

AMERICAN SHIP TORPEDOED TODAY

INSPECTORS ARE BLAMED FOR STEAMER DISASTER

Eastland Was Known by All Sailors to be a "Cranky" Boat, But Government Inspectors Permitted it to Pass Muster.

THE WATER BALLAST AS EQUIPMENT

Federal Steamboat Inspection Service Needs Searchlight Upon Itself Instead of Being Turned Upon Sunken Steamer.

[United Press Leased Wire Service.] CHICAGO, July 26.—While steamers of crepe fluttered in a spray of breeze against the doors of more than half the homes in Cicero and Hawthorne, the sections whence came almost all of those whose "holiday was turned into a doomsday" by the overturning of the Eastland, official and citizen Chicago turned today to find the answer "whom is to blame?"

And again today the extreme pity of the latest tragedy was forced upon one by the fact that those pieces of crepe were mostly white or black with a ribbon of white about them, leading mutely to the death harvest reaped chiefly from among those of tender age.

Even today searchers after the answer to "whom is to blame?" were ignorant of the exact toll taken by what was admittedly a badly balanced boat. The number who died was still spoken of in round numbers. It may reach a total, some officials still insist today, of 1,800. It may be as low as 1,000. At 8 o'clock this morning the latest estimate was given by Deputy Police Superintendent Schuetter and Coroner Hoffman as 1,200 to 1,300. At that hour 816 bodies had been recovered. The identified dead numbered 735. Of these 730 had been embalmed and were awaiting burial in the grief stricken homes. Of the twenty-five bodies still at the Army, fifteen were known merely by numbers late this morning. Sixty-five additional bodies were at other morgues. Officials called attention to the rapidly increasing number of bodies made in the face of so many dead. It was one of the merces accorded in the catastrophe that scarcely a body so far recovered was treated with the cruelty of mangling that fire or wreck displays towards its victims.

Divers and dredgers resumed their gruesome hunt for bodies at 7:30 this morning. At that time efforts started to raise the Eastland hull which showed flat and round against the dock.

The crew of the two chief questions of whom lay the blame and how many lost their lives centered on the single issue of how many were on board the Eastland.

Officials of the Indiana Transportation company, which chartered the boat from the St. Joseph-Chicago Steamship company and was in charge of the excursion for the Western Electric company, reiterated today that the boat's capacity of 2,450 which included a crew of 72, was not exceeded.

Working on these figures as a basis, recovery of 818 bodies would leave a total of 1,254 to be accounted for. The number saved is given by some as 1,000, perhaps more. This would leave 254 missing or unaccounted for, making a total of dead and missing of 1,080.

Andrew Furuseth, president of the International Seamen's Union of America, said today:

"No passenger boat is a safe boat that will not stand up without water ballast and with its maximum load of passengers all on one side. Water ballast is not used as a safety device at all, or should not be, if the lake boats are properly inspected."

"All seamen knew that the Eastland was a 'cranky' ship. That was her reputation. That meant that she was not carrying the proper solid ballast. If she had been properly weighted then all the passengers on her could have stood on one side of the ship and it would not have turned her over. The federal steamboat inspection service is again at fault for this disaster. Investigate it from top to bottom."

Victor A. Olander, secretary of the Lake Seamen's Union, who has been vainly trying for years to have the government clean out and clean up its inspection service on the great

lakes, makes the direct charge that boats have been sunk by the score on the great lakes, with a loss of many lives, because the federal inspection service was "rotten."

"The United States inspection service is directly responsible for this disaster," he said. "Now they are either here or are on their way here for what? To investigate their own service and their own officials?"

"Chicago should be warned against this. The public should demand as one person that instead of these inspectors, who ought to have inspected the Eastland and refused a permit, coming here to inspect themselves, they and their entire organization from the highest man in Washington to the lowest man on the lakes, be put under the searchlight."

"When the Pere Marquette sank last year the Grand Haven inspectors—the same men who said the Eastland was safe—also passed favorably on that boat. Later they reported that they could find no reason for the boat sinking. That is what they will do in the Eastland case—if the public doesn't stop them."

