

## MANY OF EASTLAND DEAD STILL IN RIVER

### Total of Victims Still Estimated as 1000.

## BODIES ARE BURIED IN MUD

### Divers Still at Work in Hull of Capsized Vessel.

## RELIEF FUND IS STARTED

### Chicago Begins Raising of \$200,000 and \$100,000 of Employees' Insurance Is Available; Chicago Has Day of Gloom.

CHICAGO, July 25.—Bodies of 301 persons killed in the capsizing of the steamer Eastland at its wharf in the Chicago River had been recovered tonight after 40 hours of searching by divers around the steel hull, still lying on its side, half-submerged, where it rolled yesterday while laden with 2408 excursionists.

The total dead as a result of the turning over of the ship still remains at approximately 1000, according to estimates made by Coroner Hoffman, whose reports indicated that probably 100 bodies still were held in the mud of the river by the superstructure of the overturned boat.

### Survivors Fail to Report.

While only 1002 passengers of the Eastland have registered with the Western Electric Company as saved, it is thought that about 475 survivors, including the crew of 72, had failed to report their escape.

Estimates as to how many persons might be planned down by the sunken vessel varied widely, some declaring there were none, while others estimated as high as 300.

There was much confusion in the tallying of bodies recovered, owing to duplications and removals. The Eastland lies on her side in the river, with divers still floundering through the interior of the steel coffin and burrowing under her, while Chicago, appalled, is just beginning to realize the significance of one of the greatest of marine disasters. While grief-stricken thousands are searching through the morgue in the Second Regiment Armory for friends or relatives, state and Federal officials have turned their attention to placing the blame for the catastrophe and to the work of providing relief for those left destitute.

### Many Employees in Straits.

While no families were made wholly dependent by the disaster, as might be the case in a flood or great fire, it was reported today that most of the victim employees of the Western Electric Company had been working only half time or less in recent months. Several men who made this report when asking for aid were asked why they started on the excursion while in poor financial circumstances.

They reported that an organization of employees gave the picnic and that experience had taught them it would be best to buy tickets if they desired preferment for work. They said that the company had nothing to do with this condition or the giving of the excursion, but that as members of the employees' organization purchase of tickets for the lake trip, an annual affair, was almost compulsory.

### Raising of Relief Fund Begins.

Acting Mayor Moorehouse and his advisers, at a meeting today, began the raising of a relief fund of \$200,000, to be distributed by a sub-committee acting under the direction of the National Red Cross, the Associated Charities and the municipal health department.

In addition to this, the Western Electric Company, whose employees formed the majority of the ill-fated excursion party, has announced that \$100,000 from its employees' insurance funds is available for relief. Numerous private relief funds also have been started. Meanwhile Mayor Thompson, who was at the Panama-Pacific Exposition to take part in the ceremonies in celebration of Illinois day, is speeding toward Chicago on a special train. Coroner Hoffman issued an appeal today to the public for a fund for the burial of unidentified dead.

### Chicago's Day One of Gloom.

In churches and homes throughout the city today prayers were offered for the suffering and the dead. The day was one of gloom.

The sky was cloudy and a mist hung in the air. There was more than the usual Sabbath quiet everywhere and the crowds of out-door pleasure-seekers were thin. As was the case yesterday, baseball games were postponed.

Various theories as to what caused the Eastland to turn over still are being discussed, but without prospect of a definite explanation until the coroner's inquest and the Federal Government's investigation, to be begun tomorrow, are finished. The most discussed theories are four—that the boat was overloaded; that she was not properly ballasted; that the tug that made fast to warp the Eastland from the docks started pulling too soon; that congestion of passengers rushing to the port side, attracted by some passing sensation, tipped the boat over.

## POPE DECLARED TO FAVOR ALLIES

### ROME HEARS PONTIFF HOLDS WAR WAS PROVOKED.

### Cardinals at Name Day Conference Promise Co-operation in Efforts to Bring About Peace.

ROME, July 25.—(Special.)—It is understood on excellent authority that the Pope held a long conference with Cardinals Gasquet and Billot, who represent England and France, on the occasion of his name day anniversary today, and informed them in unmistakable language of his strong pro-ally sympathies, aroused by firm conviction that the war was provoked by Germany and Austria.

The audience to the cardinals lasted an hour. Cardinal Yvonneville congratulated the Pope on the occasion of the anniversary, and offered the congratulations of the Sacred College. He said that the cardinals were ready to cooperate in the efforts for peace being made by the Pope, and expressed the hope that these efforts may be fruitful of successful results.

