

CATASTROPHE LAD TO CARELESSNESS

Insufficient Ballast With Old List and Method of Handling Crews Blamed.

PASSENGER LIMIT DOUBTED

Immense Weight on Superstructure With Vessel High in Water Leaves Little Stability Below.

Carelessness was responsible for the sinking of the speedy lake steamer Eastland at Chicago yesterday, with its appalling loss of life, in the opinion of Portlanders familiar with that type of vessel and in handling such a crowd of passengers.

It is argued that, as the Eastland was admittedly "tender," having listed badly eight years ago in South Haven harbor where it was built, when her ballast tanks were being filled, every precaution should have been taken yesterday when it was reported, the water ballast tanks were empty, as it was intended to fill them and trim ship after she had steamed into deep water.

Lacking sufficient ballast, the vessel was top-heavy when so many travelers were assembled on one side, say steamboatmen, who are used to seeing when there is a large crowd going aboard a steamer, the inclination of a big majority is to crowd along the rails on the dock or land side, watching for friends to arrive or through curiosity, so a tremendous weight is added that would not be there when the ship is under way, unless some attraction such as a vessel passing, an accident or other incident out of the ordinary might prompt most of the passengers to race to one side.

Danger Less With Ballast.

With ballast tanks filled, it is insisted, there would be less danger in the latter case than with a vessel listing at her berth not having sufficient ballast and subject to the strain of many pounding on one side and the added weight and motion of others moving aboard from the dock.

As to the Eastland having been overcrowded, there is a division of opinion. Steamshipmen say that there are virtually no uniform regulations governing the number of passengers a vessel shall be allowed to carry, and that the limit is fixed as a general rule by the number of berths, the tonnage and the allotment of life preservers to each passenger and member of the crew. On Lake, bay and sound vessels a limit of 100 is followed, also in the case of rivers.

Special excursion steamers having several decks, especially promenade decks, draw numerous passengers above to get away from the crowded conditions below and to "see the sights." With a vessel of this type, carrying an immense weight of that character, mariners say that there is really little stability remaining below, so that when a vessel takes a heavy list the only thing to be done is try and distribute the passengers more evenly to overcome it. That is possible when there is enough draft to assist in overcoming the list.

There are no steamers here of the same type as the Eastland, but her dimensions being 265 feet long, 33.2 feet beam and 15 feet depth of hold, it is reasoned along that a vessel of this type would have sufficient draft, and Chicago advice place that at 23 feet, which is a vessel of this type, the Beaver and Bear model draw 15 feet and the draft of the Great Northern and Northern Pacific when loaded.

Passenger Allowance 2500. The Eastland was registered with a total of 1218 tons net register, and a passenger allowance, say Chicago experts, was 2500 persons. She carried a crew of 15, and a master, and being on an ocean run, would have had the number allowed to be carried cut down to 1000 passengers, and such a limit in berths, would be accommodated in staterooms and steerage or outside sections. If operated in the Williams and Columbia lines, such a vessel would have carried not more than 1961 passengers. The "Big Three" fleet, when used for short excursion runs to St. Helens at night, as was done with the latter a short time ago, are allowed only 1000 passengers.

The steamer Bailey Gatzert, operating on a daylight schedule, has an excursion permit for 645 passengers, as she is of 442 tons gross, and her permit on a night run would be little more than half of that.

Inspectors of the Steamboat Inspection Service take the stand that they being carried out and a master are informed of even the most inconsequential, also they are on hand when the number of passengers going aboard and when the limit is on, others are stopped, but as to there being sufficient water ballast, such a vessel's guards they cannot be aboard all masters and engineers responsible.

Passenger steamers, being given their annual inspection, are investigated during the season three times when carrying passengers. Federal officers being bound to ascertain permits to passengers in it; if in place, boat and fire drills are carried out efficiently and similar responsibilities attended to.

The steamer General Slocum, which caught fire and sank in New York harbor June 15, 1914, carried between 2000 and 2500 persons, though she was not much larger in general dimensions than the steamer T. J. Potter, now operated between Portland and Megler, which is allowed an excursion license of 234, her gross tonnage on Puget Sound and at San Francisco, where different models are operated, more passengers are allowed and it is generally a custom to fix the capacity on conditions of different waters, as well as taking into consideration lifesaving equipment and accommodations.

BAY CITY BOY DROWNED

Attack of Heart Trouble Fatal to Ralph McClew at Ocean Lake.

