

GREATEST SHIP CALAMITY IN HISTORY TAKES TOLL OF 1,500

Men, Women and Children Taken by Sudden Death When the Steamer Eastland Overturns in the Chicago River When About to Start Out With a Picnic Party.

Sweeping Investigation Is Started by Federal, State and City Authorities to Fix the Blame for the Disaster—Error or Oversight Is Believed to Be Responsible.

Chicago, July 26.—Fifteen hundred lives were lost Saturday morning in the greatest ship calamity in history.

The steamship Eastland turned on its side at its dock in the Chicago river near Clark street at 7:40 in the morning. Aboard were 2,500 holiday-makers, bent on the annual excursion to Michigan City given by the Western Electric company to its employees.

As the boat capsized hundreds on the upper deck were thrown in masses into the water, where many were lost. Most of the other passengers, caught below in the cabins or on the lower decks, perished without chance of escape.

They were swamped up in watery graves in the sight of other thousands who were crowding the Clark street bridge, the wharves and the adjoining streets on their way to other boats, for five vessels had been chartered for the excursion.

TERROR FOLLOWS GAYETY. The disaster was a matter of only a few minutes. Many were hurrying to the gangplank, anxious to embark.

As the gangplank was pulled in and preparations were made to cast off the steamer listed to port, or toward the river. The passengers were crowding on that side to get the view. The sway at first occasioned little alarm.

The joking and laughter continued, but as the great hull continued to swing over terror suddenly gripped the passengers.

There was a mad scramble, a panic in which the terrified passengers fought for places of safety. Shrieks and cries wrung the hearts of those on shore. A minute or two more and the ship was flat on its side like a dead fish, and those caught beneath and within were entombed by the rushing water.

RIVER THICK WITH BODIES. The surface of the river was thick with struggling forms. Babies perished in sight of those on the docks and bridges. The witnesses say it was all over in between four and six minutes.

One instant the boat was filled with laughing picnickers in their holiday finery. The next instant forms of men and women in a frenzied fight for life churned the water, then sank. On the side of the boat were numbers who had clambered over the rail as the boat settled on its side.

Some escaped without even wetting their feet. The whistles of tugs and excursion boats shrieked the alarm. Boats put off to the rescue. Hundreds of persons were cragged from the river to safety.

South Water street men tossed barrels and crates and chicken bones into the river, where they were seized by the drowning. Forty miles away at Lockport the bear trap dam in the drainage canal was closed to stop the river current.

Fire boats and tugs spread out like a fan around the death ship and then began the work of taking out the bodies. The bodies were brought in WAREHOUSES.

The nearby streets and warehouses were turned into morgues. Bodies were piled in rows. Ambulances and vans and delivery trucks were pressed into service as death carts, while as fast as the bodies were taken out hundreds of physicians strove to bring back life.

At the south approach to the Clark street bridge respiration machines were operated on the sidewalk. Victims were worked over the moment they reached shore. Emergency hospitals were established within a few feet of the disaster.

MORQUE ON STEAMER. The Theodore Roosevelt, one of the five boats chartered for the excursion, which was moored on the opposite side of the Clark street bridge, was turned into a morgue and hospital.

Ined each body as it came ashore. He said that many of them had died from suffocation. There was no water in their lungs, he said. They had floated on top of the water in the recesses of the boat until the air had become exhausted.

Occasionally a passenger was found alive in a pocket of air. In mid-afternoon, when, with an acetylene torch, a hole had been made in the steel plates forward, two women were taken out raving. A few minutes later one of the divers, his brain turned by the horrors, came up and rushed about the hull shrieking until the police got him under control.

And last night, with spot lights and electric arcs turning the stream into a ghastly river of death, the work of taking the bodies from the hull continued. The spectacles were harrowing.

Policemen wept as the bodies of women were taken out, with their babies still clutched to their bosoms in the grasp of death.