"The inspection service of the United States government has been an open scandal with seamen for years. Now is the time to inspect the inspectors. Chicago and every public official here should demand that and nothing less."

"Here are the men in the federal inspection service that should be investigated:

"George Uhler, Washington, D. C., supervising inspector general.

"The ten supervising inspectors, who with the inspector general constitute the board of supervising inspectors.

"I charge this and no more: That the responsible parties—the officials at whose doors lies the blame for the Eastland disaster—are the men who failed to do their duty and the men who now are flocking to Chicago to investigate themselves and their service."

"The Eastland capsized because the United States steamboat inspection service permitted too many people to go on board. That and nothing else was the immediate cause of the loss of life. That was the last act in a long record of improper inspection service."

Both Olander and Furuseth declared that the inspection service takes no account of stability—that boats are not inspected as to their equilibrium.

In determining the maximum number of passengers to be carried, they said, they compute merely the number of square feet of surface on each deck and then allow one square yard to a person—making the inspection a matter of multiplication and division as to surface feet and not as to whether a boat is properly ballasted or will capsize if top heavy.

Eight separate investigations began today. They were headed respectively by State's Attorney Maclay Hoynes, Coroner Hoffman, Federal District Attorney Charles C. Clynne, officials of the mayor's office, federal steamboat inspectors and Chief of Police Healey.

The chief questions these officials hoped to have answered were:

"Did the Eastland have on board more passengers than were permitted by the federal license?"

"Why was the Eastland granted a capacity so great that even when it was not exceeded a rush of only a number of the passengers to one side caused it to topple?"

"Was the Eastland's water ballast out of adjustment? If so, who was the federal inspector who did not know of it, or who criminally permitted the boat to take on a capacity load in the face of such knowledge?"

"Was the capacity of the Eastland over-rated by federal inspectors? Was it done deliberately? Did anyone gain thereby?"

"Is it true that the lines of the hull were drawn for speed, with little

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AMERICAN TORPEDOED

FREIGHT STEAMER, FLYING STARS AND STRIPES, SUNK.

[United Press Leased Wire Service.] LONDON, July 26.—The American-owned steamship Leelanaw was torpedoed and sunk off Kirkwall, Scotland, shortly after day light today.

Dispatches from Kirkwall state that the crew, a considerable number of whom were Americans, and Captain Delk, were landed in their own boats. The dispatches did not state whether warning was given before the vessel was sunk.

Later dispatches indicated that the Leelanaw was stopped and that when the German commander ascertained she carried flax, he declared her cargo contraband and ordered the crew to take to their boats. The ship is reported to have been torpedoed before the crew had pulled away.

Since the breaking up of the ice in the White sea made it possible for ships to enter Archangel, German submarines have been lurking off the Orkney Islands and the northwest coast of Scotland, lying in wait for ships passing to and from Russia's only open port in the west. A number of Russian and British ships, as well as several of Scandinavian registry that were carrying contraband, have been sunk in the vicinity of Kirkwall.

Well Known Ship.
SAN FRANCISCO, Calif., July 26.—The steamer Leelanaw reported torpedoed off Scotland, is well known here where it plied the coal trade with Puget Sound for ten years before being sold last February to the Harby company of New York and Galveston. Officials of the Hill-Hubbel company, former owners, stated today that the Leelanaw went to Galveston in February and loaded cotton for Germany. It later returned to New York and Galveston and sailed from the latter port on May 3 with cotton for Archangel.

By German U Boat.
LONDON, July 26.—Shipping circles today received report from Kirkwall that American steamer Leelanaw had been torpedoed and sunk by a German U boat off the northwest coast of Scotland while enroute from Archangel to Belfast. The crew was landed at Kirkwall, according to dispatches from that port.

No Official News.
WASHINGTON, July 26.—The Washington government had received no information concerning the Leelanaw at 11:35 a. m. today.

It was confirmed at the navy department that the Leelanaw was of American registry. Officials did not attempt to conceal their anxiety at the report of its loss, but would not comment on the matter, pending the arrival of confirmation and details.