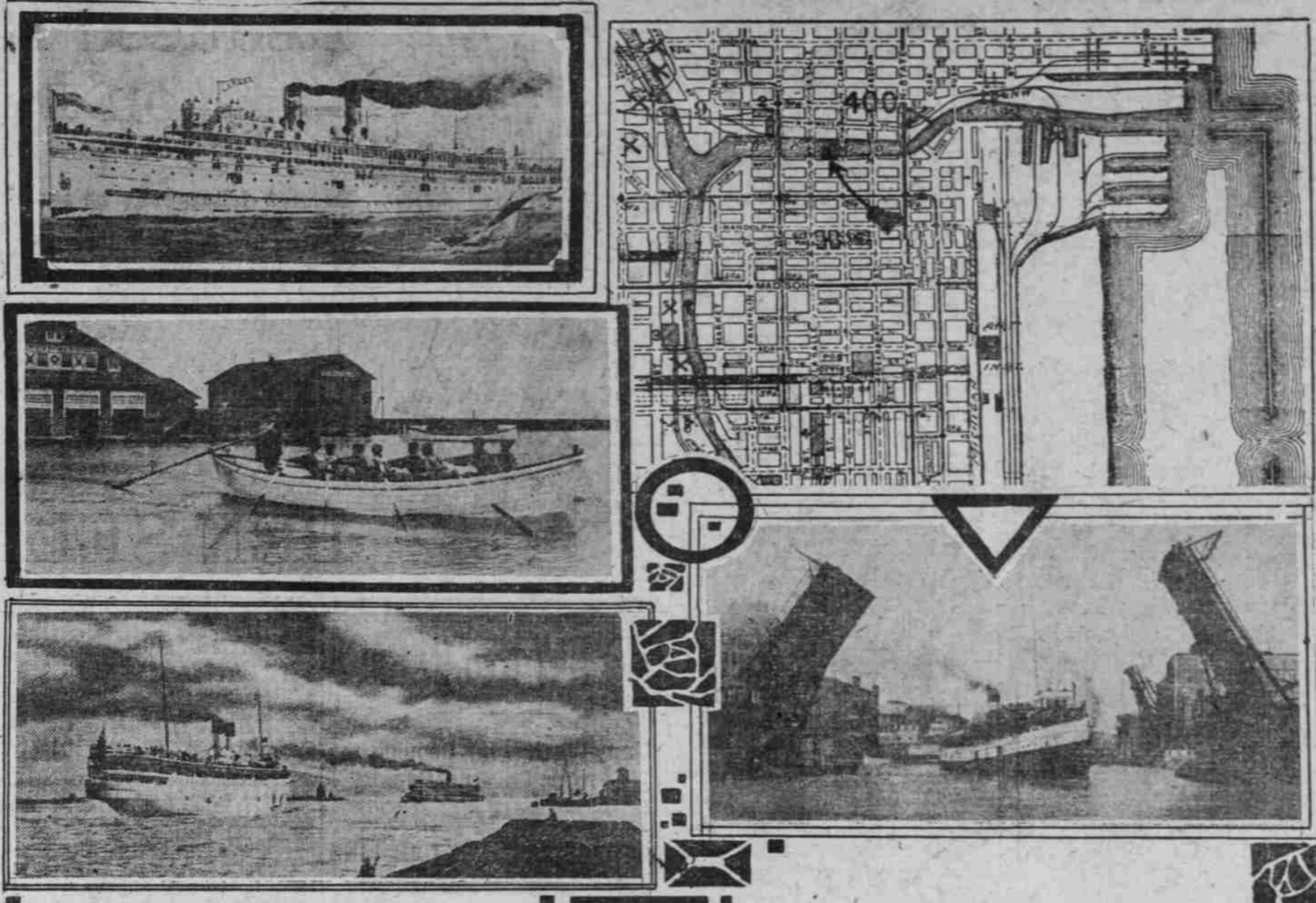
OCEAN LAKE, Or., July 24.—(Special.)—Ralph, aged 14, only son of William A. McClew, of Bay City, was drowned here today while swimming in the lake. It was overcome by an attack of heart failure and after calling for help sank.

Kenneth Rountree and Milton Beardsley dived 20 times in a vain effort to give assistance.