GREATER THAN IROQUOIS. Chicago is still counting its dead. The mortuary lists are still growing. A despair has settled over the city akin to that following the Iroquois disaster. Its roster of victims is greater. It is the worst excursion boat horror on record in America.

It claimed more victims than the wreck of the fire-scorched General Slocum, eleven years ago, off Hell Gate in New York harbor.

It is the worst ship disaster in history—greater than the Titanic and the Lusitania catastrophes in its appalling record of the dead.

All day long and all night great crowds thronged the water's edge and choked the streets leading to the scene of the disaster. On the side of the boat, which protruded several feet above the water, groups of men gathered around the portholes and with ropes dragged up the dead bodies as fast as the divers could get them.

Many are still in the boat, while the river still holds bodies, and it will be days before the final number of dead is established.

AUTHORITIES PROMPT TO ACT. Within an hour or two of the disaster the authorities had started the task of fixing the responsibility. State's Attorney Hoyne took the matter in charge and sent out grand jury subpoenas for witnesses.

"Was the Eastland crowded beyond capacity?" This is the gravest question into which inquiry will be made. Eyewitnesses assert that the boat was carrying from five hundred to one thousand more persons than the 2,500 for which she was licensed.

Some of the holiday-makers, who got as far as the gangplank and then decided to take another boat, fearing the crowds on the Eastland, say that between 3,000 and 3,500 persons were aboard, and that the ticket-takers kept a sitting excursionists up to within a few minutes of the capsizing.

This is denied by the government inspectors. Robert H. McCreary, chief of the marine bureau, says an exact check of the passengers was taken, and that as soon as 2,500 had gone aboard no more were allowed admission.

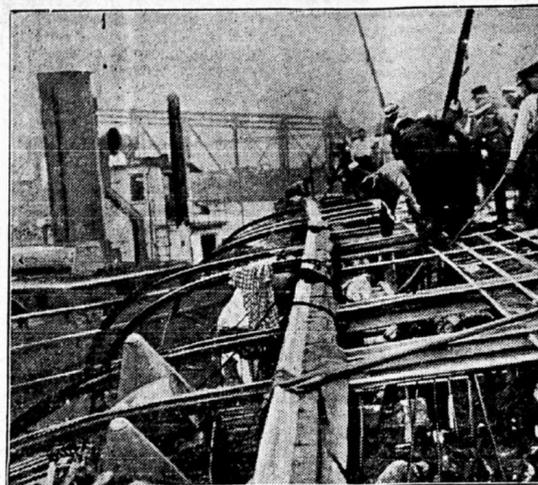
OTHERS CRY OVERCROWDING. On the other hand, Emil G. Groscholl and George Mock, employees of the Western Electric company, who aided in arranging the outing, estimate that 3,700 persons were aboard the boat.

One thing on which the bewildered survivors and the eye witnesses in general appear to agree is that even after the boat started to list neither the captain nor the crew gave warnings to the passengers. The orchestra kept on playing until the decks of the musicians slid across the deck and the vessel had attained a perilous angle before the laughter and joking were turned to shrieks and cries.

Before the waters had claimed a victim, company officials on shore saw the danger and began to prepare for the work of rescue. W. K. Greenbaum, general manager of the Indiana Transportation company, which had chartered the Eastland for the day from the St. Joseph-Chicago Steamship company, when called before State's Attorney Hoyne, said:

"About 7:20 a. m. I was standing at the dock watching the Theodore Roosevelt loading, when shouts warned us that something was wrong on the Eastland. Rushing to the street level I saw she was listing. Returning to the Roosevelt I ordered the captain to blow the emergency whistle and lower the boats.

CAPSIZED STEAMER AT HER DOCK



had left home in the early morning in high spirits for a day on the lake, men, women and children who had relatives and friends on the ship of death flocked to the temporary mortuaries.

WAS CRANK OF THE LAKES Expert Tells of Advice He Gave Owners of Eastland to Make Vessel Safe.

