

PEOPLE DRIVEN TO OVERLOADED DECK

Crew Charged With Herding Excursionists Like Cattle, Luring Others On.

ONLY FEW SENT ASHORE

Man Who Decided to Take Another Boat After Seeing Crowd on Eastland Says There Were Probably 4000 Ashore.

CHICAGO, July 24.—(Special).—George Dubeau and George Meyers, employees of the Western Electric Company, were among the big crowd of excursionists who rushed down to the dock early today to board the Eastland...

"When we got down to the dock," said Dubeau, "we did not like the way they were herding passengers on the Eastland, and then when we were told that the boat had been condemned some years ago on account of being top-heavy, we decided to take the Roosevelt, which was stationed directly against the stern of the Eastland."

People Driven to Upper Deck. "We bought our tickets and got on the Roosevelt, standing at the railing and watching the crowd board the Eastland. I never saw such a scramble in my life. The crew of the Eastland fairly forced people on the boat and then drove them to the overcrowded upper deck, so they could get more on the lower decks."

"One squad of the crew went out and met the elevated train and then urged everybody that got off to get onto the Eastland. They would rush a crowd down to the gangway, where another bunch of employees of the boat would hustle them aboard. Once inside, they were told to go on up to the upper deck—plenty of room there."

"Why, they herded that crowd of men, women and children as if they had been so many cattle. I never saw anything like it. It was a shame, shove anything to get the people on the Eastland."

Crew Continues to Fill Decks. "Some had sense enough, when they saw the boat was overcrowded, to fight themselves away from the crew. It seemed to be the idea of the crew to pack people on the upper deck, to get them out of sight of those on the dock, so they could lure more on the lower decks. Even when they must have known the boat was crowded beyond its capacity, they kept herding them on."

"Many minutes before the boat was scheduled to start, it began to list toward the river. I think fully half an hour before it capsized. The crew must have noticed this, and had plenty of time to let part of the crowd off and thus right the boat. I understand that several Government inspectors went aboard the boat finally and sent part of those on the lower deck ashore. A handful, however, as compared with those on board—ashore."

"I noticed the boat was topheavy and kept having riverward, and called Myers' attention to it. We agreed that it was a dangerous proposition, but never dreamed how really dangerous it was."

Ropes Snap, Vessel Capsizes. "Finally a tug came to tow the Eastland out into the lake, and stood by for about ten minutes. I should have heard the order to 'cast off,' but before they had time to do it the Eastland began to careen, the ropes snapped and she rolled over on her side. There was no creaking. She just turned over quietly and in less than a minute."

"There was a terrible sight—men and women and children being plunged into the water, and all screaming. In a minute the water was full of people with only their heads above water and all calling to be saved; that is, those who did not sink at once."

"There were about 4000 on board, and it did not seem to me that half of that number were saved. "There was a fearful panic aboard the Roosevelt. The women thought that boat was going to sink next and they fought like wildcats to get off. Many of them were knocked down and many were trampled on. Some of them fainted."

PIONEER WOMAN IS DEAD

Mrs. Wilhelmina Gruber Lived 24 Years at Winlock, Wash.

CHEHALIS, Wash., July 24.—(Special).—Mrs. Wilhelmina Gruber, wife of John L. Gruber, died at the home of her daughter, Mrs. C. A. Doty, at Littell, Wash., at 10 o'clock yesterday. Mrs. Gruber had been ill for some time with cancer. She was 64 years old. She was a native of Mississippi and came to Winlock, Wash., in 1887. Four years ago Mr. and Mrs. Gruber moved to Seattle, where they have since resided. Three daughters, Mrs. C. A. Doty, Mrs. W. W. Emery, of Napavine, Mrs. Ben Docherty, of Littell, and two sons, Martin Gruber, of Index, and Edwin Gruber, of Chehalis, and the husband survive. The funeral will be held in Chehalis tomorrow and will be private. Interment will be in the I. O. O. F. Cemetery at Clatskanie.

BOLT HITS PICTURE SHOW

Army Officer Thrown Down and Musician Pitched Into Tar Bucket.

DOUGLAS, Ariz., July 24.—Lightning, it became known, struck the projecting room of a motion picture show in the brigade camp of the Sixth United States Infantry in the course of a violent electrical storm last night. The bolt was deflected into the office section, throwing several of them down. Musician Greenspan was hit while in the act of blowing taps. He was thrown several feet, his head finally striking a bucket of tar. The bugle was destroyed.