Mrs. E. K. Eckert drove to Bar View for Coast Guards, making the distance of six miles in eight minutes. The body was recovered promptly, but an hour's effort to restore respiration was unavailing.

The parents and three sisters survive.

VESSELS AND PLACES FIGURING IN STEAMSHIP DISASTER ON CHICAGO WATERFRONT.



Top.—(Left) Steamer Theodore Roosevelt, Which Was at Scene When Eastland Turned Over and Which Assisted in Rescue Work. (Right) Sectional Street Map Showing Portion of Lake Front and Chicago River. Arrow Points to Exact Scene of Disaster, Where Clark Street Intersects Chicago River. Middle.—(Left) Scene on Chicago Waterfront Showing Two Excursion Steamers of Type Similar to Eastland. (Right) Bascule Bridge at Scene of Disaster, Showing Draw Open to Admit Passage of Excursion Steamers.

SPEED PERIL SHOWN

Sacrifice of Safety in Craft Suspected by Workman.

ROYALTY OFFER RECALLED

Lee Scarth, in Engineering Department of Shipbuilding Company at Time Eastland's Construction, Thinks Strain Too Heavy.

When the steamship Eastland made her maiden trip July, 1912, just 13 years ago, she was the speediest excursion boat on the Great Lakes, and she was sacrificed in some degree to speed, according to Lee Scarth, of 447 East Twelfth Street, North, who was in the engineering department of the Jenks Shipbuilding Company at Port Huron, Mich., when the Eastland was built.

A heavy royalty was offered by the ship company at the time, remembers Mr. Scarth, for every mile more than 21 an hour that the boat would be able to make. Upon completion the steamship easily made 23 miles.

That the strain of fast speed could be withstood, the ship was equipped with the heaviest boiler plate of any boat known at that time, said Mr. Scarth last night. It had twin screws, a compound engine and worked under forced draft. When completed, the Eastland was considered a fine boat.

"There was not enough beam to the vessel with all the excursionists crowded on one side of the top deck," said Mr. Scarth, speaking of the accident, "and the boat was not built on other boat coming to take off some of the crowd, and the men and women were naturally on the lake side of the boat, watching for its arrival. Being long and narrow, with not enough ballast below to stand the strain of its overcrowded condition, the boat capsized, for with one side of the upper deck so overloaded, there was much danger."

For its purpose, the boat was excellent and stood up well for 13 years, but it was not built to stand the heavy strain placed upon it today.

The Eastland was constructed in the shipbuilding yards on the Black River at Port Huron, and made her trial trip on Lake Huron.

BERLIN MAY MODIFY VIEW

(Continued From First Page.)

circumstances, and in effect demanded by the President, Germany merely will have to give official notice that it has adopted as permanent the policy which it has adopted as a temporary one.

There is reason to believe that Count von Bernstorff during his recent visit to the German Secretary of State Lansing gave the latter to understand that it was the purpose of Germany to persist in its policy, but at the same time to exercise the discretion demanded by the United States in conducting its marine campaign against England.

It is generally accepted that there already exists a tacit understanding between the United States and the Kaiser's diplomatic representatives speaking with the authority of his government, that instructions have been given by the German Admiralty to commanders of its warships and submarine flotillas to observe the principles of international warfare officially subscribed to by the German Foreign Minister and demanded by the United States.

The knowledge that such an understanding has been reached, while not publicly proclaimed by the German government, furnishes justification for the belief that an announcement to this effect will be forthcoming shortly from Berlin.

MANY DRIVEN MAD

Girl Fights Attendants in Hospital While They Aid Her.

DIVER IS MADE INSANE

Man Who Is Rescued With Wife and Daughter and Taken to Hospital Reads Son's Name at Top of List of Dead.

RESCUE WORK IS PROMPT

(Continued From First Page.)

of the dead, injured and rescued, the divers in the heart of the sunken vessel sent up an almost constant stream of corpses from the submerged decks.

First it was a gaily dressed girl in her teens, who had been caught between a pile of chairs and the cabin wall. Next it was a boy, gathered from the lifeless arms of his father. Then followed an old woman, who had gone aboard the ship to watch her grandchildren, or a little girl with her legs and boots, with gay ribbons sodden against the lace of her holiday gown.

One thrill passed through the crowd as word came from the steamer that a girl baby had been found alive among the hundreds of dead in the ship. The child was discovered in a starboard stateroom, where she had been held from the water by a chair that jammed against the berth. The baby only half awakened as it was carried to land. Its mother could not be found.

