMOVING DEAD FROM WRECKED STEAMER

Murdock warehouse was thrown open for the reception of the dead. Over the side of the Eastland, over the stern of the Kenosha, the bodies of the narrow dock, and up the stairs to the street level crawled a continuous double line of stretcher bearers, policemen for the most part. Outside the Eastland was stretched out each body as it came forth. But that was not all. Up on the bridge and on the sidewalk to the south a staff of physicians and nurses waited with the hose machinery. A score of the machines clanked at the same time. In a few cases men and women apparently dead were restored to life and carried to hospitals.

Physicians Aid Rescuers.

Through the early hours-while there were any chances left-not a chance was taken. Physicians inside the stretcher line each body as it came forth. But that was not all. Up on the bridge and on the sidewalk to the south a staff of physicians and nurses waited with the hose machinery. A score of the machines clanked at the same time. In a few cases men and women apparently dead were restored to life and carried to hospitals.

Most Victims Suffocated.

Coroner's Physician Joseph Springer examined the Kenosha bodies lying on the stretcher. He said that they were brought ashore. By pinching the throat of each victim with his fingers the physician determined how they had met their death. In some cases it was suffocation. Doctor Springer said the majority had been suffocated.

Under the steel shell of the Eastland the rescuers could hear tappings and faint cries. After divers had failed to locate the imprisoned passengers a call was sent out for acetylene torches. These were planned to cut out holes in the steamer's side.

Try to Stop Rescuers.

Captain Pedersen, Dell Fisher, his first mate, and a dozen of the crew were still lingering among the rescuers on the hull. As the torch operation got to work Pedersen rather to halt them. "Here, stop that," he cried. "My orders are to save lives, not to be a hindrance to the work of the operators."

To Place the Guilt.

"Punish the guilty." In the cry of the city, state and federal authorities the board of inquiry started its investigation of the wreck of the Eastland. The threefold indignation has produced the following harvest: State Attorney Henry J. Sawyer announced his inquiry might disclose "the same story of human avarice and graft now on exhibition in the police graft case."

Captain and Crew Held.

Chief of Police Charles C. Healey ordered Capt. Henry Pedersen and his crew held in custody, pending examination by Coroner Peter Hoffman and other public officials. Twenty-nine arrests were made. Then Coroner Hoffman announced that he had ordered the arrest of every official of the Indiana Transportation company, which leased the Eastland. No individuals were mentioned in the coroner's announcement.

Manlaughter to Be Charge.

Manlaughter is the charge that will be preferred against the persons who may be found responsible for the unprecedented accident to the Eastland. The federal law has drafted a process against corruption or criminal negligence on the part of boatowners and officers and public officials, including police officers, that results in the loss of life.

Warning Was Scored.

"Get off. Get off. Get off. Get off." This was the warning shout of Mike Javanez of 2119 Larabee street as he drove his vegetable truck down Clark street bridge and saw the Eastland listing over on its side. "Gwan, gwan, you're crazy!" This was the answer Mike received from those crowded in the bow of the ill-fated steamer. There came the shouts of terror, and Mike joined with the scores of others in the work of rescue.

PREVIOUS STEAMSHIP HORRORS

- May 7, 1915-Cunard liner Lusitania, sunk by German submarine off Kinshasa, Ireland, at Irish sea; 1,317 lives lost.
- May 29, 1914-Empress of Ireland, sunk by collier Stordwind in the St. Lawrence river; 1,014 lives lost.
- April 14, 1912-Titanic struck iceberg and sunk off Newfoundland; 1,598 lives lost.
- November 14, 1908-Steamer La Seine, sunk in collision near Singapore; 85 lives lost.
- August 24, 1907-Excursion steamer and liner in collision at Montevideo; 200 lives lost.
- July 22, 1907-Steamer Columbia, sunk in collision with lumber schooner; 100 lives lost.
- February 12, 1907-Steamer Larchmont, sunk in collision with the Henry Wood in Long Island sound; 183 lives lost.
- June 15, 1904-Steamer General Slocum, burned in Hudson river with hundreds of school children on board; 959 lives lost.
- July 2, 1898-Bourgeois, sunk in collision with Crematyrine; 271 lives lost.
- January 30, 1895-Elbe, sunk in collision with steamer Crathie in North sea; 335 lives lost.
- March 17, 1892-Principia, sunk in collision with steamer Anson off Gibraltar; 574 lives lost.
- September 3, 1878-Princess Alice, sunk by Bywell Castle in the Thames, near Woodwich; 200 lives lost.
- 1868-Steamer Seabird, burned on Lake Michigan; 100 lives lost.
- 1868-Griffin, burned on Lake Erie; 300 lives lost.
- 1868-Orchid, burned on Lake Michigan; 247 lives lost.
- 1861-Erie, burned on Lake Erie; 178 lives lost.

WOMEN ARE CALM, MEN IN A PANIC

Thrilling Stories Told by Those Rescued From Death Trap in Steamer. TRAGIC SCENES ARE ENACTED Men Flight Madly for Their Lives. Dragging Women From Temporary Places of Safety-Eyewitness Tell of Tragedy.

Chicago, July 26.-Stories of joy-a joy which found expression in tears were told by those rescued from the river on the death-trap hull of the steamer Eastland. In the crisis the women were the stronger. While men fought madly for their lives the women and girls, after the first panic, quickly recovered. Either they clung patiently to rails and bits of wreckage, or, if trapped in the hull, they waited calmly for rescue or death. Rescued, their thoughts for the most part were for those not so fortunate.

With the men it was different. They dragged the women from places of temporary safety in order that they might be saved. They struggled madly to save life, not for others, but for themselves. And some, when rescued, stood stupefied and helpless watching others at work.