Pope Benedict replied freely, and it is understood again to have insisted on the neutrality of the Holy See.

## WILSON EXPRESSES GRIEF

### Message of Condolence Telegraphed to Chicago's Acting Mayor.

CHICAGO, July 25.—Acting Mayor Moorehouse today received the following telegram from President Wilson:

"Windsor, Vt., July 25.—William Hale Thompson, Mayor, Chicago: I am sure I speak the universal feeling of the people of the country in expressing my profound sympathy and sorrow in the presence of the great disaster which saddened so many homes."

A cablegram was received from Sir Thomas Lipton, of London, which read: "I am greatly shocked to see by the day's newspapers the catastrophe that has fallen on your city. My heartfelt sympathy goes out to those who have lost their loved ones. If you start a relief fund put me down for \$1000."

A message of condolence from the organization of the General Slocum survivors of New York also was received.

## TURK DENIES PEACE RUMOR

### Sultan's Ministers Arrive in Switzerland Town.

GENEVA, via Paris, July 25.—Nedjemkden Effendi, the Turkish minister of justice, and Fassun Effendi arrived yesterday at Lausanne from Berlin. The former is ill and has entered a hospital. The Turkish consul here said that the story published here and also in London to the effect that Nedjemkden Effendi and Fassun Effendi came to Switzerland as representatives of their government with the object of opening negotiations for a separate peace with the triple entente is untrue.

"Even if she wished to, Turkey cannot make a separate peace," declared the consul.

However, the peace rumors continued. By a coincidence Abbas Hilmi, ex-Khedive of Egypt, also has arrived at Lausanne from Vienna. He is traveling incognito.

## VETERAN DIES IN TANK

### Con Desmond, Early Settler of Tillamook, Victim in Water.

TILLAMOOK, Or., July 25.—(Special.)—Con Desmond, an early settler of Tillamook, died suddenly in the catastrophe at Bayview today. He left the city this morning on the launch Olive for a day's outing.

He had just entered the tank when he was attacked by heart trouble and fell into the water. He was immediately taken from the water, and although medical aid was called, he did not recover.

He was a veteran of the Civil War, serving part of the time in the Navy, and later was transferred to the Army. He was 73 years of age, and had lived in Tillamook since 1881 on his farm at Netarts. His son, Charles Desmond, lives near Hemlock, in this county.

## SUBMARINES DESTROY SIX

### Members of Crews of Two Vessels Are Reported Killed.

LONDON, July 25.—The British steamer Firth, of 406 tons, of Aberdeen, was torpedoed today by a submarine in the North Sea. Four of the crew were killed.

The Grimsby trawler Perseus was destroyed today by a mine. Her crew of 10 were killed.

The French steamer Danae, bound from Liverpool for Archangel, Russia, was sunk off Cape Wrath, which forms the northwestern extremity of Scotland. The trawlers Henry Charles, Kathleen, Activity and Prosper were sent to the bottom in the North Sea. The crews of all the vessels were saved.

## CHICAGOANS HASTEN EAST

### Mayor and Party Take Special Train; Governor on Way.

SAN FRANCISCO, July 25.—Mayor Thompson of Chicago, and his entire official party left here at 4 P. M. on a special train for Chicago. Governor and Mr. Dunne, their three daughters and Maurice Dunne motored today from here to San Jose, where they were to catch the night train for Los Angeles. The Governor announced that he and his party expected to arrive in Chicago August 3.

## EASTLAND TRAGEDY DEVELOPS HEROES

### Little Girls Play Part in Rescue Work.

## TWO BOYS GIVE OWN LIVES

### Women Recover Quickly After Initial Panic.

## DAY FILLED WITH THRILLS

### Some Young Men Among Passengers, Even After Own Safety Is Assured, Stand Stolidly by Without Assisting.

CHICAGO, July 25.—(Special.)—Greater by hundreds would have been the number of dead on the steamer Eastland but for prodigies of heroism. The heroes ranged from slips of girls to ragged dock rats and hobos.

A frail mite of a girl crawled over the slippery side of the ship at the risk of her life and with her little arms dragged several children to safety.

A gloomy man who was out of work and contemplating suicide in the river found plenty of work when the vessel capsized. He plunged in and rescued nine before he was dragged out almost dead by other rescuers.

A policeman made a motorman stop between stations, ran back along the tracks, plunged into the river and saved eight from drowning.

### Two Boy Heroes Perish.

There were numerous boy heroes. In two cases the little fellows themselves perished after helping women and children to safety.

One boy, whose identity is still unrevealed, jumped from the dock into the river to help two women hanging to an object in the midstream. He was swimming to the dock with one of the women when the other flung her arms around his neck and all three were drowned.