Two women were found alive in another stateroom on the protruding side of the Eastland, but that ended the hopes that any number had escaped death in the death trap itself. There were still at least 240 persons in the boat, when these three persons were taken out alive, and the explorers of the hulk said that all were dead. Yet amid all the horror and heartache, officials of various departments attended to pressing duties of disposition of the dead and injured, tracing of the missing, inquiry into the cause of the disaster and precautions against disease from sunken bodies and the drifting of corpses through the city towards canal locks.

More Boys Arrested for Rioting. Two more boys were arrested last night for alleged participation in the riot at Lincoln playgrounds Thursday night. Those arrested were William Kayler, 16, and Will Hahn, 15. This makes a total of 11 arrests on account of the riot. All the boys will be tried in the Juvenile Court.

EASTLAND ONE OF FASTEST EXCURSION BOATS ON GREAT LAKES

CHICAGO, July 24.—The Eastland, which was one of the fastest excursion boats on the Great Lakes, narrowly escaped capsizing eight years ago at South Haven, Mich. She was saved by the action of the officers in driving the passengers to the other side of the vessel.

The Eastland was built in 1902 and was owned by the Eastland Navigation Company of Cleveland. She was 265 feet long, 33 feet wide and had a draft of 25 feet, with a net tonnage of 1218. She was brought to Chicago in 1904 and was used in the excursion business to South Haven, Mich., for several years.

Later she was taken to Cleveland and placed in the excursion service there. This Spring the boat was remodeled. She was then brought to Chicago and put on the run to St. Joseph, Mich. She had a speed of 21 miles an hour.

There are individual tragedies that stand out in bold relief even in a catastrophe where hundreds die. Here is one of them:

Chester Laine, with his wife and daughter, Anna, were rescued when the Eastland capsized. They were taken to the Eye, Ear and Nose Hospital for treatment. A son, Chester, 3 years old, was unaccounted for. A reporter rushed into the hospital with a copy of the first "extra" in his pocket. Laine grasped for the paper and sprang into the river to aid the drowning.

"My boy, my boy," he cried. "What of him?"

His eye caught a meager list of identified victims. The first name was that of his son.

"He died with him," Laine shouted. The father beat off the interloper who rushed to restrain him and bolted from the building, disappearing in the throng which lined the riverfront.

Police followed and restrained him.

1000 DROWN ON VESSEL

(Continued From First Page.)

their blinding glare while hundreds of men searched for more bodies. Under the glare of searchlights tonight scores of men worked in the hull of the vessel to reach the bodies. The steamer lay on the bottom of the river, one-half of its side protruding from the water.

The cause of the capsizing had not been determined tonight, but Federal, city and state officers were conducting investigations to determine whether the ship was top-heavy from faulty designing, was improperly ballasted, or was poorly handled in warping from the wharf. Marine architects asserted that the Eastland was faulty in design, that the top deck had been removed because of the tendency of the vessel to list and also pointed to the possibility that the vessel had been unevenly or insufficiently ballasted.

Water Ballast Perhaps Lacking. The Eastland used water ballast, so that it could pump out some on entering shallow lake harbors, and investigators are working on theory that the ballast tanks were not filled, and the rushing of passengers to one side of the decks caused it to roll over.

The Second Regiment Armory, situated in a thickly settled part of the West Side, was surrounded early tonight by a great throng. Most of the victims were residents of the West Side, and nearly every elevated train bound for the residence portions of that section carried its group of weeping men and women. Many formed in line hours before the great doors were opened, eagerly awaiting a chance to seek the bodies of kin and friends they believed lost.

Under misty skies 7000 women, men and children had wended their way to the wharf to fill five large steamers with holiday mirth in a trip to Michigan City. The Eastland, brought to Chicago from the Eastland, was a satisfactory career there, was the first to be loaded.

It began to fall as the wharf superintendents lifted the gangplank from the Eastland, declaring that the Government limit of 2500 passengers had been reached. White dresses peeped from raincoats along the shore rails as those aboard waved good-bye to friends on shore waiting to board the other vessels.

Then the passengers swarmed to the left side of the ship as the other steamers in line on the river toward the wharf. A tug was hitched to the Eastland, ropes were ordered cast off and the engine began to pump. The Eastland had not budged, however.

