

The Business of "Receiver for Bankrupt Concerns" Would be a Pretty Poor Occupation if Merchants Were All Good Advertisers.

DESERET EVENING NEWS.

HISTORIAN'S OFFICE.
Church of Jesus Christ
of Latter-day Saints.

If you don't believe in advertising your Store on a "Rainy Day," You Can Be Sure that Your Competitor Fully Approves of Your Theory—For You.

TRUTH AND LIBERTY.

10 PAGES—LAST EDITION

WEDNESDAY, JUNE 15, 1904. SALT LAKE CITY, UTAH.

FIFTY-FOURTH YEAR.

Five Hundred Children Buried to Death on a Steamer.

A MOST HORRIBLE EXCURSION DISASTER

The General Slocum, with Two Thousand Sunday School Teachers And Pupils Aboard, Catches Fire—Hundreds Perish in the Flames, and Hundreds Find a Watery Grave—Screams of Terrified Passengers Heard on Shore—Thousands of People Saw the Awful Sight but Could Render No Aid—Accident Occurred Near Hell Gate, East River, New York.

New York, June 15.—Five hundred persons, mostly children, perished today by the burning of the excursion steamer General Slocum near Hell Gate in the East river.

The Slocum, with the annual Sunday school excursion of St. Mark's German Lutheran church of this city on board, was proceeding up the river to one of the many resorts of Long Island Sound. When near 125th street, persons on shore saw smoke and flames spring from the upper part of the crowded steamer. A panic ensued on the boat almost instantly. The crowds on the forward deck began to spring overboard or to crowd to the after part of the boat. The screams of the terrified passengers could be heard on shore and hundreds of small boats immediately put off to the rescue. Owing to the rocks on each side of the channel at this point, it had been impossible to beach the vessel. The captain stuck to his post at the wheel and headed the vessel straight up the river to North Brother's Island, where she was put aground in the shallow water.

Several hundred feet of open water still lay between the burning steamer and the shore and many persons perished either in the water or on the burning vessel after she had been beached.

It was estimated that the steamer carried more than 2,000 persons. She was the largest excursion steamer in these waters and could carry 4,000 passengers.

There are 40 bodies on North Brother's Island, 18 on the fire boat Zopher Mills and 11 on Ricker's Island. The board of health has sent 100 doctors and 500 policemen are on the scene.

The excursion was in charge of the social committee of the church, headed by Miss May Abendschein. In the minister's party, his son said, were the pastor, Rev. George C. Haas, Miss Abendschein, Asst. Supt. Carl Anger, William Schlafer, the pastor's daughter, Gertrude, his sisters, Miss Emma Haas, and W. B. Tetamore.

At the office of the U. S. steamboat inspection bureau, it was said the General Slocum was inspected May 5 and was reported to be in a thoroughly good condition, ready for the excursion season. Aboard the steamer was all her life saving apparatus required by law of steamers of her capacity.

The General Slocum's licensed captain is Capt. W. H. Vanschaick, one of the oldest excursion captains in New York harbor waters.

The disaster was witnessed by thousands of people from both shores of the river, and as rapidly as possible, hundreds of small boats and launches set off to render assistance. With the boat burning under his feet, the captain stayed in the pilot house and the engineer remained at his post below deck, until the boat was beached at the lower end of North Brother's Island, off Port Morris. Even then, the passengers were not in a safe position, for they were some distance from shore and the boat was a furnace. Hundreds of small boats were scattered about and picking up those who jumped overboard as rapidly as possible. It is estimated that between 400 and 500 persons sprang into the water.

Raisuli's Demands Are Impossible.

Serious Hitch in Perdicaris Negotiations Occurs—Bandit Insists Upon Absolute Control of Four Provinces, and That Three Nations, Including United States, Shall Guarantee the Performance of the Sultan's Promise.

Washington, June 15.—A serious hitch has occurred in the negotiations for the release of Perdicaris and Varley, the American and British captured in Tangier by Raisuli. The details as communicated to the state department by Consul Gummere indicate that Raisuli has vastly enlarged his original demands. He now insists upon absolute control of no less than four Moorish provinces and besides demands that no less than three nations, including the United States, guarantee the absolute performance of the sultan's promise. The demands are regarded as absolutely impossible of compliance here, notwithstanding what effect the refusal may have on the fate of the captives.

