

# DAKOTA COUNTY HERALD.

State Historical Society

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## HUNDREDS LOST WHEN STEAMER TURNS TURTLE

Chicago River Scene of Most Appalling Marine Calamity in History.

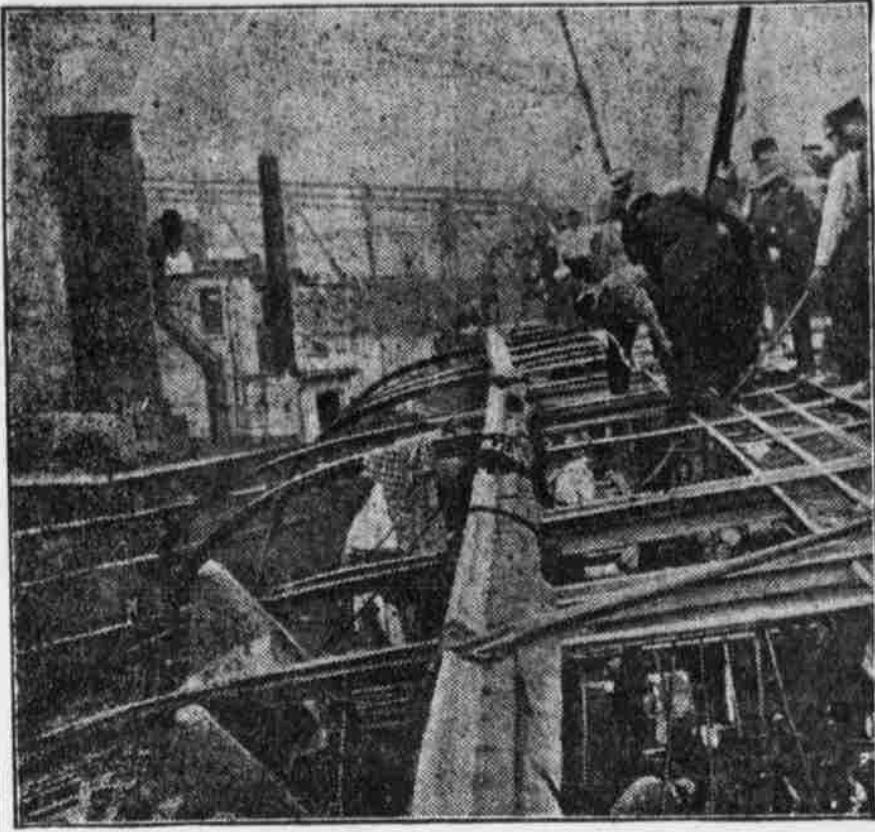
## DEATH TOLL NEAR 1,300

Eastland, Crowded With Picnic Party, Suddenly Turns on Its Side.

## ARE CAUGHT IN DEATH TRAP

Women and Children Pinned in Hull of Vessel Are Drowned or Suffocated—Investigation by Nation, State and City to Fix the Blame.

## CAPSIZED STEAMER AT HER DOCK



2,500 Passengers Legal Limit.

Chicago, July 26.—In the heart of Chicago, within arm's length of shore, the steamship Eastland turned over on its side Saturday morning. At least 2,500 excursionists were aboard.

Most of them were drowned. From 1,200 to 1,500 lives were sacrificed through somebody's blunder. The United States government, the city of Chicago and the county of Cook are endeavoring to fix the blame, the government beginning two inquiries.

At a late hour 817 bodies had been taken to the Second Regiment armory and tagged.

Persons rescued to the number of 762 had been accounted for. If there were 2,500 on the boat, this would leave 500 whose fate is unknown. It is believed that many victims lie pinned in the mud by the overturned steamship.

Counting all those unaccounted for as dead, the list of fatalities would run up to 1,500 not including the crew, of whom it is believed 30 perished.

Snugly berthed against the south side of the river, her nose almost touching the Clark street bridge and her stern near the La Salle street tunnel, the big steel steamer suddenly went over.

Before the upper works struck the water an avalanche of humanity swept over the vessel's rail, filling the stream with screaming, struggling men, women and children—mostly women and children.