Flying American Flag.
NEW YORK, July 26.—The freight steamer Leelanaw was flying the American flag when sunk. This statement was made today by A. H. Bull and company, agents for the ship which was owned by the Harby Steamship Co., the operating company of Harris-Irby Company, cotton merchants of 15 William street.

The Leelanaw was enroute to Belfast to discharge a cargo of flax and to take on oil for fuel, when last reported to her agents here. A cablegram they received this noon said the steamer was torpedoed and that all hands were saved.

The Leelanaw left Galveston May 5 with a cargo of cotton destined for Archangel, and sailed from New York twelve days later. Though her cargo was consigned to a Russian port, she was stopped by British patrol ships and taken into Kirkwall because the American flag was flying. The Swedish authorities here prohibited the exportation of cotton.

The steamer was released July 26, with the understanding that she was to proceed direct to Archangel. She did so and started back to Belfast.

The Leelanaw, a steel screw steamer, is owned by the Leelanaw Steamship company, of San Francisco. She was built in 1886 at the New Castle Eng. shipping yards and displaced 1,100 tons.

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GERMANY

[United Press Leased Wire Service.] BERLIN, (via wireless to Sayville), July 26.—The Russians are preparing to make their stand to save Warsaw. The Grand Duke Nicholas notified the French and English war offices on Saturday that he was withdrawing to the river Bug defenses, north of Warsaw, following the capture of the fortress of Pultusk and Rozan by Von Hindenburg.

Berne dispatches today said that Swiss correspondents with the German army agree that the Russians are completely defeated and predict that the English and French will soon feel the weight of a new German offensive in northern France.

The Frankfurter Zeitung's Vienna correspondent reported today that 25,350 Russian prisoners have been taken by Austro-Germans in the last ten days' fighting for Warsaw.

TURKEY

[United Press Leased Wire Service.] ATHENS, July 26.—For the second time since the Dardanelles operations began, a British submarine has penetrated the harbor of Constantinople, sinking a Turkish transport, two gun boats and a steamer loaded with ammunition.

Advices reaching here from Constantinople today said the submarine torpedoed a Turkish transport in the Sea of Marmora and proceeding to Constantinople, sank the gun boats and the ammunition steamer near the wharves.

One of the submarine's shots damaged the wharf at Tophane, a suburb of Constantinople where the Turkish artillery arsenal and barracks is located. Turkish soldiers fired several shots at the submarine as she disappeared.

FRANCE

[United Press Leased Wire Service.] PARIS, July 26.—A raid by French aeroplanes on a German military depot at Nantillois, northwest of Verdun, was described in official dispatches today. The French hurled explosive and incendiary bombs and showered several thousand darts, apparently with success.

This afternoon's official communique indicated little action along the Franco-Flanders front.

ENGLAND

[United Press Leased Wire Service.] LONDON, July 26.—The London steamer Grangewood, of 3,422 tons, was torpedoed and sunk off the Shetland islands yesterday while enroute from Archangel to Havre. Her crew was landed safely at Serwick, today.

It is believed possible that the same submarine that sank the Grangewood also torpedoed the American steamer Leelanaw.

The Grangewood was owned by the Gratitude Steamship company of London, and was 332 feet in length.

ITALY

[United Press Leased Wire Service.] ROME, July 26.—The Austrian railway station at Riva, at the head of Lake Di Garda in the Trentino district, was bombed and severely damaged by Italian aviators, according to official dispatches early today.

Country Life School Opens.
[United Press Leased Wire Service.] COLLEGE PARK, Md., July 26.—The Country Life school and the conference of ministers of the District of Columbia and Maryland, opened today at Maryland agricultural college to continue until August 6.

GERMANY IS MAD AT LAST LETTER

American Note is Condemned by the Newspapers Which Voice Opinion of the People.

WILL REFUSE CHANGE
Submarine Warfare to be Continued Just as It Was Before, Without Regard to Protest.

[By Carl W. Ackerman, United Press Staff Correspondent.] BERLIN, July 26. (Via The Hague.)—The German people are practically unanimous in their approval in the editorial utterances of the press in condemning the latest American note. I have learned this through extensive conversations with representative men in all walks of life since the text of the note was published here yesterday morning.