Paris, June 15.—The French minister at Tangier telegraphs under today's date that one of the sheriff chiefs, who is a kinsman of Raisuli, has been designated in the place of the son of Mohammed El Torres, the representative of the sultan, to carry on the negotiations for the release of Messrs. Perdicaris and Varley.

Closing of San Pedro Engineering Offices.

Those in Salt Lake to be Removed to the "Front"—Assistant Chief Engineer McCartney Resigns—Office Now in Charge of District Engineer Jones—Other Changes are Well Under Way.

H. M. McCartney, assistant chief engineer for the San Pedro, Los Angeles & Salt Lake road with headquarters here, has resigned and today his office is in charge of A. L. Jones, district engineer. It is understood that the draughtsmen and other employees of the engineer's office here have been notified that their services will not be required much longer.

This surprise was sprung last evening prior to the departure of Chief Engineer H. Hawgood who left for Los Angeles accompanied by E. J. Tilton, the Southern Pacific engineering representative who came overland with the party, in Vice President J. Ross Clark's car.

The bulletin was issued yesterday afternoon over the signature of Mr. Hawgood and when the offices closed there was much discussion in the department. It sets forth that Mr. McCartney resigns on account of ill health, and that A. L. Jones will be in charge, with headquarters at "the front."

With the exception of a couple of clerks to look up data at headquarters this means that the engineering department at Salt Lake is practically wiped out, so far as maintaining headquarters here is concerned.

General Manager R. E. Wells when seen this morning and asked for a statement regarding the change, tersely stated that he had nothing to give out and the "News" could say what it pleased regarding the shakeup as far as he was concerned.

Mr. McCartney when seen stated that he left the San Pedro on account of his health. He affirmed that he has been unable to sleep for a month past, and that it was absolutely imperative that he get down to the coast and "keep up." The proposition of a leave of absence was taken up but personally he felt that the best thing to do was to resign. Accordingly his resignation was accepted.

Mr. McCartney number his friends in Mr. McCartney numbers his friends in of whom will wish him a speedy recovery.

had burst from the engine room great numbers began to jump overboard. The women were wild with fright and snatching their children to them leaped into the whirlpools that carried them toward the rocks on both shores.

"I endeavored for a few minutes to break through the mad crush and get to my mother and little brother, but I was unable to do so. I was held back and held there unable to move.

"As the boat kept on her way the breezes drove the flames toward the after part of the ship, where those in their panic began to jump overboard, were huddled together. It seemed but a few seconds before the flames had swept down upon the children who were agglutinated about the ice cream tables and set their clothing afire.

"They all dashed to the after part of the ship in a stampede that carried those who were near the rail overboard against their will.

POURING OVER THE SIDES.

"At one time it seemed to me as if the women and children were pouring over the side like a waterfall. As we made for the shore the captain blew his whistle in one continuous blast and soon boats of all descriptions were making for the shore.

"I was rescued by a launch just as the boat settled close to the shore.

"When she was grounded the flames had spread over the entire upper and lower decks. There were only a few spots on the boat untouched by the flames and in these were piled up men and women who had fainted and falling pinned others to the deck.

"The men from the tug who could get near the steamboat shouted for those on board to jump and then the small boats picked them up by the score.

NO ALARM SOUNDED.

From all that can be gathered no alarm was sounded when the fire broke out, but the crew tried to extinguish the flames without alarming the passengers. Those in the after portion of the boat did not know it was on fire until the flames had swept back on them. Then there was nothing to do but jump overboard or be burned to death. Persons on the shore say that there were scores huddled in apparently safe positions on the hurricane deck with the breeze blowing the flames and smoke away from them when suddenly the deck fell in. After the cloud of smoke had drifted away the observers looked back to where the crowd had been standing. The space was vacant.

TRIED TO SAVE LITTLE ONES.

Many of the children picked up by small boats were lashed to camp stools and other light boat furnishings, showing that some adult had tried to make the little ones safe. These precautions proved inadequate in the terrific current and in the whirlpools.

Very few of the children picked up had on life preservers. Children cannot swim.

covery to health. He has been in the harness now for 35 years, the last three being with the San Pedro as assistant chief engineer. In 1885 he started as a member of the engineering corps on the old West Virginia Central. Later he was among the pioneers of the Union Pacific. With the exception of the time he was constructing railroads in South America he has been identified with railroads in the west.