Chicago.—"The Eastland was the crank of the lakes, and as far as I know the only crank on the lakes," W. J. Wood, naval architect, who was called by the owners in 1903 to correct faults in the boat, asserted.

In 1903 Wood made representations to Capt. Ira Mansfield, local steamboat inspector, which resulted in an order to cut off the top deck of the vessel and to keep the water ballast compartments filled.

"The deck was cut off in pursuance of Captain Mansfield's order," Mr. Wood said, "but it would be impossible to pass on the cause of the accident until it is known whether the other conditions were fulfilled at the time of the overturning of the boat. The Eastland has been in operation on Lake Erie and has not met with accident, but evidently the owners were acquainted with its faults and operated it accordingly."

The Eastland was built by the Port Huron Shipbuilding company and on its trial run in 1903 failed to come up to specifications, according to Mr. Wood.

"The gangways were not watertight," Mr. Wood said, "and I was called on to correct that fault as well as some of the other faults in the interior of the hull. I corrected these faults, but I was not able to get a copy of the lines. However, I had seen enough to cause me to make a representation to Captain Mansfield and he in turn not only caused the cutting off of the upper deck, but issued instructions about the operation of the Eastland that would tend to eliminate danger."

The contract for the construction of the vessel called for a speed of twenty miles an hour. The trial failed to develop this, and changes were made, principally in the draft, that brought the speed requirements up to specifications. Then it developed that the gangways were not watertight. The boat sank when it got under way, and I corrected this fault as well as some alignments in the machinery. Then the owners accepted it, but later sold it."

MARINE DISASTERS OF HISTORY AND TOLL OF HUMAN LIVES

Following is a list of great marine disasters previous to the Eastland catastrophe:

Table with columns: Name, Date, Scene, Dead, Cause. Lists various shipwrecks like the Titanic, Lusitania, etc.

was up to standard, although I think that there should have been more life rafts. The boat was not too narrow. Its beam was as wide as the depth of the decks.

"All the laws in the world would not have prevented that accident. As a matter of fact, one-half of the people on the boat could have tipped it over by a sudden rush. Especially is this true when a boat is still.

"The owners and inspectors of these boats are careful, that is, careful to comply with the laws govern-

ing loading, equipment, etc. The trouble is we have no laws properly directed. A boat like the Eastland should not be used for excursion purposes. It should carry freight in its hold and about 500 passengers.

COURSES PROVIDED

REGENT DWIGHT TELLS OF PROVISIONS FOR FARMERS' SHORT COURSE IN THE STATE.

OTHER ITEMS OF INTEREST

From the Capital City, the Various State Institutions and from Many Different Parts of the Sunshine State.

Western Newspaper Union News Service. Sioux Falls.—T. W. Dwight, president of the board of regents, has stated that there seemed to be some misunderstanding regarding short courses conducted by the farmers' institute board is provided for under section 4, senate bill 258, known as the Lincoln bill, which reads as follows:

"Section 4. State Director—Agricultural courses. It shall be the duty of the state director of agricultural extension work to require at least a four days' better farming school or demonstration course and any one, two or three day meetings, which he may deem necessary, to be held each year in every county in the state where there is no county agricultural agent and the may direct from said county agents, subject to the approval of the United States department of agriculture, those necessary to assist in conducting such agricultural courses, who shall cooperate with any special experts provided by the state director; the above agricultural work taking the place of the work heretofore conducted as farmers' institutes. In counties where no provision has been made for a county agricultural agent the county commissioners thereof are hereby authorized to appropriate a sum not to exceed three hundred (\$300) dollars as may be needed for co-operation with the state director in the conduct of demonstration courses and other meetings conducted by him in said county."

"The state appropriated for the year ending June 30, 1916, the sum of \$25,000," said Mr. Dwight, "and for the year ending June 30, 1917, the sum of \$30,000. This will be augmented by government funds amounting to a little over \$16,000 annually. Under the law the organized counties receive the salary and actual expenses of a county agent. There are now six counties organized and employing county agents. For the purpose of holding short courses in the unorganized counties the sum of \$13,500 has been reserved."

