# WHERE THE TERRIBLE DYNAMITE DISASTER OCCURRED

## DEAD AND INJURED BROUGHT TO THE CITY ON TUGBOATS

### Distressing Scenes On Wharf At Foot Of Broadway

### THE MULTITUDE IS HELD BACK BY THE POLICE

**Babel of Many Tongues Resolved Itself Into One Wild Question, "Are Our Loved Ones Hurt?" Ambulances Hurried Injured to Hospitals and Dead to Morgue.**

One old sailor, the shaggy flesh remnants of a once strong right arm dangling against a bloodstained jumper, was the first to be landed from the three boats that brought a cargo of lifeless and maimed men to Brown's wharf. His utterance of a familiar biblical quotation, "In the midst of life we are in death," brought a half-hundred men, eagerly awaiting to assist the injured and hasten them to hospitals, to silence.

Within half an hour's time Brown's wharf, located near the foot of Broadway, was converted from a place for the handling of big ship cargoes to a receiving station for the dead, the dying and the injured.

"May I never again witness anything like this," was the fervent prayer of a big and brawny policeman who had been assigned to help in taking care of the injured brought to the wharf. Those who stood by silently prayed the same.

Marshal Farnan had been advised from the Quarantine Station that tugs which had picked up the injured and the dead would bring them to Brown's wharf. The marshal quickly gave an order that all the police automobile ambulances go to the wharf., and a squad of policemen was detailed there immediately. The knowledge that the injured were being brought to the city was also conveyed to Mercy, St. Joseph's and Johns Hopkins Hospitals. Ambulances from these institutions and from several private stables were hurried to the wharf.

By the time the first tug carrying the injured and dead reached the pier there was a clear floor space, 25 policemen and employes at the wharf were on hand, besides a half-dozen ambulances. Marshal Farnan and Deputy Marshal Manning were also present to take charge of receiving the injured and sending them to hospitals, and of sending the dead to the City Morgue.

#### ANXIOUS MOMENTS.

The news of the tragedy spread like wildfire through East Baltimore, and as the Baltimore pulled alongside the pier there were more than 5,000 men, women and children lined along Thames street. They were kept from reaching the pier by the police. The injured were lifted across a temporary gangplank, placed in waiting ambulances and hurried to the hospitals. Just as carefully were the dead lifted into ambulances and sent to the City Morgue.

By the time the first tug had surrendered its burden and pulled out into the harbor the tug Mary Pryehl reached the pier with more injured and dead. In silence the policemen and their assistants went about their duties. But above the splash of the tide against the tug's side could be heard the moans and groans of the injured. Aboard the boat they had been placed on the deck and in the captain's cabin. Blankets were thrown about the living to protect them from the cold, and blankets also covered the dead.

The injured were taken from aboard first so that they could be rushed to hospitals. It only required a few minutes to take off the victims who had been brought to shore on the Mary Pryehl, and the latter pulled away to give room for the third and last tug, Curtis Bay. There was no time lost in placing the worst of the injured aboard this tug into waiting ambulances.

#### GEORGE VING, HERO.

Lying on deck, all but his face covered by blankets, young George Ving, of 3736 East Lombard street, a helper on the collier, called out to the policemen:

"Get them first," motioning to his fellow injured lying about him.

His face was covered with blood that had flowed from a half dozen lacerations on his face. He had been injured internally and his left leg was badly sprained.

Three times an attempt was made to remove him from the boat, and three times he called out, "Don't mind me, help them fellows." He was the last person to be carried to the pier, and as policemen tenderly lifted him he called, "Give me a cigarette."

He was accommodated, and his next request was, "Send me home." He refused to go to a hospital and a taxicab was procured to take him to his home. At the latter place his mother received him. When she saw her bleeding son carried into the house she became frantic, and only his assurances, such as "Do not cry, mother," quieted her.

In the crowd that stood in front of the entrance to the wharf were the wives and daughters of many men employed on various harbor crafts. These for the most were foreigners, unable to speak the English language. They stood around crying as ambulance after ambulance started with a load of bleeding, moaning, injured men toward the hospital. Some of the women plied policemen with such queries as, "Is my husband killed?" or "Did my father get hurt?" and whether the policemen knew or not they gave the one stereotyped answer, "Of course not."