As already outlined, the virtual closing up of the engineering department of the San Pedro here is part of the policy of the Harriman-Clark interests to eventually do away with the majority of the offices here.

It was asserted this morning that the office of the general manager of the road would be moved to Los Angeles within the next seven months.

GOSSIP AT "THE FRONT."

In connection with San Pedro affairs the "News" correspondent at Caliente said the following budget, which arrived this morning:

General Manager W. A. McDermott, who has been in charge of the construction department of the San Pedro from Caliente west, was promoted yesterday to a better paying position in his old line of work.

His career with the road began many years in Butte, Mont. He has accepted the position of superintendent of the famous United Verde mine at Jerome, Ariz., and left on Sunday for the point via Los Angeles. He is carried with him the respect and confidence of every employee who has worked under him during his stay here. Mr. McDermott is succeeded in the office of General Foreman by John Conway, formerly track foreman at the front, who has had many years railroad experience and is a man of sterling ability, absolute integrity and justice and while a strict disciplinarian, is respected and admired by every man with whom he has had dealings since coming here four months ago.

Mr. Conway is succeeded by Tim Costello, formerly an assistant, who is promoted to track foreman and John H. Conway, Jr., is appointed surface foreman, vice Costello.

Mr. Costello formerly returned from a short trip to Salt Lake today.

Wm. McDermott was presented by the boys at Caliente formerly in his

employ, with a magnificent meerschaum pipe, gold mounted, on his retirement from the road.

There is a report current of the excavation of a cave 25 miles south of Caliente, by three young men, resident here. They claim to have penetrated the cave over 2,000 feet and found four caverns, filled with stalagmites, stalactites, altars, stone chairs, an artificial lake, and subsequently came news of the engagement already referred to in the Tokio dispatch.

No details have yet been received.

The Central News dispatch adds that the Vladivostok squadron was first reported June 14 from Oki Island (off Kioto, Japan, in the Sea of Japan). Later in the day cannonading was heard northwest of Nagato, (on the Japanese coast, in the Straits of Korea).

The captain of a Japanese merchant ship reports this morning that his ship was fired upon by a Russian warship. Heavy cannonading was heard early this morning in the neighborhood of Oki Island, and subsequently came news of the engagement already referred to in the Tokio dispatch.

London, June 15, 4:30 p. m.—A dispatch to the Central News from Tokio says:

"While flotillas of torpedo boat destroyers and torpedo boats were supporting the military bombardment of the forts at Siao Ping-Tao, (on the Kwang Tung Peninsula between Port Arthur and Port Dalney), Tuesday morning, the Russian protected cruiser Novik and ten torpedo boat destroyers made a sortie from Port Arthur. The Japanese warships retired, endeavoring to lure the Russians into the open sea. The Russians, however, retired to the harbor the same afternoon.

"A flotilla of gunboats and mine ships sank a number of mechanical mines off Port Arthur on Monday night."

Tokio, June 15, 3:30 p. m.—Reports of cannonading have been received here from various points, such as Chikuzen province, Oki Island and Tsushima, but the exact nature of the operations of the Russian Vladivostok squadron is not disclosed. It is possible that the Russian vessels surprised and captured three transports which left Shimonoseki today for the army bases in Korea and China. The course of these vessels would take them close to the place where the Russian ships were seen. It is possible also that the Russians are pursuing merchantmen and the cannonading reported is a result of such pursuits.

The Japanese warships in the vicinity are hurrying to the scene. Sascho is being closed. There is a strong possibility that a naval engagement will take place soon. No southern Japanese city is exposed to attack, but this Russian raid may prove expensive to shipping.

St. Petersburg, June 15.—(3:35 p. m.)—No information is obtainable here regarding the reported engagement between the Russian Vladivostok squadron and a Japanese squadron in the Korean straits. But it is quite likely that a naval fight has occurred or is about to occur. Vice Admiral Skrydlov has left Vladivostok with the armored cruisers Gromoboi, Rossia and other cruisers and some torpedo craft.

RESULT UNKNOWN.

Nagasaki, June 15.—(5 p. m.)—A telegram received from Oki Island says that Japanese warships have engaged a Russian squadron near there, and that the result of the encounter is not yet known.

GOES FORTH TO FIGHT.

Tokio, June 15.—The entrance to the harbor at Port Arthur having been cleared of obstructions, is now open for the passage of ships in and out. Yesterday the Russian protected cruiser Novik steamed out to sea and engaged a number of Japanese torpedo boats.

