

SEVEN HUNDRED AND EIGHTY LOST FIFTEEN DEAD IN WABASH WRECK

Wreck of the Danish Lloyd Liner Norge, Near the Scottish Coast--Only Twenty-Seven People Were Saved.

One of the Greatest Marine Disasters on the High Seas in Recent Years--Sufferings of the Survivors.

Grimsby, Eng., July 4.—News of one of the greatest marine disasters on the high seas in recent years was brought into this port yesterday evening on the arrival of the steam trawler Silvia, carrying 27 people, other than her crew, these being the sole survivors of the immigrant passengers and the crew of the Danish Lloyd liner Norge, wrecked off Rockhall, near the Scottish coast. The Norge was carrying a passenger and crew list numbering 807, the passengers being Norwegians, Danes, Swedes and Finns, all emigrants who boarded the ship at Copenhagen and Christiansand and were a route to New York. Seven hundred and eighty of the passengers were drowned, the 27 people brought in by the Silvia being all that were saved.

The Norge had made a smooth and rather uneventful passage from Copenhagen until she was proceeding along just north of the northernmost point of Scotland. A storm began at that point and drove the Norge somewhat out of her course to the southwest.

Off the Hebrides, about 500 miles and nearly due west, is the rocky islet of Rockhill or Rockall, one of the most dangerous spots off the Scottish coast. According to the accounts of some few of the survivors who managed to make themselves understood in broken English, the ship

STRUCK A REEF off the islet of Rockall on Tuesday morning last. There was a heavy sea on and mountainous breakers could be seen off the port bow.

It is believed that the captain of the Norge hardly knew how near the dangerous reef he was, or if he did know, was unable to prevent the fearful catastrophe that followed.

The Norge was proceeding under a good head of steam, when suddenly one of the huge breakers carried her forward with a terrific lurch; there was a mighty crunching and pounding, the great liner had crashed into one of the reefs of the islet.

The immigrants on board were practically all struck speechless and

TERROR SEIZED THEM, body and soul. Then with another lurch, the vessel crunched on the reef again. The immigrants on the vessel ran about, beyond all control of the officers and finally huddled together like a mass of wild-eyed cattle.

Captain Gundell, of the Norge, who was on the bridge when the ship struck the reef, immediately rang to reverse the engines. This was done, but the great ship had already flung herself on the jagged rocks and in the confusion, the officers for the most part kept their heads and some of them had quickly ordered eight of the ship's life boats manned at the davits. The crew responded with great coolness and as the engines began to reverse and the vessel backed off the reef, the eight boats were launched.

The boats were filled to the gunwales with the immigrants who had

MADLY CROWDED INTO THEM but all eight, filled as they were, in that heavy sea, had little chance to live. Hardly had the eight boats left the liner's side when they were swamped, one after another. The terrific waves from 50 to 70 feet in height, caught the frail crafts and buried them under tons of water in a twinkling of an eye. Their human freight was engulfed, the lives of the immigrants being snuffed out like so many candles in a tornado.

Captain Gull, standing on the bridge, whence he had refused to budge, saw the hundreds drowned under his very eyes. It was a fearful sight, but once more he directed that the five remaining boats of the vessel be launched, the remainder of the crew gathered at the davits and prepared to launch the

LAST HOPES OF LIFE, centered in these five boats. This time, there was less of the maddened crowding into the boats and they were less heavily laden.

At the word of command, the lifeboats were lowered but again there seemed little hope that the people in the little craft would ever live to see the mainland. One of the boats almost on touching the water, was struck by a great comb and engulfed. Another had reached some distance from the ship, when it was caught in the trough of a mighty wave and sunk. A third of the boats followed, also going to the bottom with all the men, women and children it contained.

Two of the last five boats launched from the Norge's side, however guided

with great skill and having more luck than their sister craft, escaped the fate of the latter. They outrode the great sea breaking and crashing on the reefs of Rockall.

Those of the passengers of the Norge brought here by the trawler Silvia tell of some heroic

DEEDS OF BRAVERY by many members of the crew of the wrecked vessel. After the thirteen boats had been launched from her side, the force of the reversed engines brought the liner free of the reef, but when she drew off, there appeared a great rent in her bow. The sea poured into the jagged hole and the Norge soon filled and sank, with a number of her crew and passengers still on board, dying with her captain.

One of the immigrants brought in by the Silvia, who knew some English said that just after the liner struck the reef, dozens of their fellow passengers made for the lifebelts and jumped into the sea. They went to the bottom right under the eyes of their relatives and friends. There was no power under heaven that could have saved them in that boiling sea.