#### SCENES AT HOSPITALS.

At the hospitals the scenes were even more pitiful than at the wharf. When physicians and nurses learned of the extent of the tragedy and that they would have a large number of injured to take care of physicians and nurses whose hours of duty are during the night were summoned. The hospitals responded to the emergency nobly. Although the physicians and nurses were called upon to do extra work, they went about it without a murmur.

Soon after the injured had arrived at the institutions, men, women and children came in droves. They were the parents, wives and children of men employed in boats operating in the harbor. Their visit was for the purpose of ascertaining whether or not their loved ones had been injured or killed.

The frantic cries of wives whose husbands lay in the hospital wards could be heard throughout the institution. Time and again would come the wail of a woman's voice and in many instances wives or daughters of the victims fainted.

All afternoon and until late in the night the hospitals were visited by the distressed relatives, and, besides, thousands of telephone inquiries were answered by the institutions' operators.

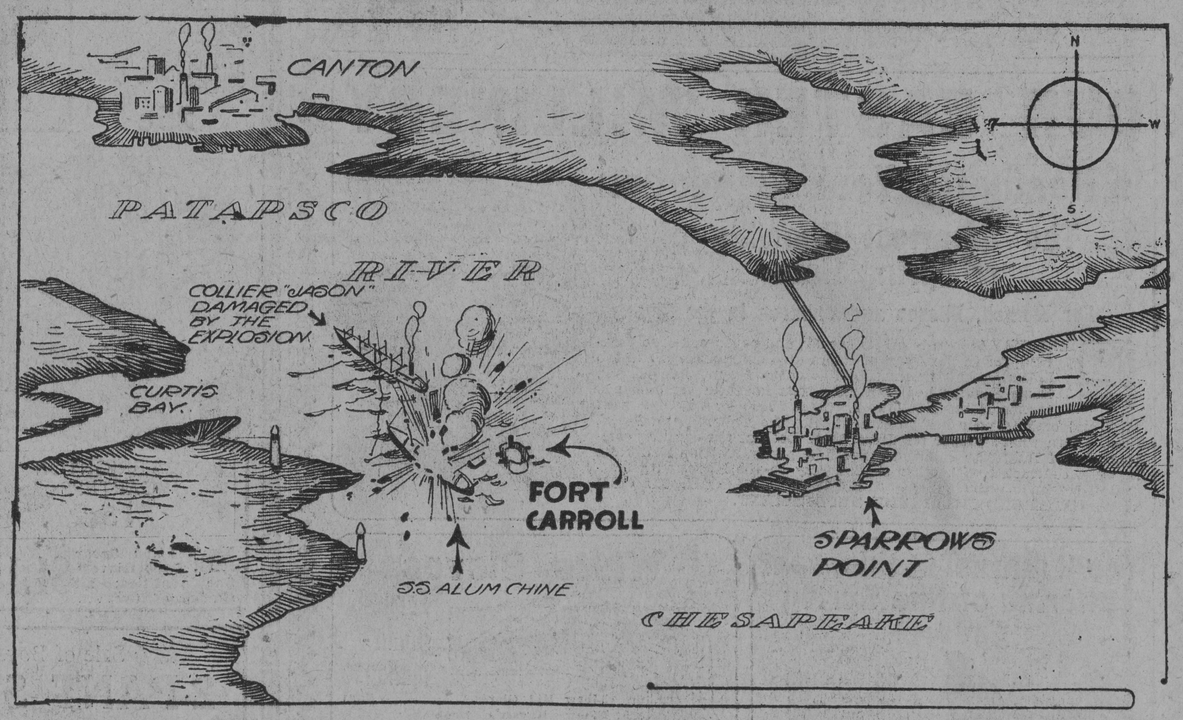
#### MARSHAL'S QUICK WORK.