Capt. William Vanschaack, who commanded the Slocum, has been arrested.

WIN OR LOSE, TONIGHT.

Culmination of Important Point in Telephone Strike Troubles.

The strike of the linemen of the Bell Telephone company continues today, but definite action looking toward a settlement will be taken this evening, as a representative from national headquarters at Washington, D. C., will be in town this afternoon. He will investigate, and on his findings, the linemen will lose or win their point. The officials of the telephone company do not believe that the linemen will be supported by the national officer.

BOY SAVES OLD MAN.

Later Jumped Into the Jordan River, But Was Picked out to the Bank.

Charles Morris, an old man residing at 134 North Ninth West street, was saved from death by drowning this afternoon by a boy named Ernest Gardner. At a point on the Jordan river near White Bridge, young Gardner and some companions saw the old man jump in, supposedly with suicidal intent, and they made for him. By estimating and wading, Gardner dragged him ashore and he was taken home, a little the worse for wear, but in a condition not dangerous.

JAPANESE ENGAGE RUSSIAN SQUADRON

Battle Now in Progress Off Tsushima Island—Number of Warships Participating is Unknown—Entrance to Port Arthur Cleared—Protected Cruiser Novik Goes Out to Fight Blockading Vessels—Soon Returned, Refusing to be Drawn on so as to Meet the Heavy Warships of the Enemy—Jap Transports Met Russian War Vessels—One Escaped, Fate of Others Unknown.

London, June 15.—A dispatch to the Central News from Tokio filed this (Wednesday), afternoon says a naval engagement is now in progress off Tsushima island in the Korean straits between three Russian cruisers, which escaped from Vladivostok and a number of Japanese ships.

No details have yet been received.

The Central News dispatch adds that the Vladivostok squadron was first reported June 14 from Oki Island (off Kioto, Japan, in the Sea of Japan). Later in the day cannonading was heard northwest of Nagato, (on the Japanese coast, in the Straits of Korea).

The captain of a Japanese merchant ship reports this morning that his ship was fired upon by a Russian warship. Heavy cannonading was heard early this morning in the neighborhood of Oki Island, and subsequently came news of the engagement already referred to in the Tokio dispatch.

London, June 15, 4:30 p. m.—A dispatch to the Central News from Tokio says:

"While flotillas of torpedo boat destroyers and torpedo boats were supporting the military bombardment of the forts at Siao Ping-Tao, (on the Kwang Tung Peninsula between Port Arthur and Port Dalney), Tuesday morning, the Russian protected cruiser Novik and ten torpedo boat destroyers made a sortie from Port Arthur. The Japanese warships retired, endeavoring to lure the Russians into the open sea. The Russians, however, retired to the harbor the same afternoon.

"A flotilla of gunboats and mine ships sank a number of mechanical mines off Port Arthur on Monday night."

Tokio, June 15, 3:30 p. m.—Reports of cannonading have been received here from various points, such as Chikuzen province, Oki Island and Tsushima, but the exact nature of the operations of the Russian Vladivostok squadron is not disclosed. It is possible that the Russian vessels surprised and captured three transports which left Shimonoseki today for the army bases in Korea and China. The course of these vessels would take them close to the place where the Russian ships were seen. It is possible also that the Russians are pursuing merchantmen and the cannonading reported is a result of such pursuits.

The Japanese warships in the vicinity are hurrying to the scene. Sascho is being closed. There is a strong possibility that a naval engagement will take place soon. No southern Japanese city is exposed to attack, but this Russian raid may prove expensive to shipping.

CRIPPLE CREEK PRISONERS.

Many Will be Charged With Murder and Other Crimes.

Cripple Creek, Colo., June 15.—Since the deportation last night of 36 union miners, there remain in the city and county jails and the military guard houses in this city and Victor, about 75 prisoners against whom no charges have yet been filed. Many of these men, it is said, will be charged with murder, rioting and inciting to riot, and some are held as witnesses. District court is now in session, with Judge W. P. Seeds on the bench, but the criminal cases cannot come up until the next term, in September, unless a special venire is decided on, and it is a question whether the cases can be prepared before the convening of the regular session.