Vancouver Levee Survey Began.

VANCOUVER, Wash., July 24.—(Special).—An accurate map of the city's levee will be made by E. L. Bowman, City Engineer, who, with his assistants, yesterday started the surveying. All existing buildings, tracks, docks, ferry landings and similar structures will be shown by the large map to be drawn at the request of the City Council. The city has recently become active in reclaiming all waterfront possible that had been leased to railroads and companies.

WOMAN LAWYER WHO APPLIED TO MAYOR OF NEW YORK FOR APPOINTMENT TO JUDGE'S BENCH.



Mrs. Clarice Margores Baright Underwood Photo

Mrs. Clarice Margores Baright, a lawyer with an office at 170 Broadway, New York City, has made a formal application to Mayor Mitchell for appointment to the bench of the Court of Special Sessions, where a vacancy was made recently by the death of one of the Justices. Should Mrs. Baright be appointed Justice of the Court, Children's Division, she will institute many marked reforms in the method of handling youthful delinquents. She is well acquainted with the juvenile cases, having practiced law for 10 years and having made a special study of child reform work.

MAYOR GOES HOME

Chicago Day Celebration at San Francisco Abandoned.

William Hale Thompson and Other Officials of Mourning City Start East on Special Train—City to Spare No Efforts.

SAN FRANCISCO, July 24.—William Hale Thompson, Mayor of Chicago, and all of his party, about 80 in all, left here on a special train tonight for Chicago, foregoing the "Chicago-day" celebration Tuesday at the Panama-Pacific Exposition, which brought them here.

Mr. Thompson issued the following statement as he left by messages received from Chicago newspapers: "To the People of Chicago.—I am shocked and grieved by the news from home detailing the horrible disaster which has befallen our city and brought sorrow to thousands of Chicago homes. My heart goes out in sympathy to each and every one afflicted by this terrible calamity. All events in connection with our trip have been canceled. I shall urge that 'Chicago day' at the exposition next Tuesday be turned into a memorial occasion and services be held for the thousand or more dead and sympathy extended to the many thousands more of bereaved friends and relatives. "As Mayor of Chicago I consider it imperative for me to return to my post of duty as quickly as possible. "All city officials now here will return with me. "Pending my return, I have instructed Acting Mayor Moorhouse, the Chief of Police and all other city officials to use every resource at the city's command to alleviate the suffering in our beloved Chicago."

PREVIOUS NOTABLE STEAMSHIP DISASTERS THAT HAVE RESULTED IN LOSS OF LIFE.

- May 29, 1914.—Empress of Ireland, sunk by collier Storstad in St. Lawrence River; 1014 lives lost.
September 22, 1914.—Steamer Francis H. Leggett pounded to pieces in Gale 60 miles south of mouth of Columbia River; 89 men drowned.
October 31, 1914.—Rollins, British hospital ship, foundered on rocks off Yorkshire coast near Whitby; 54 physicians and nurses drowned; 146 saved.
January 20, 1914.—Old Dominion liner Monroe rammed and sunk off Virginia coast by Merchants' & Miners' liner Nantuxet; 47 of passengers and crew perished; 86 saved.
August 19, 1913.—State of California sunk in Comlier Bay, Alaska; 22 lives lost.
October 11, 1913.—Volturno burned in Atlantic; 155 lives lost, 521 saved.
November 14, 1913.—Steamer Henry B. Smith, laden with iron ore, foundered in Lake Superior; three lives lost, all members of crew.
January 20, 1913.—Steamer Julius Luckenbach rammed by steamer Indradra and sunk in Chesapeake Bay; 22 lives lost.
April 14, 1912.—Titanic struck iceberg and sunk off Newfoundland; 1595 lives lost and only 745 saved.
February 13, 1912.—Two Japanese steamers sunk off Nagasaki; 67 drowned.
September 10, 1910.—Pera, Marquette sunk in Lake Michigan; 25 drowned, 30 saved, all members of crew.
November 14, 1909.—Steamer La Seine sunk in collision near Singapore; 35 lives lost.
August 24, 1909.—Excursion steamer and liner in collision at Montevideo; 200 lives lost.
January 23, 1909.—Republica sunk in collision with Florida; passengers and crew saved by other boats summoned by wireless.
April 25, 1909.—Gladiator rammed by American liner St. Paul off Isle of Wight; 20 lives lost.
March 23, 1908.—Japanese steamer Matsu Maru sunk in collision off coast of Japan; 200 lives lost.
July 2, 1907.—Steamer Columbia sunk in collision with lumber schooner; 100 lives lost.
February 12, 1907.—Steamer Larchmont sunk in collision with Henry Knowlton in Long Island Sound; 18 lives lost.
June 15, 1904.—Steamer General Slocum burned in Hudson River, with hundreds of school children on board; 1015 lives lost; 359 saved.
June 7, 1903.—Steamer Ligau sunk in collision off Marcellus; more than 100 lives lost.
March 17, 1897.—French liner Bourgoynes sunk in collision with Cro-martyrsh; 871 lives lost.
March 17, 1891.—Utopia sunk in collision with steamer Anson off Gibraltar; 574 lives lost.
March 7, 1897.—Ship Kapunda foundered in collision off Brazil; 298 lives lost.
April 18, 1884.—State of Florida sunk in collision off Canadian coast; 128 lives lost.
September 3, 1878.—Princess Alice sunk by Bywell Castle in the Thames, near Woolwich; about 700 lives lost.
September 8, 1866.—Lady Elgin sunk in collision on Lake Michigan; 257 lives lost.