Inside the steel hull were a thousand others, hopelessly locked in a water-filling trap.

Victims Were Picnickers.

The victims were employees of the Western Electric company and their families, bound for Michigan City, Ind., on their fifth annual picnic.

The Eastland was a notoriously unstable vessel. Her record was filled with fearsome stagers. Saturday she fell.

Her captain and 31 of her crew were arrested while an army of men were dragging from the river and from the ship the bodies of the holiday makers that had been entrusted to them alive. Captain Harry Pederson was threatened with death by the crowd of bereaved relatives, and accused of attempting to impede the work of rescue.

"Stop that! You'll spoil the boat," he had shouted to volunteer machinists who were striving to open the hull that had become a gigantic coffin.

Walter C. Steele, secretary of the St. Joseph-Chicago Steamship company, which owns the Eastland, also was looked up on his arrival from his Michigan farm.

Federal Jury to Investigate.

While the tugboats, launches, divers and swimmers were dragging victims from the water, and mechanics were ripping and melting holes in the upturned steel side of the vessel, Judge Landis ordered a special federal grand jury empaneled to investigate the catastrophe.

State's Attorney Hoyne began examining persons connected with the handling and management of the Eastland before some of them were dry after their escape.

The department of commerce at Washington instituted an inquiry.

Coroner Hoffman selected a jury of six leading citizens, who viewed the bodies that had been recovered, and then postponed the inquest pending a thorough and scientific investigation of the causes of the disaster. A strict watch was put upon the overturned ship, to guard against any tampering.

Officers of the Chicago Federation of Labor wired to President Wilson that they had complained a year ago of the dangerous condition of lake excursion boats.

The Eastland's registry limit was 2,500 passengers. Robert H. McCreary, deputy collector of customs in charge of passenger checkers, insists that he permitted no more than the legal 2,500 on board, and that he turned many away from the gang plank, with instructions to board one of the other boats.

But two Western Electric men, who helped get up the picnic, said about 3,700 went on the Eastland. Whatever the number, there were too many, for when a number of them rushed to the side of the ship facing north she upset.

Many persons ashore saw the danger before a life was lost.

A hideous feature of the catastrophe was the throwing of life preservers into the water before a human being was in the water to need one. Among those who noticed the perilous list of the steamship just before she went over was General Manager W. K. Greenebaum of the Indiana Transportation company, which had chartered the Eastland from the St. Joseph-Chicago Steamship company. He ordered the crew of the Theodore Roosevelt to the rescue and started the general whistle alarm, which instantly spread up and down the river, calling all small craft to the scene.

Rescue Work Begins.

Inspector McCreary, standing on the dock, also saw the list and was directing rescue work almost simultaneously with the splash of death.

As fast as the bodies were recovered they were taken to a temporary morgue for tagging and identification.

Many other bodies are believed to be floating in the river. The dam at Lockport was raised to reduce the current in the river and a net was spread across the stream at Randolph street to catch any bodies that might float down that far.

It was believed certain, also, that many more dead would be found by the divers working in the cabin and hold of the ship.

With ten high-powered searchlights playing over the scene from the roof of the seven-story Reid, Murdoch & Co. building on the north bank of the river and the inside of the steamer illuminated with electric light bulbs, the search for bodies continued all night.

While Orchestra Plays.

The ship's orchestra was playing ragtime below decks and several couples were trying to dance in the throng when the first warning came. Then the music broke off and the life and death scramble was on.

The hundreds who were thrown into the water had the better chance for their lives. Other hundreds, trapped inside the big steel prison, had practically no opportunity to save themselves or be saved. Even if they escaped being stunned or drowned immediately, they could not be reached by rescuers.

Fremen and 50 employees of the Commonwealth Edison company with acetylene torches worked frantically cutting holes in the side of the vessel that lay toward the sky, and some were taken out that way. But most of the forms dragged through the apertures and through the loading doors of the hull were lifeless. All were in holiday attire.

Ropes were thrown from shore across the Eastland; life preservers and life rafts were cast into the water from every direction; freemen worked frantically with pile poles. Men swimming in the water forgot their own danger to go to the rescue of women and children. Other men dived from the dock.