"It has been found that the two and four day courses are the most efficient and popular and it is the purpose of the board of regents and Professor Randlett, the state leader, to hold as many of these short courses as possible.

"The people having in charge these short courses would appreciate the assistance of farmers' organizations and commercial clubs in the various communities where these courses will be held in order that they may be successful and the largest amount of good possible result therefrom."

Returns in Dakota. Pierre.—Lawrence and Codington are the first of the larger counties in which census returns have been made. The Lawrence returns show a population of 17,710, a decrease of 1,983 in the past five years, practically 10 per cent. Lead shows a loss of 264. Deadwood of 540. Spearfish of 209 and Whitecloud, 95. With these deductions the population of these towns is: Lead, 812; Deadwood, 3,113; Spearfish, 921, and Whitecloud, 295. Lawrence county has 227 children 6 years of age and 4,499 of school age. There are 4,675 voters and 4,399 men of military age. The negro population is 113. There are 9,478 residents with common school education, 1,434 high school, 108 normal, 199 college, 83 college graduates and 271 illiterates. There are 2,549 males and 1,017 females over 18 years of age who are married. Home owners number 2,862. Of the foreign born residents 507 are from Austria, 722 English, 410 Finnish, 361 German and 390 Swedish. In Codington county the total population is 15,192, an increase of 1,100, or 7.8 per cent, in the last five years.

Water-town shows an increase of 1,303, with the smaller towns of the county each showing a slight increase. Codington county has 1,995 children under 6 years of age and 4,522 of school age. It has 4,573 voters and 3,363 men of military age. The negro population is 21. There are 7,994 persons with common school education, 929 high school, 49 college, 88 college graduates and 51 illiterates. There are 1,747 males and 1,184 females over 18 who are single. The home owners number 2,700. Of the foreign born population 535 are German, 294 Canadian, 451 Norwegian, 126 Swede.

A Friendly Suit. Pierre.—A friendly suit entitled the State Exrel Frank M. Byrne versus A. W. Ewert, state treasurer, involving a good-sized sum was filed in the supreme court July 21, the issues in the case being a claim that interest received on daily balances in state funds on the permanent and income interest of the school funds should be paid into the school fund, instead of the central fund. The law requires payment into the general fund while there is a constitutional provision which holds that no income upon the school fund shall ever be diverted.

Shea Gets Good Job. Brookings.—Henry M. Shea, assistant instructor in the department of chemistry in the South Dakota State college, has accepted a position as analyst in the food and drug laboratory of the Montana state board of health, offices in the Montana State college, Bozeman. Mr. Shea is a graduate of the State college, where he received both his bachelor and master degrees. He is a young man of much promise, and he and Mrs. Shea (Vivian Hall) will be missed in both college and social circles.

Brookings.—Dr. F. Kolpin Ravn, professor of plant pathology in the Danish Royal college at Copenhagen, visited the South Dakota State college recently for a conference relative to the diseases of cereals. Dr. Ravn, who is reputed to be one of the world's foremost plant disease specialists, is visiting the various agricultural experiment stations of this country upon invitation of the United States department of agriculture for the purpose of making a survey of cereal diseases with a view to comparing conditions here with those in Europe.

Pierre.—A saving of \$50,000 to one county is the estimate of the county agent of the work done by the state live stock commission last year in the conducting of a school for handling hog cholera in Spink county. It is the intent of the state department to continue this work the coming fall, and five or six county schools will be held, but the places and dates are not yet fixed, the latter being governed by the dates on which instructors can be secured. Many counties want the schools, but only a few can be supplied, and these are to be selected

OUT WITH PRUNING KNIFE.

Useless Material in South Dakota Schools to Go.