DISASTER GREATER THAN SLOCUM FIRE

Toll on Burning of Excursion Steamer in 1904 Near New York 1015 Lives.

CAPTAIN ARREST REPEATED

Catastrophes Similar in Many Points—Losses of Women and Children in Both Cases Are Extremely Heavy.

Considering the number of lives lost, the capsizing of the excursion steamer Eastland yesterday at Chicago was probably a greater catastrophe than was the burning of the excursion steamer General Slocum in the East River at New York. The loss of life in the burning of the General Slocum was estimated at 1015.

The two catastrophes, however, have many points of similarity. Both steamers were loaded with crowds of excursionists. In both cases the loss of life among women and children was extremely heavy.

The captain and two pilots were arrested following the tragedy. The captain and the first mate of the Eastland have been arrested at Chicago.

Craft Watched by Thousands. The burning of the General Slocum occurred on Tuesday, June 15, 1904, in the East River at the entrance to Long Island Sound, within a short distance of the New York shore and within three or four thousand feet of the East River at New York. The loss of life in the burning of the General Slocum was estimated at 1015 and 2500 people of the Chicago Milwaukee & St. Paul line, Twenty-third street, East River, for Long Island Sound.

At the extreme eastern end of Randall's Island, where there is a stretch of water known as the Sunken Meadows, the steamer caught fire and was soon a mass of flame. The fire is said to have broken out in a lunch room on the forward deck through the overturning of a pot of grease, and a high wind which was blowing made the blaze immediately unmanageable.

Burning Vessel Reached. At the point where the General Slocum caught fire, there were several lumber yards and oil tanks along the shore. He there turned the steamer toward North Brothers Island, near the entrance to the Sound, where the boat, partially on the beach, was sunk at 12:25 o'clock, just two hours and 25 minutes after the fire was discovered.

The terrible race the passengers became demoralized. They crowded to the rear of the steamer to escape the flames and many jumped overboard. The rush to the rear was so great that large sections of the railing were broken off and many passengers were pushed off into the water. The wake of the burning steamer was dotted with the heads of the struggling excursionists.

The fire spread on the General Slocum so rapidly that there was no opportunity to launch the lifeboats. The life preservers in many instances proved to be in bad repair.

"As Mayor of Chicago I consider it imperative for me to return to my post of duty as quickly as possible. "All city officials now here will return with me. "Pending my return, I have instructed Acting Mayor Moorhouse, the Chief of Police and all other city officials to use every resource at the city's command to alleviate the suffering in our beloved Chicago."

PAPER MILL SITE CHOSEN

Plant at Albany Expected to Be One of Biggest on Coast.

ALBANY, Or., July 24.—(Special).—The Oregon Electric and Southern Pacific lines have selected a site for a paper mill at Albany, which will be one of the largest plants of the kind on the Pacific Coast. The site is owned by Thomas, of Portland, who is promoting the project. Mr. Thomas is receiving financial backing from various sources.