Life and Death Struggle.

Police ambulances from almost every station in the city rushed to the scene, fighting their way through a conglomeration of sight-seers that gathered as if by magic and crowded every avail-

able point from which the life and death struggle could be viewed.

The Clark street bridge became so overcrowded with humanity that it began to crack and the police were compelled to clear it to avoid a second disaster. Blocks down the river small boats began to dart about and drag bodies from the water. Occasionally a form was found with a spark of life apparent and the victim would be hurried to the nearest dock. There scores of volunteer physicians aided the city ambulance doctors in the work of resuscitation.

Fathers and mothers fought to leap upon the overturned steamer in the hope that their children were still in the cabin. Whenever a body was taken from the water there was a rush of shrieking men, women and children to look upon it. The same stampede occurred when the living were brought ashore.

Five Hundred Are Strangled.

Many of the mothers with large broods and numerous lunch baskets and wraps to stow away arrived early and went below to settle themselves in the cabin or staterooms, and it was among these that the mortality was greatest. They had no chance. Perhaps 400 or 500 of the victims were strangled to death thus, without an opportunity to take advantage of the many means of rescue that were provided for those who had been plunged into the stream.

Some of the trapped persons were knocked senseless or killed outright by furniture and fittings which tumbled upon them when the big ship rolled over.

The rescuers realized the awful situation of the hundreds who were slowly drowning in the cabins and hold and made desperate efforts to reach them. Firemen and policemen, urged on by maniacal shrieks from shore, took their heaviest tools and hacked like madmen at the steel plates of the Eastland's upfacing side.

Drag Scores From Water.

Captain Carlund and the United States life saving crew arrived in a launch from the station at the mouth of the river a few minutes after the alarm was sounded by every craft that had a whistle and dragged scores of dead and living from the water.

The crews of the tug Kenosha and the fireboat Graeme Stewart acted heroically. Realizing the necessity of speed, they ran the noses of their craft against the hull of the Eastland and then leaped into the water, grabbing women and children and passing them up to safety, and then swimming after others.

By the time the work of rescue was in full swing there was little to do except take out the dead. Those still in the water at that time were dead. In warehouses along both sides of the river, in South Water street stores and in many hospitals, particularly the Iroquois Memorial, physicians and nurses were working to revive victims who seemed to have a chance.

Anguish Spreads Over City.

Meantime the anguish of children orphaned, parents left childless and husbands and wives separated by death spread itself from the spot of tragedy throughout the city. Wild hunts were made in morgues and temporary repositories of the dead for relatives whose fate was not positively known.

Zeal of first-aid volunteers delayed identification of many of the dead. As a body was taken from the water physicians took charge of it, always on the assumption that life remained in it. Quickly the clothing would be removed to make the efforts of resuscitation more effective. In many instances the clothing was mislaid or mixed with the apparel of other victims, so that marks that might have helped to identify them were lost.

to the Eastland for excursion purposes.

The Law.—Boats navigating within three miles of land are required to carry life boats and rafts for only ten per cent of the passengers.

The Facts.—The Eastland, according to government inspectors, carried ten passenger life boats and fifty 30-passenger life rafts.

The Law.—Maritime law requires a "stability line" of 20 inches.

The Facts.—Eastland had stability line of four inches without ballast.

In Cleveland in 1913 issued a conditional certificate to the company. It was permitted to carry only 600 passengers and not to go outside the five-mile limit.

The Law.—If any passenger steamer is engaged in excursion the inspector shall issue to such steamer a special permit in writing for the occasion, in which he shall state the additional number of passengers that may be carried.

The Facts.—Government inspectors at Grand Haven issued a certificate

to the Eastland for excursion purposes.

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## WANTS A BIG NAVY

PRESIDENT REACHES DETERMINATION UNITED STATES NEEDS PERMANENT DEFENSES.

## WILSON CALLS FOR REPORTS

Heads of War and Navy Departments Asked to Report on Conditions—Has Nothing to Do With Present Controversies.