William Raphael, manager of a commission house, leaped into the river and was swimming to the dock with two women when a fat man, his face a livid green from fear, clutched the dress of one of the women. Raphael kicked him in the face, but in the struggle the fat man and one woman were drowned.

### Women Cooler in Crisis.

All witnesses agree that in the crisis women were stronger and calmer. While the men fought madly for their lives, the women and girls, after the first panic, quickly recovered. They clung patiently to bits of wreckage and obeyed commands of rescuers. Those trapped in the hull waited calmly for death or rescue. The men, however, chiefly young foreigners, dragged women from places of safety and even after their own safety was assured stood stolidly without offering to assist.

Every person living in the two-story family house at 2301 South Kolin avenue perished in the disaster. (See page 1, Column 1.)

## MR. BRYAN HUMILIATED

### Bishop's Reference to Fee Deeply Resented by Speaker.

SAN FRANCISCO, July 25.—William Jennings Bryan in an address delivered today at the United Evangelist Tabernacle resented the statement made by Bishop Hughes, of the Methodist Episcopal Church, in introducing him. Bishop Hughes said: "On this occasion Mr. Bryan is speaking without a cent of cost to the committee."

Bryan prefaced his address with the statement that the bishop's reference to a fee was humiliating, in view of the fact he had not accepted compensation for religious addresses for the last 15 years.

## INDEX OF TODAY'S NEWS

The Weather. YESTERDAY'S—Maximum 73 degrees, minimum 57 degrees. TODAY'S—Fair, northwesterly winds.

Eastland. Relief work begun promptly. Page 3. Eastland dead estimated at 1000. Page 1. Tragedy develops many heroes. Page 1. Pathetic scenes enacted during identification of victims. Page 3. Many bodies pinned under capsized boat. Page 2. Inquest into responsibility for disaster to be begun at once. Page 1.

War. Statistician predicts that German will gain ascendancy in world language. Page 2. Fate of Poland is master-tragedy of whole war. Page 2. Prediction made that Germany will absorb Austria. Page 2. Pope said to have declared sympathies are with Allies. Page 1.

Domestic. New steel trust is reported to be forming. Page 1.

Sport. Two-score events slated for today in state tennis tournament. Page 6. Pacific Coast League results—Portland 4, Salt Lake 0; Los Angeles 6-4, San Francisco 5-1; Oakland 2-0, Vernon 3-2. Page 2.

Pacific Northwest athletes to sail for San Francisco today. Page 2. National League interest of the closest in history, holds interest of fans. Page 5.

Pacific Northwest. Southern Oregon Company files suit over \$56,000 taxes held by Coos County. Page 2.

Financial and Industry. Federal treasurer accuses banks of discrediting own notes. Page 3. American Institute of Banking delegates all invited to visit Pacific Northwest. Page 2. Comptroller's report shows funds are ample for business revival. Page 3.

Portland and Vicinity. Cruiser Albany reaches port to take Oregon Militia on trip. Page 12. A. H. Adams dies following beating, laid to Robert Moran. Page 2. Naval officer visits Portland for first time. Page 12. Girl of 16 dives from Hawthorne bridge. Page 2. "Play Ball" is minister's sermon topic. Page 8. Weather report, data and forecast. Page 10. Neutral Methodist boards to try to mediate in Taylor street-First Church controversy. Page 8. Sousa's band scores two successes at Oaks Park. Page 12. Big steamers gather here for cargoes. Page 10.

## BRYAN IGNORES INVITATION

### Salem Commercial Club Changes Plans When No Answer Received.

SALEM, Or., July 25.—(Special.)—William Jennings Bryan has ignored, thus far, an invitation of the Salem Commercial Club to speak here market day.

The invitation to speak was for next Saturday following the engagement of the ex-Secretary of State to speak at Albany. Mr. Bryan's failure to answer the telegram asking him to speak here is taken by the club management to mean that he will not accept the invitation, and as a result the date for market day has been changed to August 1.

The programme will consist of addresses, a luncheon and the auctioning of products.

## NOTHING DOING.

WELL! OPEN THAT DOOR!

GONE ON VACATION

LAND SAKES CANTCHER READ?

CARTOONIST

VIENNA, via London, July 25.—(Special.)—The 1915 vegetable crop, including peas, lentils and beans, has been ordered by the government, to prevent a repetition of the speculation and unwarrantably high prices that have prevailed throughout Austria.