Vermillion.—State examinations in the future are to be planned to favor the elimination of useless material in every subject," said State Superintendent of Schools C. H. Lugg in an address delivered here before the students of the summer session of the University of South Dakota. The statement and its elucidation by Supt. Lugg are considered by teachers and educators at the summer session to be significant of a very important development toward increased efficiency in the public schools of the state.

Supt. Lugg, Dr. W. Franklin Jones, head of the department of education of the state university; Supt. Morton C. Helm, of Pierre, and other educators in the state are out with the pruning knife to do away with the "dead rot" that has encumbered a great many of the common school subjects, such as arithmetic, spelling, history and grammar. The time honored square and cube roots, proportion, greatest common divisor and least common multiple are due for the hook, and work in fractions is being replaced by percentages. The same, say the teachers, is going to happen to other subjects now that the state examinations will uphold the teachers in the renovating process.

This subject of the elimination of useless material is to be given an important place in the discussions of the State Teachers' association at Aberdeen, November 22 to 24. The program committee, which consists of Dr. W. Franklin Jones, State Superintendent C. H. Lugg, Supt. Henry C. Johnson, of Aberdeen; Prof. A. H. Seymour, of the Aberdeen Normal and Industrial School, and Supt. J. W. McClinton, of Mitchell, has chosen for the theme of the association, "Economy of Time."

State Fair Notes. Huron.—There will be no extra charge for the admission of automobiles at the 1915 South Dakota state fair, according to a recent ruling by the state board of agriculture. All cars this year will be parked on the grounds in a place specially provided for that purpose under the supervision and protection of the state militia. This new rule is a distinct concession to the thousands who attend the state fair by the auto route.

Machinery will be the scene of one of the greatest automobile shows of the northwest. A complete display of 1916 models of all descriptions and makes will be exhibited. The machinery building is being fully enclosed and improved for making the show a success.

Champion English and American auto polo players will demonstrate this game of "motor insanity" every afternoon and evening at the coming state fair. The American players are Walter Sterling and Charles Adams, while the members of the English team are Ray Lampkin and Ray Clapton. The manager is Ralph A. Hankinson, the originator of the game of auto polo.

On account of frequent accidents several extra cars and substitute players are on hand at all times. Accompanying each team is its own coterie of mechanics, helpers and a professional rubber to attend to the ailments of the players. Among the players, the only understanding beyond the fixed rules of the game, is a gentleman's understanding to "go out and win."

Turnovers, spills, headlong collisions, sprained ankles, broken noses, and smashed cars are mere incidents of the game. The game goes on uninterrupted, some new players, some new car, both ready on the dot to fill in a rap this to prevent a moment of lost time or action during the period.

Fight for Water Rights. Pierre.—A fight for water has brought a strong array of legal talent from the Black Hills to this city. With them are a number of ranchers and farmers who have an interest in the fight, which is being made by the Oro Hondo Mining company to appropriate the waters of Elk and Bear Butte creeks. The company is represented by Congressman Martin, with United States District Attorney Stewart looking after the interests of the government in the water needs of Fort Meade, on Bear Butte creek. Attorneys for several mining companies and ranchers are protesting the appropriation, the ranchers themselves entering a personal protest.

A Friendly Suit. Pierre.—A friendly suit entitled the State Exrel Frank M. Byrne versus A. W. Ewert, state treasurer, involving a good-sized sum was filed in the supreme court July 21, the issues in the case being a claim that interest received on daily balances in state funds on the permanent and income interest of the school funds should be paid into the school fund, instead of the central fund. The law requires payment into the general fund while there is a constitutional provision which holds that no income upon the school fund shall ever be diverted.

Warsaw Still Holds Out. London.—Warsaw still holds out, but the general belief is held here that its loss by the Russians is only a matter of time. Dispatches reaching London from Petrograd predict that the much discussed climax to the great struggle in Poland will come within a fortnight with simultaneous attacks on the city from the north and south. A dispatch from Petrograd to Reuters' Telegram says: "A German air raid on the Vistula bridge at Warsaw failed of its object, though the bombs caused several casualties.

