



SCENES AT THE MORGUES.



AN IDENTIFICATION SCENE REPEATED FREQUENTLY AT THE MORGUE.



A LONG LINE OF UNDERTAKERS' WAGONS AT THE FOOT OF EAST TWENTY-SIXTH-ST. TAKING AWAY THE IDENTIFIED DEAD.

LIST OF DEAD GROWS.

Victims of the Slocum More than 900 - River Full of Bodies.

HEART-RENDING SCENES AT MORGUE

Table with 2 columns: Category and Count. Includes BODIES RECOVERED, BODIES IDENTIFIED AT THE MORGUE, MISSING (ESTIMATED), and TOTAL DEAD (ESTIMATED).

Flags on the City Hall and other municipal buildings were at half-mast yesterday by order of Mayor McClellan to show formally the widespread sorrow in the city for the deaths of hundreds of people caused by the burning of the steamboat General Slocum.

President Roosevelt ordered Secretary Cortelyou to make a rigid investigation of the disaster, and the work will be conducted under the personal supervision of Mr. Cortelyou and George Uhler, supervising inspector general of the steamboat inspection service.

Investigations have been started by Coroner Berry and District Attorney Jerome. The Fire Marshal ordered an investigation of the cause of the fire. The steamboat company was conducting an inquiry of its own.

First Officer Flannagan of the steamboat made a statement at the District Attorney's office that the hose was rotten, and burst when efforts were made by the crew to put out the fire. Coroner Berry said the steamboat company at first had not complied with his request to send to him members of the crew for examination, but later had agreed to do it.

Large crowds visited the morgue, in Twenty-sixth-st. and the East River yesterday, to which all unclaimed bodies of the victims were taken, and last evening the record showed that 432 bodies had been identified, while seventy bodies remained unidentified. The record kept by the coroner showed late last night that 554 dead had been counted, and the police reports showed about 400 persons missing.

THE POLICE FEAR AN EPIDEMIC OF SUICIDES

At the wreckage of the burned excursion steamer General Slocum, off Hunt's Point, and from the water at the north shore of North Brother Island, where the burning steamboat was beached on Wednesday morning, over fifty more bodies of victims of the great disaster were recovered yesterday. All these bodies were sent to the Morgue, at Twenty-sixth-st. and the East River, to await identification.

Albert Blumberg, divers in the employ of the Merritt & Chapman Wrecking Company, explored the partly burned hull of the steamboat, which lay on the port side in sixty feet of water. Only part of her starboard paddlebox and the smokepipe of her donkey engine were above the surface, her big smokestacks having gone by the board.

Before the divers could explore the starboard paddlebox it was necessary to tear away part of its covering. It was not possible to get into the port paddlebox. Police Commissioner McAdoo gave authority to use dynamite, if necessary, to break up the wreck, but the divers said the wreck was going to pieces gradually.

Soon after noon the divers reported to Police Inspector Albertson, at North Brother Island, that they had explored the entire wreck, and did not believe any more bodies would be found in it. Later, Rice found in the hull a section of the spine and a part of the trunk of a boy, apparently eight or ten years old.

In the afternoon the divers were working in the waters near the shore of North Brother Island, while men in boats were dragging the bottom with boathooks at low tide. In this search twenty-five bodies were recovered, mostly by the men in the boats.

PULVERIZED CORK ROUND ONE BODY. One of these bodies was that of a woman about forty years old. Around her neck was what looked like a life preserver covering. Coroner O'Gorman found a quantity of pulverized

Magnificent Hotel Frontenac, Thousand Islands. Open June 18. Interesting Souvenir booklet free. Address, C. G. Trussell, manager, Frontenac, N. Y. -Adv.

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AN IMPROVISED MORGUE. Interior of the pier of the Department of Charities and Correction. Here thousands passed long lines of coffins seeking to identify the dead.

THE MAYOR ISSUES A CALL FOR AID.

To the Citizens of New-York: The appalling disaster yesterday, by which more than five hundred men, women and children lost their lives by fire and drowning, has shocked and horrified our city.

The following gentlemen have been asked to serve on the committee: Morris K. Jesu, Jacob H. Schiff, Herman Riédder, Charles D. Diekey, Robert E. Van Gardt, Erkin Hewitt.