Many of the seamen of the Norge freely sacrificed their own lives in order that the women and children among the immigrants might have a chance for theirs. The acts of pure unselfishness that are accredited to the crew of the Norge will probably

NEVER ALL BE TOLD.

One of the survivors states that as one of the last of the five boats launched, in which he was, drew away from the ship, he saw crowds of the immigrants still on the decks of the vessel.

This same passenger states that the Norge sailed from Copenhagen on June 25 last, having previously touched at Christiansand on June 22 and taken on passengers there.

The two boats that escaped destruction in the heavy sea were pointed toward the coast of Scotland and those of the crew at the oars kept up their work manfully, turn and turn about for hours together. The boats were out of the regular course of navigation and there was

LITTLE HOPE that they would be picked up by a passing liner. The crew in each of the boats realized that it meant days rowing before they could hope to reach the Scottish coast even if another storm should not come up in the meantime. The provisions also which were shipped when the boats were launched from the sinking Norge could hardly hold out.

There was little hope, therefore, among the two dozen odd emigrants that they would reach land in safety but their hearts leaped with joy, when, on the second day, 24 hours after the Norge had gone down, a smudge of smoke was seen above the horizon.

Soon afterward masts of a vessel could be discerned and there was no longer any doubt that if they could but attract the attention of the men on board the coming craft

RESCUE WAS AT HAND.

The largest piece of sailcloth in the larger of the two boats was fastened to the end of an oar and waved by several of the crew until a series of shrill whistles from the vessel in the offing announced to the almost despairing castaways that the steam vessel had seen their signals.

Immediately after the steamer which proved to be a trawler, altered her course and bore down upon them. They were picked up with some difficulty owing to the heavy sea which was still running, but finally all were gotten aboard the Silvia in safety. The latter then put about to Grimsby where she arrived last evening.

WITH BULLET

Lieutenant Stops Drink Habit.

San Francisco, July 3.—A Honolulu dispatch states that Lieut. Garfield S. Garber of the U. S. A. shot and killed himself there today. He left a note saying: "It's no use; I can't stop drinking."

A check for \$130 drawn to the order of First Lieut. Alton Trotter and another for \$50 for his company fund were found. His accounts are straight. Garber's home was in Madison, Wis.

ACCIDENT?

FULLY TWENTY LARGE MINES EXPLODED

JAPANESE ARE BLAMED

Eight Men Killed and Several Injured.

St. Petersburg, July 4.—A number of persons were killed as the result of an accident at the mine instruction station near Kronstadt yesterday. While the officials have carefully suppressed all of the particulars it is understood that the large wooden structure on the east wharf on which the completed mines were stored caught fire from some unknown cause. Before the fire department could be called, the blaze had enveloped the entire structure and fully twenty of the largest mines exploded. Of the experts within the building seven or eight were blown to pieces while fully twenty others were more or less seriously hurt.

This second disaster here has created a profound sensation throughout Russia and the belief is general that Japanese agents are endeavoring to destroy all of the larger of the Russian arsenals.

Orders were issued early today that hereafter none but "duly accredited" representatives of the service shall be permitted to approach the arsenals or naval stations.

SUNDAY DESECRATED BY HIDEOUS NOISES

Giant Crackers, Revolvers, Pistols and Every Noise-Producing Implement Had Full Sway.

Sunday in Canton was made hideous by the firing of pistols, cannon crackers, fire crackers, torpedoes, and every noise producing article or implement devised for the Fourth of July. One to have waked up during the day, and not being familiar with the calendar, would have been certain that an extra noisy Fourth was in course of celebration.

Men and boys walked along the streets with revolvers and pistols, firing load after load. Children shot fire crackers with all the abandon and freedom of a week day. The giant cracker was lighted and after fizzing for a moment or two, reverberated through the street with the noise of a cannon. The noise was upturn, in all quarters of the city and in the suburbs. It was hideous in the extreme.

During the evening hours, when people were wending their way to church, they were annoyed by the constant cracking of pistols and crackers, and while the preachers attempted their discourses, they were almost drowned out by the constant boom of the heavy revolver and giant cracker.

No effort was made by the authorities to check the din and it kept up until late into the night; indeed, until after the Fourth had really begun.

Many who are in favor of the celebration of liberty day with all the noise and enthusiasm possible, expressed the opinion that on the Sabbath day the shooting should have been suppressed.

REV. BREWBAKER CALLED UP.