Washington, July 26.—It became known Saturday that President Wilson wishes the American navy to stand upon equality with the most efficient and serviceable fighting sea force maintained by any power.

This determination the president has reached without regard to present-day controversies. It is part of his plan for permanent national defenses, which plan also includes a definite program for the development and equipment of the army.

The president has called for reports on the subject of national defense. These will be made to him personally by the heads of the war and navy departments. The fact that this action had been taken became known here after the release for publication of the note to Germany relating to submarine warfare.

The president, in association with various heads of departments, has been giving consideration for some time to the preparation of a reasonable and adequate naval program which he will propose to congress at the proper time. He will study this subject on his visit to Cornwallis.

For the time being the president feels that it is desirable to drop all discussion of the controversy with Germany now that the object of this week's visit to Washington has been accomplished, and he is turning to questions of permanent national policy.

Practical advice concerning national defense from every available professional source is being sought.

Men of the army and navy who have been most directly in touch with conditions of defense that have been evolved out of modern experience have been called upon for their views. The president not only wishes advice from those who have knowledge of actual conditions of warfare existing in Europe today but he is seeking light from those who are able to comprehend all possible phases of altered conditions on both land and sea.

The fact that he desires an adequate and efficient navy was especially made clear here Saturday.

As to the army, it is known here that the president is preparing to incorporate in his next message to congress a definite program relating to the development and equipment of this branch of the service. It will provide a plan for the proper military training of citizens in every way consistent with American traditions and national policy, and the president believes, will commend itself to all patriotic and practical minds.

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## NEWS FROM FAR AND NEAR

Connellsville, Pa., July 28.—Nine hundred ovens were this week added to the producing capacity of the Connellsville coke region, bringing producing possibilities to 400,000 tons a week, if all were in blast. That point, however, was not reached, reported production having been 371,000 tons, with shipments 5,000 tons over the preceding week.

Urbana, Ill., July 21.—Isaac Stuart Raymond, University of Illinois trustee from 1892 to 1899, bank president and owner of 1,000 acres of land, is dead at his home near here.

Berlin, July 24.—The American bark Daneyro, bound from New York to Stockholm, has been seized by the Germans and taken into Swinemunde.

## EXPRESS RATES TO GO UP

Interstate Commerce Commission Decides in Favor of Companies After Exhaustive Investigation.

Washington, July 24.—The interstate commerce commission has granted increased revenue to the principal express companies of the United States.

The increases amount to approximately 3.86 per cent and are effective as to the Adams, American, Southern and Wells Fargo Express companies.

The commission accepted the express companies' plan for the increases. This plan provides an increase from 20 to 25 cents in the collection and delivery charge and reduction at the rate of substantially one-twentieth of a cent per pound on the terminal allowance, which now is paid by the express companies.

Aviators Fall Into Bay.

Pensacola, Fla., July 24.—While making a flight in a new machine, Lieut. Kenneth Whiting of the navy aero corps and Walter Brookings, a civilian aviator, fell into the bay. Neither of the aviators was hurt.

Father Linnborn Dies.

Notre Dame, Ind., July 24.—Heart failure caused the death of Rt. Rev. Frederic Linnborn, formerly rector of Holy Cross, Notre Dame university, at Esplanade, India, according to a cablegram received here.

## NEBRASKA STATE NEWS

A new broom factory will be built at Peru soon.

Arlington Chautauqua will be held August 23 to 27.

Odd Fellows of Avoca will hold their annual picnic July 29.

Summer's town band is having a very successful season.

A Community Interest club has been organized at Lyons.

A new municipal concert band has been formed for Hastings.

The Adams county fair will be held September 27 to October 2.

Petitions are being circulated in Adams for a water works system.

Several hundred dollars damage was done in the town of Winslow by fire caused by lightning destroyed the electric light plant in Seward.

Colfax county has 671 autos this year, according to reports of assessors.

Lincoln county farmers say they are harvesting the finest crop ever known.

The \$2,000 barn of Ed Westphal, south of Elkhorn, was destroyed by lightning.

Fremont's watermelon and muskmelon crop suffered heavily as a result of hail.

Insurance commissioner of Nebraska has \$1,938,868 worth of securities on deposit.