Howls Down Appeal for Recruits. Montreal.—Maj. Emile Ranger, who recently returned from the front, and several officers from local battalions, were prevented from conducting a recruiting meeting in Parc la Fontaine by an angry crowd of more than 1,000 men and boys, who, after shouting, "We won't have conscription," quelled the speakers with missiles. Maj. Ranger had started an appeal for recruits to the sixth battalion when the meeting was broken up and the organizers were forced to leave the park.

SINK U. S. FREIGHTER

GERMAN SUBMARINE ADD TO TROUBLE WITH UNCLE SAM.

LEELANAW SENT TO BOTTOM

Destruction of Vessel Indicates that Berlin is Insisting on Her Own Version of Prusso-American Pact of 1828—Agrees to Pay Damages.

Washington.—Destruction of the American ship Leelanaw by a German submarine July 25 drew sharply the attention of officials of the United States government the fact that Germany was insisting on her own interpretation of the Prussian-American treaty in 1828 in disregard of two American notes on the subject.

In three instances of American ships destroyed or damaged—the Cutlight, the Nebraska and the William P. Frye—Germany has agreed to pay damages and in the last case the Berlin government took the position that it had not violated the treaty of 1828, but had exercised a right given her by inference from the language of the pact.

Officials of the Washington government were surprised at the destruction of the Leelanaw, but beyond admitting another incident to the already strained relations between the two governments, there was no indication that the case would lead to a new turn in the general situation.

The fact that the crew of the vessel was saved caused a feeling of relief in official quarters, but there were many evidences of apprehension that if Germany continues to promise payment, yet destroys more American ships, a new situation might be created which would require further warnings to the Berlin government.

The fact that the Leelanaw carried a cargo of flax, declared absolute contraband by Germany on April 18, does not alter the view of the United States government that the contraband might have been removed and the vessel spared.

While officials were sparing in their comment, it was indicated the United States would follow in its procedure the same course as in the Frye case, disputing Germany's right to destroy American ships, even if carrying contraband.

Under the general rules of international law, the destruction of a neutral vessel carrying contraband was not admitted under the famous Japanese war.

NEW POLICY FOR MEXICO. Last Step Will Be Taken in Border Republic—At Work on Plan.

Washington.—A definite step toward settling the Mexican problem will be taken by the United States government in the near future. Authoritative comment to this effect has been made at the state department, although the nature of the contemplated action was not disclosed. President Wilson is understood to be revolving several suggested courses in his mind.

Mr. Wilson is known to have been reviewing the situation for some time, the warring Mexican factions having failed to heed his suggestion of two months ago that they accommodate their differences and restore peace in the distressed country. Apparently he has determined that the other measures which the Washington government announced it would take if the battle of the factions continued must be resorted to.

Officials in close touch with the president think he has finally determined what is to be done. His most probable course, it was reported, would be to urge Gen. Carranza for the last time to confer with other factional leaders in an effort to bring about peace. Should Carranza again refuse, this plan, it is said, contemplates efforts to assemble other Mexican leaders who will represent a majority of the Mexican people.

Short Respite for Becker. New York.—Upon the request of Supreme Court Justice Ford for more time to consider the application for a new trial Monday by Charles Becker, under sentence of death for instigating the murder of Herman Rosenthal, gambler, the execution of the former police lieutenant was postponed until Friday morning. Justice Ford heard arguments for and against the application. At their conclusion he reserved decision and gave counsel until noon Tuesday to file briefs. The justice telephoned to Warden Osborne, of Sing Sing prison, and requested that the execution be postponed. As the electrocution could take place legally any day this week, at the discretion of the warden, this request was granted.

Warsaw Still Holds Out. London.—Warsaw still holds out, but the general belief is held here that its loss by the Russians is only a matter of time. Dispatches reaching London from Petrograd predict that the much discussed climax to the great struggle in Poland will come within a fortnight with simultaneous attacks on the city from the north and south. A dispatch from Petrograd to Reuters' Telegram says: "A German air raid on the Vistula bridge at Warsaw failed of its object, though the bombs caused several casualties.