The first feeling among the Germans is one of surprise—surprise that America has failed to grasp the German viewpoint, and surprise at the phrasing of the American note. This feeling even overshadows the indignation felt in some quarters over the statement that any further submarine attacks resulting in the loss of American lives will be considered deliberate and will not be considered as a necessary abridgement of submarine operations, however much they destroy American friendship. Americans aboard British munition carriers may again be imperiled by submarine attacks, is recognized, but is not commented on. Despite the air of finality about the latest communication from Washington, political circles here believe that the negotiations are not at an end. Sentiment generally favors a reply to America, very friendly phrased, but reasserting the German viewpoint.

The newspapers today continued to devote a large part of their columns to denunciation of the stand taken by America.

"There is no reason why we should try to discover perfume between the thorns to console ourselves in the American note," said Theodore Wolff, in the Berliner Tageblatt. "The American government demands that its citizens be permitted to travel safely in war times wherever they please. The American viewpoint is that if an American citizen sits on a powder barrel any one lighting a cigar in the vicinity is guilty of an unfriendly act."

"President Wilson's standpoint is unconditionally opposed to our reasonable rights. Wilson unconsciously has adapted his ideas to the interests of the powerful classes of voters. The Germans, who always placed great value in the friendship of American democracy now regretfully see Wilson, despite the fact that he is a democrat by conviction, promoting the interests of plutocracy, rather than those of a peacefully inclined democracy."

"We understand perfectly that every neutral state should endeavor to preserve the personal freedom of its citizens, but we cannot understand the policy that says to one belligerent power: 'The war doesn't concern us,' while furnishing war materials to another power in order to derive the greatest possible profit. The unanimous opinion of all Germans is that we cannot accept the American thesis which violates the spirit of equality and the sense of neutrality."

The Lokal Anzeiger which throughout has adopted a conciliatory attitude toward America, today carried a markedly different editorial from the one Saturday which assured its readers that the American note was friendly, "though possessed of a certain firmness."

"We especially object to the last sentence of the American note warning us that the loss of more American lives will be considered 'deliberately unfriendly,'" said the Lokal Anzeiger. "We reserve the right to determine for ourselves against whom we shall intentionally be unfriendly. We reserve the right to be intentionally polite and considerate to America, despite a very unsatisfactory note, as long as it seems useful."

GERMANY IS MAD AT LAST LETTER

Not Very Encouraging.
[By Charles P. Stewart, United Press Staff Correspondent.] WASHINGTON, July 26.—Officialdom was not encouraged today by press accounts of Germany's reception of President Wilson's latest note.

It was agreed that this reception seemed almost uniformly unfavorable.

On the German newspapers' part

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CHICAGO HAS OPENED ITS HEART AND PURSE

Relief Fund For Eastland Survivors Amounts to Hundreds of Thousands of Dollars at the First Call For Money.

EVERYONE IS ANXIOUS TO CONTRIBUTE

Western Electric Company Gives \$100,000 and Red Cross Branch Has Charge of the Distribution of Relief.

[United Press Leased Wire Service.] CHICAGO, July 26.—Chicago opened its heart and its purse today for the immediate relief of the survivors of the Eastland. Three hundred thousand dollars was put to the disposal of the Chicago branch of the Red Cross which will act as the disbursing agent. City Health Commissioner John D. Robertson is in general charge of the relief work. Under him are working a half dozen special committees, health department nurses, city welfare department employees and dozens of volunteers.

Needed funds were raised in a whirlwind campaign among Chicago bankers, department store operators and capitalists. Popular subscription funds are now being made up through appeals in the newspapers. But the immediate need was felt to be too great to wait for even the great response of the general public. President Harry Thayer of the Western Electric company, who rushed here from New York, immediately announced that his company placed \$100,000 at the disposal of the committee. D. F. Keller, F. W. Upham and William Wrigley telegraphed in large subscriptions. Wrigley later announced that he would raise \$5,000 today while coming into Chicago on the "millionaire special" from Lake Geneva. The People's Gaslight and Coke company gave \$5,000, and Chicago newspapers personally gave several thousands of dollars. The moving picture department of the Chicago Tribune secured several thousand feet of film of the disaster and this will be shown and all proceeds given to the relief fund. Over the long distance telephone from San Francisco, Mayor Thompson pledged \$1,000 and declared he would be in the city Wednesday.