## VEGETABLES TO BE SEIZED

### Austria Will Prevent Further Speculation in Garden Products.

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## STEAMER ATTACKS U BOAT

### Briton Fired While Flying Danish Flag, Says Berlin.

BERLIN, July 25, by wireless to Sayville, N. Y.—The Deutsche Tages Zeitung says that according to official reports, at 11 o'clock on the morning of July 20, 18 miles east of the Firth of Forth, a German submarine stopped an 800-ton steamer flying the Danish flag. Suddenly the steamer opened fire with two guns. She halted down at once after the first salvo, but continued to fire, without showing a flag. Only after the fifth or sixth salvo was the British ensign hoisted. The submarine escaped this attack.

## WHEAT HARVEST IS BEGUN

### La Grande Outlook Is for Record Crop of Winter Grain.

LA GRANDE, Or., July 25.—(Special.)—Harvest of the 1915 wheat crop began in a small way Saturday. Several binders have been cutting for the past two days, but this afternoon binders and combines went to work. Harvesting will not be in full swing until next week.

That there will be a 10 per cent shortage in Spring wheat may prove a correct forecast, but that the Winter wheat will attain normal proportions is now evidenced by the early cuttings. The acreage is far ahead of last year, and it is believed that the valley may rub the 2,000,000-bushel mark, which will be a new record. A million and a half, grown last year, is the high mark.

## SUBMARINE GIVES RECEIPT

### Curious Document Brought Ashore by Norwegian Captain.

LONDON, July 6.—(Correspondence of the Associated Press.)—Captain Gedde, of the Norwegian ship Fieri Cross, which was sunk by a German submarine on the Scilly Islands on July 2, brought ashore with him an official receipt signed and sealed by the commander of the submarine. It is said that he is the first mercantile seaman to demand and obtain a receipt of this kind. The document reads: "I hereby certify that I have sunk the Norwegian barque Fieri Cross, Captain John Gedde, on July 3, 1915, at 2 P. M., as she had contraband (lubricating oil) for France on board. (Signed) Forstmann, Lieutenant-Commander of the German submarine."

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All existing supplies of vegetables from the 1914 crop will be seized after August 1. The confiscated crop will be sold under state supervision.

## "WHO IS TO BLAME?" CHICAGO NOW ASKS

### Four Principal Questions Outlined.

## INQUIRIES ALREADY BEGUN

### Federal Steamboat Inspectors Go to Work at Once.

## TWO GRAND JURIES CALLED

### Was Eastland Overloaded, Its Ballast Out of Adjustment, Its Capacity Overrated, Design Defective? All Want to Know.

CHICAGO, July 25.—(Special.)—"Who is to blame?" Chicago approaches tomorrow's task of fixing the responsibility for the Eastland calamity.

While divers are still groping on the river bed and in the hold of the Eastland for bodies of victims, while the morgues are filled with lamentations of bereaved and cemeteries are receiving a harvest of death, all authorities having jurisdiction will will open their investigations.

The Federal Government, state, county and city will search for causes of the disaster. They will determine who was guilty of negligence and take steps for the punishment of those responsible.

### Many Questions to Be Settled.

"Who is to blame?" is the vital question to which the combined authorities will seek an answer.

The chief questions to be settled are: Was the Eastland overcrowded? If so, who is to blame? Was the water ballast out of adjustment? If so, who is to blame? Was the carrying capacity of the Eastland overrated by the inspectors of the Federal Government? If so, who is to blame? Was the hull of the vessel modeled on lines giving the requisite stability? If not, who is to blame for granting it a permit?

### Federal Inquiry Already Begun.

The Federal investigation into the catastrophe started in earnest today following the arrival of Dickerson N. Hoover, acting supervisor-general of steamboat inspection service, from Washington, and Captain Charles H. Westcott, of Detroit, supervising inspector of all lake vessels west of Lake Erie. They made a cursory examination of the hull of the Eastland, in company with Captain Ira B. Masfield and William Nicholas, local steamboat inspectors.

Captain Harry Pedersen and the crew of the boat that became the sepulcher for a holiday crowd will be taken before a coroner's jury tomorrow, when the inquest is begun. Officials of the transportation company operating the boat likewise will be summoned.

Before a verdict is rendered Coroner Hoffman says he will investigate every charge as to who is culpable for the loss of life.

Judge Keneaw Landis will impanel a jury tomorrow.

## FARMERS BEATEN IN BATTLE WITH FIRE

### HOMES CAUGHT BY FLAMES IN SWEEP THROUGH FOREST.

GRANTS PASS, Or., July 25.—(Special.)—A forest fire started late last night about five miles north of here in the Country Club orchard tract, and gained headway so rapidly as soon to be beyond control. Farmers and fruit-growers in that section fought fire all night and, with assistance from Merlin and Grants Pass, have been fighting desperately all day to check the progress of the flames. The fire has burned across the valley and tonight it will shortly burn itself out when it reaches the timber line.