Marshal Farnan and Deputy Marshal Manning received news of the explosion shortly after it happened. The Marshal immediately ordered all eight of the high-speed automobile ambulances of the department to report to Brown's wharf and to be prepared to carry injured persons. Accordingly, the wagons arrived at the wharf before the first boat with its load of human freight—dead and dying—docked at the Broadway pier. Stretchers were already in place in the ambulances and as soon as the City of Baltimore, bringing the first of the injured, drew up alongsile of the wharf and threw out a gangplank a score of patrolmen rushed aboard bearing stretchers. In a few minutes all the police ambulances were loaded to their capacity.

So that the injured might receive quicker attention Marshal Farnan directed the drivers to divide the injured between the Johns Hopkins, St. Joseph's and Sister of Mercy Hospitals. From that time and for more than an hour the huge high-tension automobiles raced at full speed from the wharf to the different hospitals.

When the police first arrived at the wharf a number of empty barrels and packing cases blocked the path to the point where the boat was forced to land. Under the direction of the Marshal the men cleared these off in a short while.

The deck of this boat presented a grewsome spectacle. The blood from the dead bodies had mingled with the water which came over the bow of the Lannan as it sped up the harbor under full steam, and when it arrived at the wharf its lower rigging and deck were covered with thick ice, stained crimson.




MAP SHOWING POSITIONS OF THE STEAMSHIP ALUM CHINE AND THE COLLIER JASON WITH BARGE ALONGSIDE WHEN THE EXPLOSION OCCURRED.

## LIST OF DEAD AND INJURED

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George street; lacerated thigh; was later removed to his home.

ARTHUR BRAGG, 1133 Park avenue; bruises over body and leg.

Besides the above at least 30 men who were suffering from minor injuries were given treatment. Their addresses and names could not be learned, as all went immediately to their homes after receiving attention.

*AT THE MERCY HOSPITAL.*

JOSEPH GURNER, address not known; internal injuries and scalp wounds.

SAMUEL CARTER, colored, 1828 Etting street; slight injuries about the head and body.

CHARLES RUBY, 2139 Cambridge street; arm broken and cuts on head and body. Returned to his home after treatment.

LEONARD KRIST, a Swede, Sparrows Point; compound fracture of left leg.

PETER ERICKSON, Norwegian, Sparrows Point; concussion of the brain and cuts and bruises on head and body.

AUGUST REICHEL, 3720 East Lombard street; suffering from effects of an iron bolt going through his left shoulder and cuts and bruises on the head and face.

WOODVILLE EMMETT, colored, address not known; internal injuries and suffering from shock.

*AT JOHNS HOPKINS HOSPITAL.*

MYER GARNER.
JAMES O'NEIL.
JOHN FOSCHIE.
BARNEY CYWISKY.
ADAM MICHAEL.

GEORGE WAMBOLD, wireless operator on Jason; American Building.

WASHINGTON BRADHOUSE, 2621 East Madison street.

JOHN FISHER, 92 South Tucker street.

SAGLAS BOKWKI, 214 South Wolfe street.

JELVA HARDY, Hamburg road.

All injured, but none believed to be fatally hurt.

GEORGE WARMBOLD, 612 East Eager street, wireless operator on the Jason, arm broken, head badly cut and body badly bruised. Treated at Johns Hopkins Hospital.

#### INJURED SENT TO HOMES.

JOHN KELOWSKI, 1725 Aliceanna street.
JOHN KUDSKI, 1622 Thames street.
ROBERT DAVIS, address not known.
JOHN HENDRICKSON, address not known.
JOHN HOPKINS, address not known.
JOSEPH GELNER, 2708 Elliott street.
ARTHUR BEIGEL, 1965 North Collington avenue.
GEORGE WILSON, Parkville, Baltimore county.
IGNATIUS SCHANCK, 1526 Thames street.
STANISLAUS OSLARELAK, 44 South Bond street.

GEORGE KING, 3736 East Lombard street, was taken to his home in a taxicab, suffering from bruised side and contusions of the head.

A. BELCHNER, Highlandtown.
JOHN KALOSWSKY, 1725 Aliceanna street.
JOHN SMAOWSKI, 1622 Thames street.
CHARLES RUBY, North Patterson Park avenue.

CAPTAIN JAMES GOODHUES, commander of the yacht Jerome and head of the James Goodhues Company; cut about face and head by flying glass.