After his services Sunday evening, Rev. C. W. Brewbaker, pastor of the United Brethren church, called up the office of the Morning News and stated that their services Sunday evening were interrupted by the constant firing of crackers, pistols and torpedoes. It became so annoying that he was compelled to mention the fact during his discourse. He drew a comparison between conditions at Winona Lake, Ind., where, during the time of church services, even the street cars stopped running past the temples of worship, and where such a thing as shooting on the Sabbath was unknown.

In speaking of the din raised yesterday Mr. Brewbaker said: "Lawlessness in the city of Canton is becoming an outrage. We are in an alarming condition when the men in power do not have any stamina or sentiment. The Christian people of the city should assert themselves and compel some recognition. At the present time they are not given any consideration."

AT OTHER CHURCHES.

In the rear of the Trinity Reformed church, during the services Sunday evening, a lot of negroes and Italians gathered and fired off all sorts of noise-making articles, much to the annoyance of the persons who were attempting to worship.

At the Simpson M. E. church, Rev.

FIGHT IS ON

FOR DEMOCRATIC PRESIDENTIAL NOMINATION

BRYAN IS IN EVIDENCE

Will Bitterly Oppose Parker, But Won't Bolt.

St. Louis, July 3.—The fight over the Democratic presidential nomination began with all its vigor tonight. The quiet of the contest that has been in progress the past few days has been developed into an independent contest.

Mr. Bryan, after a conference with the leaders who have been opposing Parker, issued a statement late tonight which among other things says that he is satisfied that the opposition to Judge Parker is sufficient to make his nomination impossible. He says there has been no concentration upon any anti-Parker candidate but he finds that many delegates unwilling that the nomination should be dictated by Wall Street.

"The influences back of the Parker candidacy," he says, "are so intimately associated with the trusts and great corporations that the Democratic party would not appeal to the masses."

He says the party cannot afford to entrust its future to men who were responsible for defeat in 1896 and 1900. He declares that a man who is weak

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Second Section of the Chicago and St. Louis Limited Crashed Through an Open Switch at Litchfield, Illinois.

Eight Cars Took Fire, Adding to the Horror of the Accident--Five Victims Burned to Death. Scores Injured.

Litchfield, Ill., July 3.—Not less than fifteen persons were killed and more than 50 were injured in a crash which wrecked the second section of Train No. 11, the Chicago and St. Louis Limited on the Wabash railroad, on the outskirts of this town at 5:40 o'clock this afternoon.

The limited was twenty minutes behind time and was running fully 75 miles an hour in an effort to regain her schedule when she crashed through an open switch, driving into a freight train of thirty box cars which was sidetracked for the limited to pass.

Of the twelve cars which composed the flyer, eight were completely shattered and to add to the horror of the situation, the debris caught fire. It was this latter fact that was chiefly responsible for the fearful loss of life as five persons were burned to death in the forward car of the limited.

The dead:

G. S. Macomber, Perry, N. Y.

W. J. Schrader, Chicago.

Miss Florence Smith, Chicago.

Barber, Walsh county, N. C.

Ubaldo St. Pierre, Montreal, body torn frightfully; died at hospital.

L. A. Eischstadt, 1054 South Albany avenue, Chicago, died at hospital.

Mrs. C. T. Luther, Milwaukee; piece or iron driven through throat, died at hospital.

Dan. H. Davis, Decatur, legs and arms crushed; died on way to hospital.

John Barber, Park River, N. D., head crushed, died at wreck. Was delegate to Democratic convention.

Wm. J. Schrader, Warner hotel, Chicago, hand and back injured.

James Sanford engineer, burned in wreckage.

Mrs. Perkins, 5700 Union avenue, Chicago, died at wreck.

I. R. Mills, U. S. internal revenue collector at Decatur, Ill.

The injured:

Mary M. Gassaway, 805 Washington avenue, St. Louis, left arm broken and mangled, badly injured internally.

G. Livingston train collector, badly injured internally.

James Fizzel, Taylorville, Ill., arm broken in two places and leg broken.

Wilcox Kinloch, 757 Sedgwick street, Chicago, both hips and legs crushed.

T. Joseph Groin, chief balliff's office, sheriff's office, Chicago, a Hearst delegate, slightly hurt.

Frank Smith, Chicago, legs crushed.

Alois Gehrig, Ashland Boulevard, Chicago, leg badly crushed.

Mrs. Theresa Gerrish, Chicago, head gashed and eyes torn.

E. H. Rose, Riverside, California, body terribly crushed.

Gleason, S. Ellis, Marshfield, Wis., wrist broken and head and shoulders cut.

Mrs. Gertrude Kitt, 1546 Wabash avenue, Chicago, burned and cut.

