

DEAD LIST GROWS

AS NOW COUNTED 624 LOST THEIR LIVES. . . .

SEARCHERS RENE THEIR WORK

Larger Portion of the Bodies Recovered Are Identified—Funerals of Nearly One Hundred Victims Held on Sunday.

NEW YORK—Sunday's harvest of dead from the Slocum numbered forty-one, bringing the total number of bodies so far recovered up to 624. Of these 559 have been identified, while thirty-one of the victims now lying at the morgue have not been claimed by friend or relative. While the list of missing has been cut down somewhat by the identifications made today eleven new names were added to that roll, thus leaving the total of missing almost as it was on Saturday, something more than 300.

Early Sunday morning the searches began anew the work of locating the Slocum's dead. Within an hour they had recovered thirteen bodies off the shore of North Brother Island. Three of the bodies were floating and it is the general opinion that many more will come to the surface during the week.

At sundown, when work practically ceased for the day, thirty-six bodies had been added to the long list of dead that have been taken from the wrecked steamer and the water in its immediate vicinity. Most of these bodies were taken to the morgue and a majority of them were identified tonight.

Of the bodies recovered during the first hour one was of a man, six of women, two of boys, four of girls and one was of an infant.

A life saver, grappling from a raft, brought up a woman of 30 and a girl of 11 years locked in each other's arms. A few minutes later he brought the bodies of a boy 9 years old and a girl of 6, apparently brother and sister, clinging to each other.

Divers who went to the wreck found the bodies of a woman, a girl and a boy and brought them to the surface. They were beyond recognition. The divers said there are more bodies in the wreck, thus bearing out the statement made a day or two ago after it was thought the wreck had been cleared, that many bodies remained under the entanglement of timber and machinery.

One body was found floating in the river near Riker's island by the crew of a four-oared barge of the Metropolitan Rowing club, while nineteen were brought up from the bottom along the beach running from the island down to the channel in the river. Three men working with an improvised grapple, consisting of a block of wood to which many blue fish hooks were attached, drew up a section of the rail of the upper deck of the Slocum about thirty feet long. The bodies of four women were clinging to the rail, their fingers gripping the interlaced wire roping. This is part of the rail which gave way just before the steamer was beached, precipitating 100 persons into the water. While the rail was being brought ashore two of the bodies broke away from it, but were secured immediately; the other two were still clinging to the rail when landed.

The funerals of nearly 100 victims of the disaster were held Sunday. In many instances two caskets were carried in the same hearse and in some cases two dead and even three hearses bore away the dead of a single family.

Of the bodies recovered during the day there were two women whose arms were locked around a life ring. These rings are made of canvas, filled with cork and are supposed to float four persons. The ring was not cut open tonight, so that it is not known with what it is filled.

DESPERADO KILLS SHERIFF.

Shoots As He Is About to Handcuff Him.

ST. PAUL, Minn.—Sheriff G. D. Harris of St. Croix county, Wisconsin, was shot and killed while attempting to make an arrest on an Omaha train near Fall Creek, Wis. The man who did the shooting, and whose name is unknown, jumped from the moving train and escaped.

Sheriff Harris had gone to Eau Claire on business, and when about to board the train for Hudson was informed that a man suspected of burglary was aboard the train. The sheriff searched the train and finally located his man in the smoking car. He placed him under arrest and was about to handcuff him, when the desperado drew a revolver and fired three times, shooting the sheriff through the head and killing him instantly. In the excitement which followed the shooting the murderer ran the entire length of the train, jumping from the rear coach while the train was going at a high rate of speed. He then stole a horse and buggy and made his way to Augusta, where the animal was found, but all further clue to the fugitive's whereabouts apparently is lost.

UNCLE JOE REPEATS IT.

He Would Not Accept Presidential Nomination.

CHICAGO, Ill.—In view of a threatened revival of the movement to nominate Speaker Cannon for the vice presidency, charged this time to the New York delegation, Mr. Cannon authorized the Associated Press to quote him as follows:

"After mature consideration, having in view the great compliment that the vice presidential nomination would be to any citizen, yet I am speaker of the house of representatives and have been a member of that body for nearly thirty years. I feel that my sphere of usefulness, if I have any, is in connection with the house. About a week after the close of the late session of congress, at the request of friends and perhaps others, I gave out an interview on this subject. This was done after full consideration, and I stand by the interview, which stated in substance that I considered the speakership the second highest office under the government, and if the next house was republican I hoped to succeed myself, and I not to cheerfully do duty on the minority."

CONDEMNNS GOV. PEABODY.

Minnesota Federation of Labor Passes Resolutions.

NEW ULM, Minn.—The State Federation of Labor, in session here today, adopted a sweeping resolution of condemnation of the action of Governor Peabody of Colorado in the Cripple Creek mining strike and appealing to the president of the United States as commander-in-chief of the military forces to compel an investigation of General Bell and of Governor Peabody.

The resolution recites that right and justice is denied to American citizens, whereas foreign citizens working in this country are granted protection under an appeal to the representatives of their nation.

The State Federation of Labor also adopted a proposition to form a fund corporation for the purpose of aiding strikers who wish to start business in opposition to their former employers. The plan as outlined calls for a capitalization of \$200,000 in \$5 shares, which are to be sold in limited quantities to members of affiliated unions, and which will not be transferrable.

Operating Towards Port Arthur.

LONDON—A correspondent of the Daily Chronicle at Yinkow, in a dispatch dated June 17, says that General Kuropatkin left Liao Yang on Wednesday to assume command of the army operating toward Port Arthur.