FRANK DINGLES, 1327 East North avenue, an engineer who was a passenger on the yacht Jerome; slight cuts about the face and head by flying glass.

Two workmen, names unknown, cut by flying glass. One lost several teeth by the explosion of a stick of dynamite which was hurled to the Jerome and which exploded on striking.

#### INJURED ON LAND.

MRS. HELEN CHMIELEWSKE, Wagners Point, rendered unconscious by force of explosion, and at a late hour had not regained consciousness. Condition serious.

MRS. AMELIA SCHULTZ, of Pennington and Beech avenues, Curtis Bay; bruised about body by being thrown to ground by force of explosion.

MRS. ANNIE MINARIK, 12 Cedar avenue, Curtis Bay; blown from bed by explosion. She was just recuperating from a recent serious operation, and will probably have a relapse.

RODGER WILLIAMS, chief engineer of Davidson Chemical Company plant at Hawkins Point; head cut by piece of iron which penetrated roof of engine house.

HARRY RAY, yard foreman of Davison Chemical Company plant, Hawkins Point; right shoulder injured by being struck by piece of timber torn from one of the company's buildings by force of explosion. He was also thrown to the ground and is bruised about the body.

MRS. EMMA E. JOHNSON, Hawkins Point; head cut by piece of iron, which flew through window.

PETER SMITH, employe at Davison Chemical Company plant, Hawkins Point; head cut by piece of flying iron.

MYRTLE JOHNSON, aged four years, Hawkins Point; cut over eye by piece of flying iron.

HARRY JOHNSON, aged one year, Hawkins Point; struck on head by piece of iron.

ORDNANCE SERGEANT John Gardner, Fort Armistead, Hawkins Point; face cut and scratched by flying glass from his quarters.

ELECTRICIAN SERGEANT JOHN THOMAS, Fort Armistead, Hawkins Point; cut on face by glass from window shattered by concussion.

PRIVATE GUY F. DAUGHERTY, Fort Armistead, Hawkins Point; cut on face and hands by flying glass.

PRIVATE ELLIS HOOVER, Fort Armistead, Hawkins Point; cut on body by glass.

GEORGE JOHNSON, employed in Maryland Steel Company Shipyard; rib fractured when piece of steel was blown against his side.

MRS. J. H. FRANARY, D street, nose cut by flying glass.

JOHN KENNEDY, employed in Marine Department Maryland Steel Company; bruises and lacerated, not seriously hurt.

MRS. MARY LITTLETON, Curtis Bay, cut about the face and head by flying glass.

E. A. PRESTON, cousin of the Mayor, and agent of the Northern Central Railroad at Jackson's Wharf; thrown out of his chair by the force of the explosion. Suffering from shock.

#### AT QUARANTINE.

MRS. THOMAS R. RICHARDSON, wife of Quarantine Physician, cut over right eye, neck and face with sharp glass.

DAISY THOMAS, colored, smallpox patient, at detention-house at Quarantine, left eye and head cut.

LEWIS TAYLOR, colored, smallpox patient at detention-house at Quarantine, left eye, hands and face cut.

## CAR WINDOWS SMASHED

### Mr. Eliason Tells of His and Fellow-passengers' Escape.

Frank J. Eliason, of Mount Pleasant, Del., a cousin of Capt. William C. Eliason, president of the Tolchester Company, witnessed the catastrophe from a Sparrows Point car which was crossing Bear Creek. He noticed the fire in the ship and a few seconds later saw the vessel sent high into the air by the explosion. Every pane of glass in the car in which he was riding was broken into bits and scattered about the floor. Passengers became excited, but were quieted and the car continued its journey to the city.

Speaking of the explosion, Mr. Eliason declared "it would have been a magnificent sight had it not carried with it the terrible loss to life and property."