B. F. Tenney, Ada, Minn., bruised.

Mrs. B. F. Tenney, wife of B. F. Tenney.

William Archibald, Honeoye Falls, N. Y., broken hip, cut about eyes.

George Archibald, Honeoye Falls, N. Y., broken leg, crushed.

William Balls, Chicago, body torn and fatally injured.

Hulda Noack, Arlington Heights, Ill., badly burned.

Fanny Tipson, 1489 West Polk street, Chicago, badly bruised and internally injured.

Willie Gehrig, four year old grandson of Alois Gehrig, slightly cut.

W. B. Thorp, Ceester, Pa., slightly crushed.

Mrs. S. L. Smith, 215 Sixty Fifth street, Chicago, badly burned and crushed.

Henry Rink, Cincinnati, head crushed almost to pulp, upper portion of body badly burned.

James B. Roberts, Catlin, Ind., internal injuries.

Rev. M. M. Mills, Bridgeton, Ia., both legs broken and foot torn off.

Charles Ward, 215 Sixty Fifth place, Chicago, left leg torn off at ankle.

Mrs. Candyan, 532 Jefferson street, Milwaukee, internal injuries.

S. A. Asqueetch, Waterloo, Ia., internal injuries and body crushed.

Harry S. Rubens, 4346 Calumet avenue, Chicago, not badly hurt.

Walter J. Rubens, 4346 Calumet avenue, Chicago, slightly hurt.

Irvin L. Rice, 5046 Columet avenue, Chicago, slightly bruised.

W. E. Anderson, 85 Jefferson street, Chicago, slightly injured.

Miss Mamie Wilson, 2220 Michigan avenue, Chicago.

A. M. Lawrence, Chicago, Western representative of Hearst's papers.

Fifty-six injured were taken to St. Francis hospital, of whom two have since died and at least ten others died at the homes of townspeople. The coaches jumped the track, but did not topple. The Litchfield firemen put out the fire after an hour's work. The accident was a mile and a half from depot near a coal mine. A box car of powder was hurriedly emptied, but the last few kegs exploded doing some damage. Every physician and carriage within reach was used to help care for the injured and even switch engines were pressed into service.

The traffic was delayed for some time. The responsibility for the accident has not yet been fixed, but the switch lock was found on the ground unlocked. Several Hearst delegates to the St. Louis convention were in party, two of whom are dead, but their names could not be learned.

Coroner W. A. Gray has summoned a coroner's jury and is holding an inquest.

PAUL HORNE CRUSHED UNDER ENGINE WHEELS

Boy Accidentally Shot—Girl Struck by Stray Bullet. Hurt by Torpedoes and Pistols.

While playing along the Ft. Wayne tracks Sunday evening Paul Horne, the eight-year-old son of Mrs. James Keeney, 1305 East Fourth street, was struck by an east bound freight train, the locomotive passing over his right arm and foot and severely injuring his head. Karl Harter, a playmate of young Horne, snatching his hat, ran in front of the train, and in pursuit of hat and friend the boy was hit by the train. The large wheels of the engine passed over the boy's arm and in his struggle he was thrown nearer the tracks and his left heel was crushed. Besides these injuries the boy suffered a fracture of the skull and other bruises.

The accident happened about 6 o'clock at the intersection of the Ft. Wayne tracks, East Fourth and Rowland streets, and was witnessed by the gatekeeper, Humberger, and other people in the vicinity. Miller & Blanchard's ambulance carried the boy to the hospital where the arm was amputated and the other injuries dressed. Drs. Zininger, Post, E. D. and A. C. Brant assisted in the operation. The wounds are quite serious but will not result fatally. It is thought by the attending physicians that the boy's foot

can be saved and to that end the doctors are using every effort.

BOY SERIOUSLY INJURED.

Henry, the young son of Dr. Reed, of East Tuscarawas street, accidentally shot himself in his right hand Saturday night while playing with a toy pistol. The boy, not knowing the gun was loaded, pulled the trigger and the result was a deep gash in the flesh next to the thumb. The boy's condition is quite serious. Most of Saturday night he was in a delirious condition, but improved somewhat yesterday morning.

From the doctor's statement the boy is in a semi-stupor and falls asleep very easily from which he is aroused with difficulty. It is now feared the boy has symptoms of tetanus.

HIT BY STRAY BULLET.

Mr. Ernest Reinhold, of 1011 Pine street, reported to the police station Saturday night that his four-year-old daughter Edna had been accidentally shot while standing in his yard about 5:30 o'clock. The bullet, evidently a stray one, struck the girl near the left wrist and following along the bone, emerged near the elbow. The attending

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