Ernest Bicknell, national director of the Red Cross, is in Chicago working with the local committees in an advisory capacity.

Theatrical managers, actors and actresses expected to add approximately \$50,000 to the general relief fund by a monster performance to be staged at the Auditorium on Friday afternoon. All loop theatres on that day will turn over the money they take in on that day and all outlying show houses are expected to add materially to this fund.

Physicians, quick to see the danger of a typhoid epidemic caused by survivors taking the polluted water from the foul Chicago river, held a meeting and passed resolutions aimed to offset this danger.

All survivors have been requested to call at the city health department and subject themselves to anti-typhoid vaccination treatment.

J. B. Lyons, in charge of relief work for the Western Electric company, announced today that no definite step had yet been taken by the company to provide for those affected. At a meeting of directors today he said the company will arrange to buy coffins and pay every cent of funeral expenses for any who asks it. Later this week, Manager Albright said, the officials will adopt a pension system to provide for all who have been incapacitated or who have lost breadwinners.

W. P. Sitley, vice president and general counsel of the Western Electric company, stated today that investigation showed that only about one-third of those lost on the Eastland were actual employees of the company. The others were relatives or friends of employees.

Others besides the bereaved went to the Western Electric plants today. They made quite a little army. There were men, women and girls in their teens. They began arriving before the entrance gates at daybreak, first in little knots of twos and threes, later they came in crowds of twenty to thirty. They were not jostling nor did they exhibit any special signs of

grief. For it will be one great funeral rather than many.

Two thousand dollars has been appropriated by the city of Cicero to assist in local cases needing immediate attention. Two of the city trustees lost members of their families, one a wife and one a daughter and son.

Acute distress among many of the families of Western Electric employes is feared unless quick action is taken. Many of the workers had been on half and one-third time and in many cases the sole support of the family went down with the boat.

Plant Opened Today.
CHICAGO, July 26.—All the horrors of the Eastland were lived over again today when heart-sick employes of the Western Electric plants at Hawthorne and Cicero, dragged themselves to their benches and desks today. The plants opened at the usual time. There was hardly a department which had not lost at least two or three workers who had been at work Friday. Some departments were completely wiped out. In one of the "wine rooms" in which a score of girls on Friday had chatted happily of the big day that was to come Saturday, there was not a single worker on hand today. They were all among those who were dragged from the river or among those that still lay in the Eastland's now fervently hated hull.

Officials explained today that it was through re-opening the plants that lay their chief hope of tabulating just who were on the Eastland. Then too, as some of the red eyed, drawn faced workers explained, they could ill afford—now less than ever before—to lose even a day's wage. There were some whose fingers never flew so fast in their work before. They wanted work and more work that would bring at least part forgetfulness and check back the tears that dropped into the twines from the eyes of the girls and women, and that fell from the eyes of men unashamed, who were at more laborious duties. At times and not only in the rooms where there were women only, all pretense of work would be forgotten as some one probably saw again the tipping, overwhelming Eastland and heard a third echo of those awful screams from babies, women and men, and would break into weeping that would draw everyone in the room into a veritable vortex of open grief.

There were many, during the day, who were denied even the succor of work. Scarcely able to reach their desks and benches, some employes refused kind orders to leave work undone, only to give way completely and be returned to their homes to sit in idleness and think.

General Manager H. S. Albright, of the Western Electric company, announced today that no definite step had yet been taken by the company to provide for those affected. At a meeting of directors today he said the company will arrange to buy coffins and pay every cent of funeral expenses for any who asks it. Later this week, Manager Albright said, the officials will adopt a pension system to provide for all who have been incapacitated or who have lost breadwinners.

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