"I was attracted by the motorman giving a cry," he said, "and on looking up I saw his arm pointed toward the river. My eye followed and I saw two large vessels, from one of which smoke was curling. As we trailed along over the trestle the smoke from the Alum Chine began to grow in volume and in another moment flames were mounting high from the forward part of the ship. By this time we had reached the shore end and as we looked through the trees we saw a mighty upheaval of fire which seemed to come up out of the river and this was followed by a sunburst of red hot pieces of metal, which mounted skyward, spreading in symmetrical lines toward the four points of the compass. The light from the flying particles subsided and the concussion which broke the windows in the cars followed. The air was filled with thousands of pieces of metal and then began the rain of dark objects. You could see them hitting the water and when we came to the next stopping place a man boarded the car with a 10-pound piece of warped iron which, he said, had fallen at his feet. It was doubled back and twisted and warped out of its original shape, showing the terrific force of the explosion."

## FELL DEAD AT HIS FEET

### Two Killed Near Joseph P. Martin on Jason's Deck.

Joseph P. Martin, superintendent of construction of the marine department of the Maryland Steel Company at Sparrows Point, is congratulating himself on his narrow escape from serious injury or death in the disaster. Mr. Martin was standing on the deck of the Jason at the time of the explosion, and shortly afterward two men fell dead at his feet. He escaped uninjured.

"I had seen the smoke coming from the Alum Chine," said Mr. Martin yesterday afternoon, "and I knew the danger in which we were placed. But no one had time to think what could be done. The explosion followed the noticing of the flames too quickly. Two negroes were standing within a few feet of me. Immediately following the explosion, when the air was filled with big pieces of steel, wood, iron and glass, a piece of steel struck one of the negroes and a big piece of wood the other. Both were killed. The debris flew all around my head and not even a splinter touched me."

"To me, as I watched the Alum Chine just as the explosion occurred, it seemed as if the ship had turned into a ball of fire, which suddenly leapt out of the water. An instant later came the deafening sound. Then the white smoke, covering everything, and through this smoke the pieces of iron and wood, coming with the force of cannon balls. The sea rushed toward us like a tidal wave and all on the deck of the ship not thrown down by the force of the explosion were thrown to the other side of the boat when it rose on the huge waves.

## MANY LOST IN THE EXPLOSION

Continued from First Page.

shattered, and dishes were hurled from tables and cupboards and dashed to pieces.

Men, women and children were rushing from the homes, running hither and thither, some believing the end of the world was near, others believing that an earthquake had come. Mothers carried infants in their arms as they rushed into streets in the towns and into the roadside in the country. Schoolrooms, filled with pupils, were thrown into disorder and confusion.

The damage at Wagners Point, two miles from the scene of the disaster, will amount to several thousand dollars. Windows were smashed, plaster was torn from ceilings and walls, doors were torn from their fastenings and the people, fearing that one of the large tanks of the Texas Oil Company or the United States Asphalt Refining Company, which contain thousands of gallons of gasoline, had exploded, rushed panic-stricken from their homes.

It was the same thing at Hawkins Point, Fort Armistead and at other nearby places.

The earth trembled and shook. There were at least two distinct explosions. For 100 miles the shock traveled. Even as far away as Reading, Pa., the explosion was perceptible. At Coatesville, Pa., the windows in the high school rattled, startling the students. The shock was felt at the Philadelphia Navy Yard, in cities in Southeastern Pennsylvania and in New Jersey as far as Atlantic City. In many towns the tremor was so distinct as to cause people to believe an earthquake had occurred. The shock interrupted the proceedings of the lower house of the Delaware legislature, at Dover, the Speaker remarking: "That must have been an earthquake."

At Elkton, Md., judges rushed from the bench into the street.

At Port Deposit, Md., colored people fell on their faces and began to pray.

Residents of Annapolis were alarmed at the first shock and prepared themselves for the worst.

At Salisbury, Md., the shock was distinct.

In Baltimore the explosion rattled windows, shook buildings and otherwise made itself felt. The shock was most perceptible at Highlandtown, Canton, in the eastern and southern sections of the city. A large plate glass window at the south end on the corridor of the Chamber of Commerce, directly outside of the offices occupied by the Atlantic Transport Line, whose tug and barge were sunk in the catastrophe, was blown out. The concussion was felt in the large office buildings in the downtown section.

The Baltimore and Ohio Building rocked upon its foundation, but no damage was discovered. Similar statements were made by tenants in the other office buildings, including The American Building, and besides the shock, which many mistook for an earthquake, apparently no damage was done.