A total of \$2,276,602 has been fixed for 1916 as the budget of expenses for Greater Omaha.

Hebron citizens are agitating the question of curbing and gutting the business section of the city.

"Ohio Beauty Special," bearing six most beautiful women in Ohio, will be held in Lincoln September 13.

The first annual picnic of the Nebraska Knights of Pythias will be held in Ashland August 12.

Fire destroyed the Schwenk implement store at Beemer, the loss being estimated at \$10,000.

The first car of new wheat was received on the Omaha grain exchange July 22. It sold for \$1.17 per bushel.

C. H. Musselman's shoe store at Alma was badly damaged by fire. The loss on stock and building is \$2,500.

N. P. Updike of Omaha has purchased J. S. Hamilton's one-third interest in the Hastings Milling company.

A petition is being circulated at Verdon calling for a special election to vote bonds for a new high school building.

The town of Crab Orchard is to have a park. A tract of four acres in the heart of the village has been secured for the purpose.

Samuel Dickey, a wealthy farmer living near Ponca, was killed when his automobile crashed through a bridge railing and fell into a small stream.

Hans Anderson, a farmer residing north of Malmo, sustained injuries that may prove fatal, when an automobile in which he was riding ran off a bridge.

William Ferguson, who resides near Fremont, lost five valuable hogs when a herd of forty was swept down stream several rods during high water.

Saline county authorities have asked State Engineer Johnson to prepare plans for a steel bridge across Blue river two miles south of Crete.

Judge Redick in Washington county district court has refused to grant an injunction to prevent Blair from erecting a municipal electric light plant.

Another election is going to be held in Adams to vote on the water works proposition. The election will be on August 10, and the proposed bonds will be \$14,000.

The total assessed valuation of Gage county according to the returns made to the county assessor, is \$11,727,687, a gain of a little over a hundred thousand dollars over that of last year.

A coroner's jury found that the death of Francis B. Robbins, 9-year-old boy, who drowned in a pool at Elmwood park, in Omaha, was due to negligence of the park commissioner.

Misses Ethel Hyser, Naomi Good and Jessie Washburn, this year's graduates of the Chadron normal, and all Chadron girls, have been elected to positions on the teaching force of the Kearney public schools.

The grand lodge of United Brothers of Friendship, with its sister organization, the Sisters of the Mystical Ten, organizations of colored people, will hold its grand lodge session in Omaha August 16-21.

M. L. McClain, a lineman, aged 35, was electrocuted at Boelus in making a connection for the L. E. Meyers Construction company which is doing the work for the Central Power company in tapping the Loup for water power.

Twenty-three bushels to the acre of 60½ test wheat were threshed from B. B. Mills' field west of Hastings.

A display of Lincoln county products for the state fair and for the Lincoln county fall festival is to be arranged by John Gilman, Leavenworth, Kas., an expert.

The Ord Chautauqua will open August 3. William J. Bryan, Senator Gore and Opie Reed are among the headliners on the program. The county fair will be held the last day of August and the first two days of September.



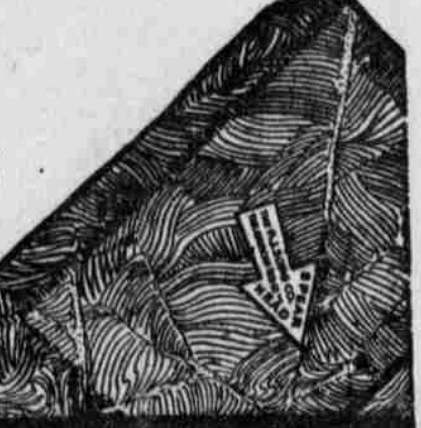
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you raise horses, hogs and cattle?

Then go to Southwestern Nebraska or Northeastern Colorado where good lands may be had at business prices, where average wheat yields exceed the average of the biggest wheat growing State of the United States and every other crop enumerated gives yields in proportion to the wheat crop; where live stock flourish and matures at minimum cost and where dairying is an established business. An area of 12700 square miles offers opportunity to the new settler as to prices, railroads, towns, schools and markets.

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