Until the committee has had an opportunity to organize, I shall be glad to receive contributions at the Mayor's office. As a sign of mourning I have ordered the flags on the City Hall to be put at half-mast.

GEORGE R. MCLELLAN, Mayor.

CYCLOPE KILLS SCORES.

CUBA SWEEP BY STORM.

Devastation in Guanlanamo and Santiago—Steamer Reported Lost.

Santiago, June 15 (by steamer to Manzanillo, June 16).—The worst storm of a decade began on Friday and culminated on Monday night in fourteen inches of rain, which fell in five hours, accompanied by a hurricane.

All the bridges on the Cobre Railway are out, and many bridges have been left on the Cuba Railway. A train which left Havana Saturday is held between washouts forty miles inland.

The mines at Dalquid are crippled, and six of the employes have been drowned. The pier has been damaged.

The city's property loss is enormous. All telegraph and cable lines are disabled. Guanlanamo, June 15 (delayed in transmission).—The most severe storm on record here was swept over this place. There were showers all Monday, and at night a steady downpour of rain began, lasting till noon Tuesday.

Ten bodies have been recovered thus far, but much greater loss of life is supposed to have occurred in the low districts beyond the rivers. There are large numbers of dead cattle along the banks. The Guanlanamo railroad was washed out near Calmanera. The damage was slight and the road will be open to traffic to-night.

The United States steamer Vixen has arrived here from Santiago. She reports many houses destroyed there and forty persons drowned at El Cobre. Many bridges have been carried away on the Cobre Railroad have been carried away. The Janagua Railroad, along the coast east of Santiago, suffered badly. It cannot be operated for months.

The steamer Tomas Brooks, plying between Haiti and Santiago, is reported lost. Business here is almost paralyzed.

Havana, June 16.—The government is in receipt of telegrams from points in the province of Santa Clara telling of the work of the storm in that vicinity. The people are alarmed over the extraordinary rise of the Sagua River.

RUTLAND R. R. FOR MONTREAL. Brandon, Burlington. Across the Islands of Lake Champlain, Ottawa, Quebec, four trains. Illustrated book for postage. Information, 39 Broadway, N. Y. -Adv.

BIG LOSS IN MEN AND GUNS.

RUSSIANS DRIVEN BACK.

Stackelberg's Attempt to Relieve Port Arthur Fails.

General Stackelberg was outmaneuvered and defeated with heavy loss in men and guns by the Japanese at Telissu after three days' fighting. His force is now in full retreat north by three roads, and thus ends the attempt to relieve Port Arthur.

Vice-Admiral Bezobrazoff, in command of the Vladivostok squadron, returned to that harbor after a successful raid in the Japan Sea, in which he sank two Japanese transports, with a loss to the Japanese of about nine hundred men.

General Kuroki captured Siu-Yen, driving back a force of Russians and Chinese bandits. This is the first authentic account of the bandits fighting with the Russians.

RUSSIANS IN RETREAT.

Stackelberg's Relieving Column Outmaneuvered by the Japanese.

St. Petersburg, June 16.—Emperor Nicholas has received the following telegram, dated June 16 from General Kurapatkin:

I had intended to attack the enemy's right flank, but just as our troops had been assigned for the purpose and were beginning successfully to envelop the enemy's right flank, the Japanese in their turn attacked my right flank with a superior force, and I was compelled to retreat by three roads to the north.

Our losses are heavy, but they are not yet completely known. During the engagement the third and fourth batteries of the 1st Artillery Brigade were literally cut to pieces by the Japanese shells. Of sixteen guns, thirteen were rendered useless and abandoned.

The conduct of the troops was excellent, a large proportion of them refusing to retire until after they had been repeatedly ordered to do so. By this victory the Japanese captured Telissu, between Kai-Chow and Polan-Tien, and the Russian hope of relieving the pressure on Port Arthur by threatening the rear of General Oku came to an end.

The Japanese attacking force was divided into right and left columns, and began the advance on Tuesday along both sides of the railroad. They encountered the Russians east of Vafandiu and drove them back. Late in the afternoon the Russians held a line between Lung-Wang-Tiao and Ta-Fang-Shen. The Japanese artillery opened on this line, and the Russians responded. The shelling continued for two

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ATLANTIC CITY JUBILEE. Grand celebration until June 18th, inclusive. Parades, Fire Works, Pennsylvania Railroad through trains leave New York 9:30 A. M., 2:55 P. M. week days, 7:30 A. M. Sundays. -Adv.