RAILWAY HEARING IS SET

Physical Connection at Albany to Be Determined August 5.

ALBANY, Or., July 24.—(Special).—The hearing to determine whether the Oregon Electric and Southern Pacific lines may make a physical connection at Albany for the transfer of freight will be held here on August 5. The hearing will be held in the County Court and five Albany shippers. They want the two lines connected by a switch so that freight in carload lots may be transferred from one line to the other. They have alleged that such an arrangement would be a great convenience here.

Chehalis to Advertise Fair.

CHEHALIS, Wash., July 24.—(Special).—To advertise the annual South-west Washington Fair, which will be held the last week in August, Secretary George H. Walker and O. J. Albers, president of the Chehalis Automobile Club, are arranging for some trips the coming month. The club made a trip to Southern Lewis County the last two years, visiting Napavine, Eveline, Vader, Winlock, Toledo and other spots with good results for the fair. This year it is possible a run may be made to Raymond and South Bend.

Aberdeen Bankers to Play Doctors.

ABERDEEN, Wash., July 24.—(Special).—Aberdeen and Hoquiam bankers and doctors have arranged to play a baseball game here on Saturday, July 24. The game will be played at the Aberdeen High School building, captured a 100-pound skate fish out of the Pacific Ocean at Pacific Beach Friday with his hands. The skate was 5 feet 8 inches long and 4 feet wide. Johnson found it in a hole in a foot-deep pool of water and grabbed it by the tail pulled it out. This skate is the largest known to have been taken out of the water here.

Big Fish Caught by Hand.

ABERDEEN, Wash., July 24.—(Special).—Charles Johnson, janitor at the Aberdeen High School building, captured a 100-pound skate fish out of the Pacific Ocean at Pacific Beach Friday with his hands. The skate was 5 feet 8 inches long and 4 feet wide. Johnson found it in a hole in a foot-deep pool of water and grabbed it by the tail pulled it out. This skate is the largest known to have been taken out of the water here.

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STEAMER MUCH USED

PORTLAND MAN SAYS EASTLAND CONSIDERED SUBSTANTIAL. Vessel Said to Be Good Big Lake Boat Patrons Largely by Big Excursion Parties.

That the excursion steamer Eastland, which capsized in Chicago River yesterday, always had been one of the most popular of the excursion boats on the lakes and was considered exceptionally seaworthy was the declaration of G. F. West, local passenger agent of the Chicago Milwaukee & St. Paul line, yesterday. Mr. West, who came to Portland from Chicago several years ago, said that he had made many trips on the Eastland.

"The Eastland was built about 12 years ago," said Mr. West. "She was of steel construction and different from most of the excursion steamers on the lakes in that she appeared more compact. She always took the waves well, being undisturbed by swells which would rock another steamer badly."

"The steamer was considered a substantial boat and when she went on excursion trips she always carried big loads."

Mr. West said that he had traveled on the steamer to various points in Michigan and to Benton Harbor, He said he was not acquainted with the captain and officers in command of the steamer at the time of the catastrophe yesterday.

HOLDUP SUSPECTS TAKEN

Frank Arnold, Camas Rancher, and Brother Jud in Vancouver Jail.

VANCOUVER, Wash., July 24.—(Special).—Charged with highway robbery, Jud Arnold, a laborer, and his brother, Frank Arnold, a rancher near Camas, were arrested and lodged in jail here last night by Sheriff Blessecker, who suspects them of having perpetrated three holdups near Fisher since July 4. The men are being held in default of \$2000 cash bonds each, or \$4000 personal bonds.

It is said clothing worn by the robbers has been recognized and that the men have been identified by two of the victims.

SOCIAL SERVICE URGED FOR POLICE TRAINING

Mayor Baker, of Cleveland, O., Would Have Guardians of the Law Perform Other Duties and Render Practical Aid to Community.

MRS. FINEGAN and Mrs. O'Rourke are leaning over the back fence talking excitedly. "Why, do you know," said Mrs. Finegan, "I don't know any idea a policeman know anything about milk bottles for a baby. When I told the cop my baby had been cryin' all night, he says and takes the milk bottle and says: 'An' why be ye feedin' the poor tot from a bottle like this? Don't ye know,' he says. 'It bein' healthy to use these ordinary nipples? An' my lord!" see he, 'there be enough flies about here to kill any healthy brat. If they get into his milk, it'll be the death of him!"