A crusade by The American and The Star more than a year ago forced a change in the handling of dynamite locally, and prevented the possibility of such an explosion as yesterday's occurring within the limits of Baltimore city. Explosive experts admitted that had the catastrophe occurred within the limits of Baltimore a great part of the city would probably have been wrecked and thousands of lives lost.

In their fight against dynamite loading within the city The Star and The American encountered tremendous opposition. But, in the face of this, the Water Board was finally induced to take jurisdiction in the matter and prohibit the continuance of the practice.

#### WORK OF RESCUE.

Even before the echoes of the explosion had died away craft of every kind was speeding to the scene of the disaster. The noble work of rescue was begun even before the fire had burned its way to the tons of explosives stored in the hold of the Alum Chine. The tug Atlantic, of the Atlantic Transport Company, was being rushed from proximity to the doomed steamer when two sailors appeared on deck and piteously asked to be saved from the awful fate which awaited them. Captain Van Dyke ordered the tug to return and save the men. They were saved from their impending fate, but the tug was wrecked and Captain Van Dyke fell a victim to his own heroism.

The yacht Jerome, next to the tug Atlantic, was nearest the scene of the catastrophe. The Jerome saved 14 men.

The United States revenue cutter Guthrie sped with all possible haste through the turbulent waters to engage in the work of rescue.

It was through the merest chaince that three lives were saved just before the explosion.

T e three men jumped from the barge when the fire was discovered in the hold of the Alum Chin. They swam for dear life and were picked up 100 yards away by the launch Jerome just after the explosion. Second Officer Main, of the Alum Chine, had been picked up a few minutes before.

In the Steel Works at Sparrows Point puddlers were lifted from their feet and narrowly escaped being plunged to death.

The bodies of the dead were brought to Baltimore and were transferred to the Morgue, where pitiful incidents were plentiful. Women with babes in their arms filed through the place, where lay the charred and mutilated bodies of those who perished. Some swooned, others wept and laughed hysterically, while others became so violent that they had to be carried out.

Dr. Elijah Russell, coroner of the Eastern police district, was summoned to the Morgue. He viewed the bodies and announced his intention of deferring an investigation until today.

The bodies will remain at the Morgue until sometime today, when the jury will view them. The identified will then be delivered to undertakers.

The United States steamboat inspectors will also conduct an investigation.

The collier Jason had not been turned over to the Navy Department and, therefore, no investigation of the explosion will be made by the federal government, except by the steamboat inspectors.

Mayor Preston, other city officials and Public Service Commissioners Laird and Timanus visited the scene in quest of information that may be needed in the future. The explosion occurred beyond the jurisdiction of the city.

#### CITY TO AID STRICKEN.

"The city of Baltimore is prepared to lend all the possible aid and succor to the afflicted families of the men who were either killed or injured by the dynamite exposion," said Mayor Preston. "I am willing personally to give the first contribution. I stand prepared to receive contributions from any public-spirited citizen who cares to extend his aid."

Memorial services to the dead will be held in several churches tomorrow. At the same time prayers will be offered for recovery of the injured who are in the several city hospitals.

The dynamite which caused the catastrophe was shipped to this city from Sinnemahoning, Pa., over the lines of the Pennsylvania Railroad. It was to have been loaded upon the vessel at this port and transported to Colon. The lighter which was conveying the dynamite to the Alum Chine broke from its moorings during the gale on Thursday and went scurrying down the river. Had it collided with a vessel or a pier the catastrophe of yesterday might have occurred a day earlier.

The ill-fated vessel, Alum Chine, was a tramp steamer of 1,767 tons, gross burden, and was owned by the Alum Chine Steamship Company, of Cardiff, Wales. It left New York for this port on February 28, arriving in Baltimore harbor March 1. It was to have sailed yesterday for Colon with the dynamite, which was destined for use of the government in connection with the construction of the Panama Canal.

The scene of the disaster was in sight of Tivoli, where on July 23, 1883, 63 lives were lost by the collapse of a pier.

Nearly in sight was the pier in the city, where on April 15, 1842, the steamer Medora's boilers blew up, causing a loss of 15 lives.