EFFORTS TO FIX BLAME BEGUN.

A DRASTIC INVESTIGATION ORDERED BY PRESIDENT ROOSEVELT.

Secretary Cortelyou Here to Begin Inquiry—Boat Should Have Stopped, Not Fanned Flames.

THE PRESIDENT ACTS. NAVY BLAMES CAPTAIN.

Orders Rigid Inquiry Into the Slocum Disaster. Officials Charge Van Schaick with Negligence in Not Stopping.

Washington, June 16.—President Roosevelt today issued imperative orders to Secretary Cortelyou of the Department of Commerce and Labor to investigate the Slocum horror and to leave no stone unturned in the effort to fix the responsibility for the disaster. If any one in the service of the government was negligent in his duty he will receive no mercy at the hands of his superiors.

Supervising Inspector General Uhler to-day received from Robert S. Rodie, inspector of the Second District of New-York, a preliminary report on the disaster. Inspector Rodie, as soon as he learned of the fire, went to the scene in the wrecking boat Chapman. In his report he says:

While viewing the wreck I noticed some clothing near the forward side of the paddleshed, and called Captain Turner's attention to it. It proved to be a woman, and on close inspection it was found that three other bodies were inside the paddleshed life rafts with ropes attached to them. At the time we first went alongside the wreck there was no one in the immediate vicinity of the boat with a man in it some distance off. A short time after we noticed that a police boat was approaching the wreck. We turned over to them the work of taking the bodies out, which they did. We provided them with axes, and they cut away part of the open woodwork in order to remove the bodies.

After giving statistics of the vessel and crew, Inspector Rodie says:

The records of the office show that her (the General Slocum's) equipment consisted of 250 life preservers in sight, within easy reach; six lifeboats, size 22 feet 3 inches long by 6 feet 1 inch wide by 2 feet 3 inches deep, all metal boats, and two Baretow life rafts with two cylinder rafts. All the boats were swung under davits. She was supplied with two hand fire pumps, capacity 4 by 8, double acting, and a double acting steam fire pump, 8 inches diameter of plunger and 12 inches stroke on the main deck, with 40 feet of 2½-inch hose and 20 feet of 1½-inch hose, all in good condition with water pipes and connections to the upper and lower decks. She was supplied with ninety buckets, three water barrels, four water cans, and ten fire axes. The report on certificates of inspection of the vessel shows that the vessel had a general overhauling since the last inspection, and was in good condition and seaworthy for her route.

Next Tuesday there will be an investigation into the burning of the Slocum in the office of the Board of United States Steamboat Inspectors in the Whitehall Building. Yesterday Nevada N. Stranahan, Collector of the Port, sent a communication to General Dumont, supervising inspector of steam vessels in this port, asking for a conference to-day for the purpose of making more rigid and effectual the inspection of excursion steamers in regard to the number of passengers carried.

Realizing the importance of having the greatest care in the management of steamboats, especially excursion boats, exercised, Secretary Cortelyou, on May 23 of this year, issued a circular letter to inspectors of steam vessels warning them to guard against just such a disaster as that which occurred at New-York yesterday. Some extracts from the letter follow:

The near approach of the summer season, when large numbers of passengers are carried on the steamers of regular lines and on excursion steamers, has led to frequent complaints that many of these steamers carry passengers largely in excess of the number allowed by the certificates of inspection, or by their excursion permits, demand that the government officers concerned shall take special precautions to prevent the overcrowding of national and State holidays.

Supervising inspectors will instruct the local inspectors to detail one-half their force each Sunday for duty in the vicinity of their home ports for the purpose of ascertaining by actual count, if necessary, whether more than the lawful number of passengers are taken on board, and on the fourth of July the whole force will be so employed. Inspectors of steam vessels will confer with the chief officers of customs of their respective districts as to the best methods of carrying out this order in all cases where it is found necessary to prosecute, or officer prosecuting will report all the facts to the department for its information.

An zealous effort on the part of the officers named herein in the performance of the duties required

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CHICAGO AND RETURN. \$20.00 to Chicago and Return Via Pennsylvania Railroad. Tickets sold June 18th to 20th, inclusive, good to return until June 28th. Consult ticket agents. -Adv.

Yesterday morning Mr. Rodie said that every-