Mrs. O'Rourke is astonished. She has known that Patrolman Cleary was a "big gentleman," but it is news to her that he looks after the health of the residents of his beat.

This is the kind of policeman that Newton D. Baker, Mayor of Cleveland, advocates in a recent article in the Atlantic Monthly. Mayor Baker, who is one of the foremost authorities in this problem, foresees the day when we shall put our policemen through an apprenticeship to study for their work as a life position. He would have young fellows enter the service and begin with work like the Boy Scouts are now doing, later to become full-fledged policemen.

"We must stop regarding policemen as mere keepers of order and we must enlarge our view of their duties far beyond the arrest of criminals and the terrorization of the neighborhood small boy," declares Mayor Baker.

Policemen to Carry Brooms. "The social policeman" is a new term for the up-to-the-minute leader. Inactive policeman, who tries to educate the citizens on his beat not to throw papers in the alleys, not to have rubbish in the cellars, not to sleep in unventilated rooms! If Mayor Baker's ideal is to be fulfilled, the policing of our American cities is to become an entirely different thing from what it has been. Instead of being the gruff, sinister fellow with the heavy club who chases small boys and teases loungers to "Move on!" he will be Patrick O'Shaughnessy, Esq., of Mulberry Bend—"the guy who hands you the Wainwright sanitary plumbing and measles." He will be a sort of mixture of parson, teacher and "grandpa."

Mayor Baker recommends that during their apprenticeship the duties assigned to embryo policemen should be "largely on the social side—duties such as sanitary inspection, traffic control, juvenile recreation and correction, the regulation of amusements, and patrolling parks and public places in which people congregate for recreation; this work, under such conditions as contribute to the development of the social sense, would therefore train into these future policemen, in their impressionable years, a sympathy with people, born of association with them and of helpfulness extended to men and women and children as part of a duty flowing from employment by society itself."

One of the biggest problems of any city, as Mayor Baker points out, is the police problem. This problem is due principally to the fact that there is a

borderland between live and dead laws which must be explored by the discretion of individual officers. Much of the trouble is because "public opinion is uncertain in its attitude toward the things sought to be required or repressed." Where we know what we want, we police ourselves. But when it comes to enforcing unwritten laws and avoiding dead ones, it takes a police force of intelligence and discretion, hence the proposal by Mayor Baker that his branch of the city's work might be improved by a social service apprenticeship course.

"Laws are what men will" writes Mayor Baker. He points out that Americans have a time-honored custom of repealing their outgrown laws by merely consigning to observe them. But there comes a time when such laws are nearly but not quite dead; when it seems to be the public will that these laws be disregarded, yet for all that they are still laws and the uncomfortable Mayor finds out when he is charged by some well-meaning reformer with neglect of duty for not enforcing them. It is this situation of being attacked for not carrying out laws which the general public does not want and which the delegations of reformers insist upon that is the most frequent cause of corrupted policemen and shuffling executives.

"It may be the midnight or Sunday closing of saloons, the prohibition of theatrical exhibitions on Sunday or prize fights on any day, or another spasmodic revival of the notion that merely putting a few women through the amercing processes of the police court will suppress vice; but when such a delegation is asked whether the lesson of respect for law will not be further impressed by stopping Sunday

How the Public Can Help.

More trouble arises over the police regulations regarding those things about which there is a divided public sentiment—such as strikes and labor troubles, the enforcement of prohibition laws and the suppression of social vice. The public as a whole does not know what it wants, and the police do not know what to give it. Their perplexities are many of their shortcomings are the outcome of our own uncertainties and disappear with them."

The really vital police problems, according to Mayor Baker, are the enforcement of unwritten laws and the nullification of outgrown laws. These problems will be solved the better as the police department becomes more sympathetic and more intelligent, hence the proposal of the police apprenticeship. And the solving of these problems will be made easier as the public takes more interest in such matters and figures out what it wants; while the public must also cease to regard the police merely as detectors of criminals and repressors of disorder, but must regard them as a potentially big factor in the social advance of the cities.

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