RECOGNIZES HIS DAUGHTER. Fred Swiger, a city fireman, worked three hours lifting bodies from the hull. Then a fifty-year-old woman, who he recognized as his daughter, placed the little body on a stretcher and looked closely at the child's face. He gasped and fell unconscious across the body. It was his own daughter.

Not until four o'clock did the divers recover most of the bodies from what was known as the second deck. Until that time they had made no attempts to locate any bodies on the first and cabin decks.

"GREAT LITTLE FELLOW" GONE. George Maloy, fifteen-year-old boy, was with a woman's friend. His cheering spirit, his rapid thinking and his ability to get out of a jam, were the most trying circumstances, aspired in all the stenographers and woman clerks of the department a sixteen-year-old man in a "big brother" attitude.

In the morning he was among the first aboard the Eastland, distributing the morning papers, getting groceries, and making himself the pet of the crowd. During the afternoon more than fifty women and girls tramped from morgue to hospital and from hospital to information bureau to inquire as to the fate of George.

At the bureau at 216 North Clark street, where the stenographers gathered around the desk, "Names from J. to N." and asked about George Maloy.

"A relative?" one of the clerks asked sympathetically, when no report was found in his index. "No," he said, "the best little fellow you ever saw." He answered one, and led the group away.

FAT MAN SCARED; TWO DROWN. "I heard her pop over with a crash and a splash," said William Raphael. "I jumped out to the door and saw what had happened. I saw two men come bobbing up to the surface long far from the shore piling. I jumped in to grab them."

"The fat man held on to the woman's dresses, and I couldn't swim with the whole load. I yelled at him, 'treating water as I fought. He wouldn't let me go. I kicked him in the face and he let me go. I lost one of the women in the lake, off Seventy-third street. It was brought in an ambulance."

In November, 1912, the House Simpson, Chicago's Christmas ship, sank in Lake Michigan off of Sheboygan. When all hands were saved, the boat held the city spotlight while the hunt for the missing vessel was being conducted. The boat, which was headed toward the northeast, was back a load of Christmas trees, was not seen after it left the Chicago port, and their employees began throwing

barrels and coops and other things into the water to help the victims. I finally got to the dock and saw through the crowd that the men were safe. "If ever two men deserved their medals I know of two-but I don't know their names. When that boat started to turn I saw two men jump into the river and save not less than twenty-five persons."

The least thing in its place is the greatest thing; for that place.

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1,500 LIVES ARE LOST IN WORST MARINE DISASTER IN HISTORY

Steamer Eastland, With 2,500 Pleasure-Seeking Passengers on Board, Suddenly Turns on Its Side at Its Dock in the Chicago River, Trapping Hundreds.

Nation, State and City Join to Fix the Blame for Catastrophe-Rescuers Work Heroically Night and Day Bringing Out Bodies of Victims Who Were Suffocated or Drowned.

Chicago, July 26.-"Somebody made a big mistake!" The words serve to epitomize the official summing up of the worst marine disaster in modern history. The steamer Eastland, crowded with 2,500 employees of the Western Electric company bound on a picnic to Michigan City, Ind., suddenly turned over in the Chicago river at 7:40 Saturday morning just as she was swinging from her dock to make the start for the lake.

Hundreds of men, women and children were trapped in the hull of the vessel and then rescuers drilled through the steel hull of the vessel by the use of acetylene gas many of the victims were still fighting for life.

Dead May Reach 1,500. Estimates of the total number of dead-based on the recovery of 817 bodies-are still uncertain. Of the passengers and crew, reported to be a few less than 2,500, 700 have been recovered. This would mean that 600 bodies are still in the hull of the vessel or in the river, with a total of 1,500.

However, the authorities do not believe that any such number are dead and not recovered. It is supposed that many of the passengers got off the ill-fated boat without reporting the fact.

An Unparalleled Tragedy. Literally in the heart of a great city, with elevated trains and street cars thundering past within a few hundred feet, on a mild summer morning, with a multitude to look on in mute helplessness, with metropolitan skyscrapers casting their shadow over it all, happened the worst tragedy of the Eastland. The victims perished within reaching distance of home, within speaking distance of scores crowded with office-bound loop workers.

No Warning; No Escape. The better part of which, with women and children outnumbering the men four to one, died without a chance for life. Packed mostly between decks aboard the crummy craft, they got no warning from officers and crew until the water was upon them. Then it was too late.

The old Eastland, its lively work done, lies wearily on its port side less than fifty feet from where it started. More than half the boat was submerged. On the dry uppermost portion, firemen, federal life savers, policemen, physicians and other rescue workers hovered about jawning holes which had been pierced through the steel shell by oxygen flames.

Two Big Questions. According to the testimony now in hand, passengers were sliding down the sloping deck and the port rail as at the water's edge before there was an official chorus of: "Get over on the other side, everybody!" There are two big questions which the various investigating bodies will seek to have answered:

1-Was it because of a defect in its water ballast that the Eastland capsized?

2-Were more passengers permitted aboard than its official capacity of 2,500?

Itally fired on the map. In the tragic tragedy theater fire on December 30, 1903, 67 of its citizens lost their lives. Chicago's previous greatest steamship disaster was that of the Lady Blain, which on September 8, 1898, sank as a result of a collision in Lake Michigan, carrying to their death 237 people.

The Chicago fire, which, starting in the old Eighth ward in the stockyard district, supposedly from a lantern being kicked over by a cow, swept close to the then north limits of the city.

The next great tragedy was that of New Year's eve, 1903, when, without an instant's warning, a sheet of flame enveloped the audience attending the performance of "The Boatswain" at the Broadway theater and wiped out the lives of 621 persons, most of them women and children.

On January 26, 1892, occurred the big crib fire, which snuffed out the lives of 215 fire workers. The fire occurred in the George W. Jackson