Ropes Snap as Vessel Lurches. Instead the heavily-laden vessel wavered sidewise, leaning first toward the river bank. The lurch was so startling that many passengers joined the large concourse already on the other side of the decks.

It began to roll back. It turned slowly but steadily toward its left side. Children clutched the skirts of mothers and sisters to keep from falling. The whole cargo was impelled toward the falling side of the ship. Water began to enter lower port holes and the ropes snapped off the piles to which the vessel was tied.

Screams from passengers attracted the attention of fellow excursionists who were awaiting the next steamer. Wharftown and picnic chairs soon lined the edge of the embankment, reaching out helplessly toward the wavering vessel.

For nearly five minutes the steamer turned before it finally dived under the swift current of the river, which, owing to the heavy cargo, was slow moving from the lake. During the mighty plunge of the ship with its cargo of humanity, lifeboats, chairs and other loose appurtenances on the decks slipped down the sloping floors, crushing the passengers toward the rising water.

Many Go Down Never to Rise. Then there was a plunge, with a sigh of air escaping from the hold, mingled with the crying of children and shrieks of women. The vessel was down to the bottom of the river, casting hundreds of its passengers into the water. Many sank entangled with clothing and furniture, and did not rise. The crowd on the surface, giving the river the appearance of a crowded bathing beach, many of them, can be seen from the bottom of the river, casting hundreds of its passengers into the water. Many sank entangled with clothing and furniture, and did not rise. The crowd on the surface, giving the river the appearance of a crowded bathing beach, many of them, can be seen from the bottom of the river, casting hundreds of its passengers into the water.

Boats were put out, tugs rushed to the scene with shrieking whistles, and many men snatched off their coats and sprang into the river to aid the drowning. With thousands of spectators ready to move out, the wharf within thirty minutes was a scene of death, despite every effort at rescue.

Line of Bodies Moves On. The line of bodies moved on to be thinking, and with a prayer of thanks I stepped over the bow of the tug onto the slippery canvas to mount the side of the Eastland. How could I know that they were merely waiting for more stretchers? Had I known what I would see, I could have been driven over the low railing of the tug.

You can't get through? The information that bodies were on the sides. But I did. When I saw the canvas-covered side of the overturned boat up which I was supposed to climb was a mass of bodies, I saw that it was a good human imitation of an angleworm.

These limbs, as I was walking uphill to the ganway that now stared up at the sky—a big black hole—I was forced to slip aside at a perilous angle to let the human freight that had the right of way today safely by. I longed for the moment when I should be able to reach forward and grab that hatchway. It was at least stationary.

Nurses and Doctors There. Nurses were there—and bodies—and respiration machines and doctors. The few that were resuscitated were desperately exhausted. The bodies were piled right close and the stream of bodies went slipping by without a break in the line save the times we were stopped and the stretchers to be emptied and returned. Everything oozed moisture. The bodies dripped. The policemen and other men carrying the stretchers had no free hands to reach up and wipe away the perspiration that streamed down their criminally sooty faces. They slipped into the hold and down the rubber coats of the rescuers.

At times it was so still that the men walking on the sides of the boat our heads sounded as if we were on the inside of a big bass drum. When the day was over, that day, I never expected to realize that ambition, but as I was walking down what had been the floor proper and stood upright on the former side wall and saw the other living occupants of the doomed boat joining the same, kept thinking, "We're just like a lot of flies." As I duly counted the bodies it seemed that human beings were killed as easily as flies, after all.

INCENDIARY FIRES IGNORED. State Forester Says No Money Will Be Spent to Fight Brush Blazes.

SALEM, Or., July 24.—(Special.)—Following receipt today of a telegram from Josephine County by State Forester Elliott, saying that several forest fires had started in that county, the Forester announced that he would spend little money in fighting fires which do not affect those sections of timber coming under the provisions of the state law. State Forester Elliott explained that this rule applied only to brush fires in agricultural sections, though in some instances the rule would be disregarded.

"Every year fires are set in certain localities by persons who get their jobs lighting fires," said the official. "This year we do not propose to spend a lot of money on brush fires and people who menace their own homes by setting fires in the timbered sections."

Assistant Forester Seely said that last year \$1500 of the \$1600 spent in Josephine County for fire fighting was expended in combating the work of firebugs.

MOTHER AND THREE DEAD. Husband and Father Rescued to Find Whole Family Gone.