Judge H. A. McGarry, a member of the committee which investigated the records of prisoners and determines, subject to Gen. Bell's approval, what shall be done with them, explained the reason for deportations as follows:

"We are not deporting any criminals nor yet any who might make good witnesses. The only difference between those deported and those remaining is in their expressed sympathies. Those who are on the wrong side of the federation question have to go. Otherwise they are just as good men as many who are permitted to remain in their homes."

DEPORTED MINERS.

Driven Over Colorado Line Into New Mexico.

Antonio, Colo., June 15.—Thirty-six union miners and sympathizers deported from the Cripple Creek district by the military authorities were unloaded from the special train used for the deportation near the New Mexico line today and were driven by the guard, under command of Lieut. Col. Kennedy, over the border. They were moreover warned not to return to Colorado. Nevertheless, after the departure of the troops the deported men walked back to this town five miles north of the line, where breakfast was furnished them by citizens. William Ketchum, one of the miners, was too sick to walk and a wagon was sent for him.

Want Miles Held.

Kansas City, June 15.—Deer Lodge, Mont., officers have wired Chief Hays, of this city, to hold William Miles, the self-confessed murderer of John Edwards, a railway brakeman, killed 18 years ago, and say they will send some one to take him to Montana for trial. A man named Murphy is now serving a life sentence for the crime.

AN EYE WITNESS STORY.

An eye witness who saw much of what happened to the boat, said:

"The steamer's whistle was blowing for assistance as she came up the river. Her position in the water made it impossible for those aboard of her to reach land except by swimming. I saw perhaps fifty or a hundred persons, mostly women and children, jump overboard. Most of the throng was on the hurricane deck when we plainly saw a portion of it collapse. Many must have been killed instantly."

The Slocum sailed from the foot of Third street, East river, shortly after 9 o'clock. The exact point she had

reached when the fire was discovered in the forward part of the boat was off the "Sunken Meadows" at the extreme end of Randall's Island. So quick was the spread of the flames that the captain of the Slocum could not turn and was forced to make head-on for North Brother's Island under full steam.

By the time the Slocum reached One Hundred and Thirty-fifth street, the excursionists, drawn to the rail, many of them with their clothing on fire, began to jump overboard by twos and threes. When One Hundred and Thirtieth street had been reached, the heat from the fire had become so intense that men, women and children plunged overboard by the score. There was a terrific crash when the boat was beached.

The boat was beached at the reef at the northern end of North Brother's Island, where the rapidly burned to the water's edge.

WHERE FIRE STARTED.

It is said the fire started in the lunch counter in the forward part of the boat. When the alarm spread among the passengers the hurricane deck was crowded and when off One Hundred and Thirtieth street this deck collapsed. Many persons were thrown into the water, but hundreds were precipitated into the lower deck, which was itself a mass of women and children.

A tug of the New York Central railroad saved nearly a score through the heroism of some unknown man. This man stood on the paddle wheel box of the Slocum and passed women and children to the tug until he was driven East by the flames. Neither police nor firemen when they arrived waited to remove coats or clothes, but jumped overboard and saved many who would otherwise have been drowned. Many of the bodies recovered were horribly burned. Weekers say that it will be hours before the fire in the hold of the boat is out and the bodies there can be recovered. The greatest loss of life extending into the hundreds will be found in the hold.

ALL AID RENDERED.

When police headquarters received the first vague report of the disaster, every source of succor and aid was utilized. The hospitals were notified by telephone and each sent all available surgeons, nurses and ambulances to the scene.

The police reserves of a half dozen stations were hurried out and more than 50 patrol wagons were sent for ambulance purposes.

North Brother's Island, where the Slocum was beached, is occupied by municipal charity hospitals and a considerable number of physicians and nurses were immediately available.

MANY WILL DIE.

Many of those picked up alive in the river will die in the hospitals. Most of them were frightfully burned, having delayed leaving the boat until their clothing was on fire.

Some died in the improvised ambulances in which they were hurried from the shore.

Every man on board who could swim went overboard loaded down with children. Many of these heroes lost their lives, because, burdened as they were, they could make no headway against the overpowering swirl of the tide as it rushed from the East river into the Sound.

John Edell, 22 years old, one of the survivors of the disaster gave the following account of his terrible experience, his mother and little brother being drowned before his eyes.

SAW HIS MOTHER DROWN.

"When we left the pier the decks were packed to the limit of their capacity. The band was playing, the children were frolicking about and we were having a fine time.