Howls Down Appeal for Recruits. Montreal.—Maj. Emile Ranger, who recently returned from the front, and several officers from local battalions, were prevented from conducting a recruiting meeting in Parc la Fontaine by an angry crowd of more than 1,000 men and boys, who, after shouting, "We won't have conscription," quelled the speakers with missiles. Maj. Ranger had started an appeal for recruits to the sixth battalion when the meeting was broken up and the organizers were forced to leave the park.

Howls Down Appeal for Recruits. Montreal.—Maj. Emile Ranger, who recently returned from the front, and several officers from local battalions, were prevented from conducting a recruiting meeting in Parc la Fontaine by an angry crowd of more than 1,000 men and boys, who, after shouting, "We won't have conscription," quelled the speakers with missiles. Maj. Ranger had started an appeal for recruits to the sixth battalion when the meeting was broken up and the organizers were forced to leave the park.

Howls Down Appeal for Recruits. Montreal.—Maj. Emile Ranger, who recently returned from the front, and several officers from local battalions, were prevented from conducting a recruiting meeting in Parc la Fontaine by an angry crowd of more than 1,000 men and boys, who, after shouting, "We won't have conscription," quelled the speakers with missiles. Maj. Ranger had started an appeal for recruits to the sixth battalion when the meeting was broken up and the organizers were forced to leave the park.

Howls Down Appeal for Recruits. Montreal.—Maj. Emile Ranger, who recently returned from the front, and several officers from local battalions, were prevented from conducting a recruiting meeting in Parc la Fontaine by an angry crowd of more than 1,000 men and boys, who, after shouting, "We won't have conscription," quelled the speakers with missiles. Maj. Ranger had started an appeal for recruits to the sixth battalion when the meeting was broken up and the organizers were forced to leave the park.

Howls Down Appeal for Recruits. Montreal.—Maj. Emile Ranger, who recently returned from the front, and several officers from local battalions, were prevented from conducting a recruiting meeting in Parc la Fontaine by an angry crowd of more than 1,000 men and boys, who, after shouting, "We won't have conscription," quelled the speakers with missiles. Maj. Ranger had started an appeal for recruits to the sixth battalion when the meeting was broken up and the organizers were forced to leave the park.

"ASLEEP ON JOB" IS VIEW OF ENGINEER

Chicago.—A leading marine engineer says:

"Investigation will show that the accident was caused not by overloading or by any fault of the specifications of the boat but by carelessness in the engine room. Some one failed to give proper attention to the ballast.

The boat began to feel the weight of the crowd on the dock side and to list slightly. The one who should

watched the dial and noticed the list and shifted the water ballast neglected to do so. Consequently the boat listed more.

"Then the crowd noticed it and rushed to the other side, with the result that the boat was caught as if in a backward roll and capsized. Perhaps the propeller was started just before the crowd rushed in order to give the boat a little 'kick.' That would have caused a slight list before the recall.

The equipment of the Eastland

feeted.

"I was with a young man in the employ of Reid, Murdoch & Co., said Mr. Williams, and we were just crossing the Clark street bridge when my attention was called to the Eastland, which was then careening into the water.

"I leaped into the water and the first person that I reached was a man who was choking and crying for help. I swam to him and when I came up to him he threw his arms around my neck in a death grip. I knew that this

only thing to do to shake him off was to sink, which I did.

"Then he let go of me and we rose to the surface. I came up behind him and hit him in the neck. He became unconscious and I swam to shore with him, where spectators on the dock helped me get him out of the water.

"Next I pulled out a young lady dressed in a pink suit.

"A patrol boat then came along and a man on it yelled to me that a young lady had just gone down for the third time at a certain spot. I

Most good talkers are poor quitters,