CHICAGO, July 24.—(Special.)—Mrs. Paulina Vantak, 44 years old, was among those who perished. Her three children are also believed to have been lost. Her husband, Henry Vantak, her husband, was rescued and later identified the body of his wife. He paced the floor, crying that he had lost all.

"My wife is gone and my three children are gone," he repeated, tears streaming down his cheeks. He was standing on the deck together. Suddenly the boat went over. All of us were plunged into the water. I did not see my wife and little ones after that. Some one grabbed me around my neck and kept pulling me. Pretty soon I found myself in a sea of water. The police told me my wife's body would be taken here. I know my children are gone, too."

FESTIVAL CALLED OFF. ILLINOIS DAY AT SAN FRANCISCO ONE OF MOURNING.

Chicago Day, Set for Next Tuesday, to Be Devoted to Holding of Memorial Services for Dead.

SAN FRANCISCO, July 24.—Thousands of present and former Illinoisans who had gathered at the Panama-Pacific International Exposition today to celebrate "Illinois day" remained to mourn the Eastland tragedy. Thousands who had gathered at the Illinois state building to participate in ceremonies commemorating the centennial of the state stood instead with bare heads while the band of the First Regiment of the Illinois National Guard played "My God, My God, My God."

With every arrangement made for a festival occasion, the receipt of the news of the Eastland disaster plunged the Governor and other officials of the state and city who are in this city in sorrow. Notices were at once sent but that the dinner reception and ball tonight were canceled. "Chicago day," which was set for next Tuesday at the exposition, will be devoted to the holding of memorial services instead of festivity.

The afternoon's programme was entirely cut out, with the exception of the presentation of the commemorative jewels by the exposition to the Governor. Acknowledging their receipt, the Governor said:

In view of the awful calamity that has befallen the State of Illinois and the City of Chicago, it would be unbecomingly of me if I cannot find it in my heart to make a speech.

LAKE EXCURSION STEAMER WHOSE CAPSIZING CAUSED LOSS OF 1000 LIVES.

EASTLAND ON LAKE MICHIGAN.

BOODIES TAKEN OUT MAIN STEADY STREAM

Work Goes On in Drizzling Rain, Pausing Only to Wait for More Stretchers.

TERROR SHOWN IN FACES

Bodies Entwined in Last Embrace of Fear Are Taken From Water. Overloaded Maiden Voyage of Vessel Recalled.

BY ARTHUR M. EVANS, (Special) Writer on the Staff of the Chicago Tribune.

CHICAGO, July 24.—(Special.)—After two hours of wedding through a crowd of humanity which thronged the vicinity of the Eastland disaster, I reached the river bank, immediately in front of me loomed what a short hour before had been a tower loaded with people on pleasure bent. Up the slippery wet side canvas was spread, that those carrying out the bodies might bring out their grievous freight at a dog trot and thus empty the overturned boat full of human beings the more quickly.

The only time the procession stopped was when the stretchers gave out, and had to wait for the bringing of empties to be returned from the shore line.

Many Children Among Number. I wondered why they waited for stretchers at all. All the bodies carried past were so rigid that poles to carry them by seemed superfluous. The pitiful shortness of most of them, and the wet clinging to their faces, told me that they were children.

There were some boys and men, but most were the boys loaded with the tarpaulin covering would slip aside and reveal—has it ever been your unhappy lot as a youngster to drown a batch of particularly unbecoming items? Or have you ever plunged a wire rat trap in water? Imagine that expression of trapped-animal terror transferred to the face of a human being, and then so firmly stamped by death that the pattern has set, and the tarpaulin sheets that were the bravest that put the final keen edge on this ghastliness.

Bodies Locked Together. After all the poor bodies had been trampled on and then drowned, or drowned and then trampled, they were piled up with tarpaulin to keep this poor wet earth from getting any wetter.

Sometimes they had to put two bodies on the same stretcher. Death had so tightened that clinging embrace indulged in as a gray cloud, that I leaped up to meet those who had left home early, and exclaimed in light-hearted satisfaction when they found they were still in time to get a seat on the shady side of the boat—the side that lies buried in the river ooze.

I stepped aside to let a heavily-laden stretcher pass, and, as I heard the wall that greeted it from the shorelines, I thought of the Eastland. How could I know when the laden upper decks made the boat so top-heavy that the crew turned the fire hose on the crowd and turned them low to stirle under battened-down hatches until port was reached; that was several years ago.

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