C. H. Wise was the heaviest loser, the fire destroying his house, barn, fences, a large amount of wood and hay. George Mathewson, manager of the Country Club Orchard Company, lost his house and outbuildings. Mr. Dagues' house also was destroyed.

Much damage was done to young orchards which had been interplanted with grain, the fire having burned the stubble between the tree rows and scorched the young trees. Rural telephone lines are down in that section, while a mile or more of main line of both the Postal and the Pacific Telephone companies are down. The damage will run into the thousands, slightly covered by insurance.

## NEW STEEL TRUST REPORTED FORMING

### Great Independents Declared in Merger.

## COMBINE GREATEST SINCE '01

### Charles M. Schwab Said to Be Slated for Presidency.

## FRICK ALSO MENTIONED

### Companies Controlled by Rockefeller and Pennsylvania Railway Among Others Expected to Form New Corporation.

CLEVELAND, July 25.—(Special.)—The Cleveland Leader will print the following prominently Monday. There is a new steel trust in the hatching.

Charles M. Schwab is slated for the presidency and Henry Clay Frick is reported to be pulling wires that will give the country a second great steel combine. Included in its organization, in important roles, will be, perhaps, as many as half a dozen Cleveland, Youngstown and Pittsburg iron and steel magnates.

### Operations to Be Extensive.

This second steel trust will not be as large as the United States Steel Corporation, but it will approach it as closely in magnitude of operations that there will not be much advantage accruing to the present "leading interests" in the trade.

Information was available in Cleveland iron and steel circles today that indicates that the new Schwab steel combine is farther advanced than was supposed.

The companies named as definitely linked up for the greatest industrial merger since the United States Steel Corporation was formed in April, 1901, include:

Bethlehem Steel Company, of which Charles M. Schwab is president and directing genius.

Rockefeller Concerns Included. Colorado Fuel & Iron Company, owned by the Rockefellers. Jones & Laughlin Steel Company, Pittsburgh, known as the greatest of all independents. Crucible Steel Company of America, once owned in Pittsburgh, but whose control in the past few months drifted to Wall Street. Lackawanna Steel Company, Buffalo, controlled by the Vanderbilts. Horace E. Andrews and interests identified with Pickands, Mather & Co. of this city.

Pennsylvania and Cambria Steel companies, control of which rests with the Pennsylvania Railroad, whose holdings have been placed under option to William H. Donner, president of the company and close personal friend of Henry C. Frick, capitalist, banker, promoter, coke king and strong advocate of a second "steel trust."

### Steamships and Ores May Go In.

Conjecture runs riot. It is reported that the Republic Iron & Steel Company may be included, that the Youngtown Sheet & Tube Company, a corporation closely affiliated with Pickands, Mather & Co. interests, may also join the merger.

Should it go as far as this, it can be taken for granted that it will also take in upwards of \$100,000,000 worth of lake steamships and Lake Superior iron ore enterprises controlled by leading interests of this city.

It may even reach down the line and take in the smaller concerns as the Inland Steel Company, Chicago; Brielle Iron Works, Wheeling; and others in the same class operating throughout the Mahoning and Shenango valleys.

The last great obstacle to the merger of independent steel companies was swept aside when the Federal Court of New Jersey a few weeks ago gave the United States Steel Corporation absolute restraint of the charge of combination in restraint of trade.

### Merger to Be Competitor.

The great proposed merger will be directly competitive with the Steel trust, because it will represent a capacity close on to 10,000,000 tons of ordinary steel products, compared with about 17,000,000 for the trust, and will also be a paramount factor in several great opening avenues not seriously exploited by its big rival in highly specialized steels.

It will be the largest single factor in the coming era of merchant-ship building. This country will look to it for whatever supplies needed in developing the naval fleet and home defense programme, and it will occupy a most important role in the great and growing demand for high-grade steels that will go with the future unfolding of the automobile industry.

### Paul Farrell's Death Shocks Class

CENTRALIA, Wash., July 25.—(Special.)—Paul Farrell, nephew of J. D. Farrell, president of the O.-W. R. & N., who was killed at The Dalles Friday, when he fell under a construction train he was trying to board, was a student at the Centralia High School, working at The Dalles during his vacation. His home is at Rainier. The boy's father, W. A. Farrell, is a lumberman. Expressions of sympathy have been sent by his schoolmates.