

with a crash. There was only a moment's pause and then the heavy car ground its way through the wreckage and plunged over the brink into the black abyss amid the screams and frantic struggles of the passengers who, at the first intimation of danger rushed for the rear door. The car struck the water with a great splash, and then there was silence.

Soon men began to rush about about wildly, and the police patrol wagons and ambulances were flying to the spot in response to telephone calls. In an incredibly short space of time the work of rescue had begun.

All the occupants of the car, with the exception of the few who had managed to jump as it toppled over, went down to certain death. The car disappeared, from sight as soon as it struck the water.

Within five minutes after the accident the surface of the river revealed nothing of the terrible tragedy that had just been enacted. The water had closed over the car and its passengers, and the work of rescuing the bodies in the uncertain light was slow indeed. At 9 o'clock had a dozen bodies that had evidently floated out of the car and risen to the surface were taken from the river and carried to the various morgues.

The news of the terrible accident spread like wildfire through the city, and a large crowd soon collected on the bridge and along the banks of the river. They could do nothing, however, but watch the slow work of grappling for the bodies.

The captain of the bridge guards says: "I saw this car coming rapidly toward the draw just as I had given the signal to swing it to admit of the passage of a vessel. I waved my hands and hallooed to the motorman to stop, but apparently he paid no attention to me. The car came on. Just before it went over the brink the motorman jumped and ran away.

This statement does not agree with those of eye-witnesses, who declare that the conductor went ahead to open the switch, which is about 200 feet from the draw, and motioned for the car to come ahead. Certain it is that the conductor mounted the car again and went down with the passengers to death, and it will never be possible to tell exactly what he did before this. The railway officials say they are unable to give the names of the conductor and motorman who were in charge of the car. The police are looking for the motorman.

CLEVELAND, Nov. 17.—The people of this city stood appalled today when they realized the full horror of the terrible accident which occurred last evening on the big central viaduct. It was the worst accident that ever happened in this city, and the story of how the motor car, loaded with men, women and children, plunged through the draw-bridge, straight down a hundred feet into the river, was told over and over again. Thousands of people remained by the river bank all last night and thousands more were there early this morning. Great crowds are still standing on the bridge above the wrecked car and about the place where the wreck is buried in the river, eagerly discussing every detail of the accident.

The first reports of the disaster have

been verified in every particular, with the possible exception of the number of victims, which is somewhat smaller than at first supposed. The work of rescuing the bodies of the victims has gone on steadily since 9 o'clock last evening and it is now believed nothing more can be done until the last bit of wreckage of the car has been removed from the river.

The scenes about the river last night while the work of rescue was being prosecuted were pathetic in the extreme. The thousands of people who had assembled waited with bated breath for the discovery of bodies. It was a sad crowd and out of respect for the unfortunate dead but very little noise was made. Occasionally the wild scream of some frantic woman, who believed some one dear to her was among the unfortunate ones, would echo over the flats, only to be taken up at a distance by some other woman whose heart was breaking over her loss.

It was with great difficulty that a body, when recovered, was taken to one of the dead wagons. Four bodies were found almost at the same time. They were placed on stretchers and the solemn march to the ambulance started. As the bodies were passed from the fire boats to the willing hands on shore, an isle was made and the bodies passed along. Every few feet some woman would step out from the crowd peer into the face of the body as it passed, and with "It is not him, thank God," she would retire, and so the sad procession moved on.

As the body of a young boy was taken from the fire boat, an old lady nearly fell into the river in her anxiety to see the face of the dead boy. She would not be put back. She threw herself onto the body, looked into the face. Falling upon her knees, she raised her voice to heaven and prayed as only a mother could under the circumstances. Pressing close around her were anywhere from 1000 to 5000 people. Those who saw her raised their hats and not a few joined in her prayer.

At another spot two men were trying to hold an almost distracted woman. She believed her husband was on the ill-fated car and was almost insane with grief.

All the time the search was going on cars kept running over the viaduct. Both rails from the west to the east approach of the bridge were blocked with people. In the center of the bridge men, women and children went this and that way, screaming, jostling each other, women tearing their hair and calling on God to save their dear ones. Women fainted and were trampled on by the mad, rushing and insane crowd. It was impossible to keep up any kind of order and the effort was finally abandoned.

CLEVELAND, Ohio, Nov. 18.—The lifesaving and fire boats' crews resumed work early this morning in an endeavor to recover additional bodies of the victims of Saturday night's street car disaster at the draw bridge, central viaduct. The body of a woman was brought to the surface and identified as Miss Martha Sauernheimer, the sister-in-law of Mrs. John A. Sauernheimer, whose body was recovered on Saturday night.

It is believed there are one or two more bodies still in the river.

Rogers, the motorman who jumped from the car and thus saved his life, was bound over this morning for two weeks without bail. A thorough investigation will be made.

## TURKISH SITUATION.

CONSTANTINOPLE, Nov. 17, via Sofia, Bulgaria, Nov. 18.—No details yet have been received here about the massacre of 800 Armenians at Kharput or the sacking and burning of eight or twelve buildings belonging to the American missionaries there, which outrages were exclusively announced by the Associated Press on Saturday afternoon. Ambassador Terrell has telegraphed asking whether the American mission buildings were set on fire by the rioters or were destroyed as a result of general conflagration. American and other missionaries at Bitlis have been compelled to return to Van under escort of Turkish troops accorded upon strong presentations by Terrell to the Porte.

Terrell, although granted leave of absence, refuses to leave his post, being determined to remain here until all Americans are in safety and the authority of the sultan once more established throughout Asia Minor. At the request of the United States consulate, the vali of Aleppo has detailed certain Turkish officials of high rank to protect the Americans of that place and has held them responsible for the lives of those placed under their charge.

Further massacres are reported from Sivas, and there is a report that 4,000 Armenians have been massacred at Guran. Although the reports of the latter massacre are not confirmed, Turkish officials admit that the Kurds made two separate attacks upon the Armenians in that locality, and that there was considerable loss of life. Due, according to the Turks, to the rioting of the Armenians, which could not otherwise have been suppressed. The Porte, it is said, has ordered a special inquiry into the massacre of Christians at Alexandretta, Northern Syria, where, as exclusively announced by the Associated Press early on Saturday, 300 Turkish troops are said to have looked on while the killing took place, abstaining from rendering any assistance in suppressing the disorder.

The sultan is said to be alarmed to the verge of insanity at the assembling of foreign fleets at Salomonica bay and it is known that he has sent urgent messages to the vali of the disturbed districts, ordering them to suppress the disorders. In addition, special commissioners have been hurriedly dispatched from this city to the various parts of Asia Minor armed with power to quell the revolutionary outbreaks.

Sir Phillip Currie, the British ambassador, cannot reach Constantinople before Wednesday. The British fleet, it is reported here, is being still further reinforced. Another conference of the representatives of the powers took place yesterday at the official residence of the Austrian ambassador.

CONSTANTINOPLE, Nov. 17.—Later advices received here from Alexandretta, northern Syria, confirm the