SIX HUNDRED DIE

CHICAGO HORROR RIVALED BY BURNING OF A BOAT.

EXCURSION STEAMER IN FLAMES

Loaded with Women and Children on a Sunday School Outing—Disaster Occurs on the East River at New York City.

NEW YORK—One of the most appalling disasters in the history of New York tragic in its intensity, dramatic in its episodes, and deeply pathetic in the tender age of most of its victims, took place today in the East river, within a short distance of the New York shore and within sight of thousands of persons, the majority of whom were powerless to minimize the extent of the catastrophe.

By the burning to the water's edge of the General Slocum, a three-decked excursion steamer, the largest in these waters, more than 600 persons, the majority of whom were women and children, were burned to death or drowned by jumping overboard or by being thrown into the whirlpools by the lurching of the vessel and the frantic rush of the panic-stricken passengers.

Approximately 483 bodies have been recovered and are now being tagged at the morgues of Bellevue hospital and Harlem. Divers were still busy at a late hour taking bodies from the hold of the vessel, which they say is choked with the remains of human beings, while the bodies of scores who leaped or were thrown into the river had been recovered.

It is the season of Sunday school excursions in New York bay and the Long Island sound, the latter one of the most picturesque bodies of water in the country.

Great preparations had been made for the seventeenth annual Sunday school excursion of St. Mark's German Lutheran church, the congregation of which is drawn from the dense population of the lower East and West Side, and the General Slocum had been chartered to carry the excursionists to Locust Grove, one of the many resorts on Long Island sound.

It is variously estimated that there were between 1,500 and 2,000 persons on the General Slocum when it left the pier at Third street, East river, though the Knickerbocker Steamship company, which owns the Slocum, officially states that the number of passengers was 873, that being only one-third of the vessel's capacity. It is thought, however, that there were several hundred children in arms, for whom fares are not usually charged on these trips.

On board the decks of the steamer as it passed up East river the scene was one of merry-making. A mass of flags fluttered in the June breezes, the bands were playing and the children were singing, dancing and waving handkerchiefs and flags in answer to the salutations of those on shore or from passing steamers.

At the extreme eastern end of Randall's island, off One Hundred and Thirty-fifth street, there is a stretch of water known as the Sunken Meadows.

At this point, just as the crowds were watching the gaily decorated steamer from the shore, the General Slocum took fire, and as the age of the vessel (it was built in 1891) had resulted in the well seasoning of the wood, with which it was almost entirely built, it was soon a mass of flame. The fire is said to have broken out in a lunchroom on the forward deck through the overturning of a pot of grease. The wind was high and all efforts to subdue the fire were futile.

A TERRIFIC FIRE.

A Single Shell Kills Two Hundred Japanese.

TOKIO—Details in connection with the sinking of the Japanese transport Hitachi by Russian warships are being furnished by survivors.

The Russian ships were sighted at 7 o'clock in the morning and in response to a signal the Hitachi was stopped, but at 10 o'clock got under way again and attempted to escape.

The Russians followed and opened a heavy fire directed about the water line with the evident intention of destroying the troops on board.

The fire was terrific and in a few minutes the decks were covered with corpses and awash with blood.

One shell, which struck the engine room, killed 200 men. The ship began to fill and sunk gradually by the stern. At 6 o'clock in the evening she was completely submerged.

Captain Campbell, the English master of the transport, jumped overboard at 2 o'clock in the afternoon and is numbered among the missing. The chief engineer was killed on the bridge. The commander of the troops ordered the flag to be burned and then killed himself. The second mate committed suicide. Many of the crew and troops escaped in the boats.

The transport Sado is still afloat, but is badly damaged. She is being towed into the nearest port. She sighted the Russian ships thirty-five miles west of Shiro island. Their signals to stop were unheeded, so the Russians opened fire and signalled for those on board the Sado to leave the ship. Upon that the crew took to the boats and in this way many escaped when the ship was eventually fired by the enemy.

The number of men on board the two transports and the list of casualties are not definitely known.

The officers of the steamer Tosa, which rescued many survivors of the Japanese transport Hitachi, confirm the details of her disastrous encounter with the Russian warships so far as already announced.

ARE ALL IN FAVOR OF CANAL.

Minister Merry Reports Feeling in Nicaragua.

WASHINGTON—Mr. Merry, American minister to Nicaragua and Costa Rica, has arrived here on leave of absence. He called on Secretary Hay today to explain conditions in Central America. The minister says that internally, Costa Rica is enjoying a period of profound peace. Any feeling of disappointment that may have followed the decision of President Roosevelt and congress in favor of Panama, as opposed to the Nicaragua canal route, has disappeared.

In Nicaragua, says Minister Merry, President Zelaya is proceeding with great energy to carry out a considerable project he has formed for the improvement of transportation across Nicaragua in order to keep in Nicaragua a large amount of business which is now diverted to Colombia via Greytown or San Juan del Norte. He has determined to abandon the San Juan river route from Greytown to Lake Nicaragua. Instead, he is surveying a railroad from Money Point on the Caribbean side almost directly westward to San Miguelite, at the southeastern end of the Lake Nicaragua. The distance is seventy-eight miles in air line and about 104 miles as routed. There are no great engineering difficulties and the road can be built for \$25,000 a mile.

Bridge Arbitrary at Issue.

CHICAGO—Merchants from Omaha and Council Bluffs conferred in Chicago with executive officers of the Chicago-Council Bluffs roads concerning freight rates from those points to places in Iowa. The question at issue is the bridge arbitrary, which the Bluffs men insist shall be enforced to Iowa points. The officials told them to file written statements within ten days.