## CRUSADE SAVED THE CITY

### Star and The American Forced Change in Handling Dynamite.

A crusade by The Star and The American more than a year ago forced a change in the handling of dynamite locally, and prevented the possibility of such an explosion as yesterday's occurring within the limits of Baltimore city. Explosive experts admitted that had the catastrophe occurred within the limits of Baltimore a great part of the city would probably have been wrecked and thousands of lives lost.

In their fight against dynamite loading within the city The Star and The American encountered tremendous opposition. But, in the face of this, the Water Board was finally induced to take jurisdiction in the matter and prohibit the continuance of the practice.

The Joseph R. Foard Company had been loading thousands of tons of dynamite annually on board barges and lighters, both at the Canton wharves and from piers at the foot of Clinton street.

The Star and The American published the facts and pointed out the danger of permitting the handling of high explosives within the city. Despite these warnings and protests the practice was continued. Finally the situation was put up to Mayor Preston and the Water Board.

The members of the latter carefully investigated the situation and found these papers' warnings were well timed. The Foard Company protested against being disturbed, but was finally defeated and orders were given that dynamite and other high explosives shipped into Baltimore would have to be placed on board barges within the original shipment cars and the latter would have to be taken down the Bay off Quarantine and there unloaded. This was the practice being followed when yesterday's explosion occurred.

Had the unloading of explosives been continued within the city limits such an explosion as yesterday's would have endangered and possibly destroyed every craft in Baltimore harbor, all of the city piers and private piers and possibly a great part of the downtown business section, to say nothing of the loss of life that would have accompanied the blowing up of property.

## MAYOR AND OTHER OFFICIALS VISIT SCENE OF DISASTER

### Make Searching Investigation Into Cause Of the Explosion

### LONE SPAR ALL REMAINING OF ALUM CHINE

**With City Officials, Members of the Public Service Commission and Col. Lansing Beach, Mayor Goes Over the Scene and Also Visits the City Quarantine Station.**

Chilled through and through, ten men, representing officially the city, state and nation, stood on the wind-swept deck of the tug Baltimore, opposite Fort Carroll, yesterday afternoon and silently watched a wet spar bobbing in the channel. It was all that remained of what a few hours before was the British steamer Alum Chine. They had been told that between 75 and 100 human lives had been blasted into eternity from its decks.

Although their mission was to investigate the disaster, they were really at loss to know how to proceed. So that when one of the party spoke up and said, "Let us pray" the officials bowed their heads in silence.

Those in the party were Mayor Preston, Comptroller Thrift, City Engineer McCay and John Hubert, president of the Second Branch City Council, representing the city; Col. Lansing Beach, chief engineer for the United States government, and Former Mayor E. Clay Timanus, Philip Laird and Engineers Charles Phelps and Charles Andrews, representing the Public Service Commission.

The officials left the foot of Calvert street on the city tug Baltimore at 3:30 P. M. When they neared Fort Carroll the tug slowed up and they made a careful inspection of the wreckage found near the scene of the accident. In due time the collier Jason was reached and the tug made a circuit of the new vessel, said to be the largest of its kind in the world.

Several government employes, observing that Colonel Beach, who is in charge of the local fortifications and the condition of the Maryland waters, was standing on the tug Baltimore, promptly volunteered to give the new arrivals full and definite information concerning the damage inflicted to the Jason.

#### THE STAGE SETTING.

Mayor Preston then proceeded to make a minute investigation concerning the cause of the explosion. It was ascertained that fire was first discovered in the forecastle of the steamer about 10:20 A. M. and that 20 minutes later the explosion took place. There was from 250 to 300 tons of dynamite aboard the vessel. It is supposed that the crew of 32 men were aboard the ship, in addition to at least 40 stevedores. On the port side of the vessel was a barge containing railroad cars, from which the dynamite was being loaded into the ship. Abreast of the barge was the tugboat Atlantic. There was also a tugboat reported on the starboard side.

Westward of the doomed vessel was the United States collier Jason. The shock of the explosion resulted in the death of four of the crew.

It appears that the carfloat, before the explosion took place, was cut loose and allowed to go adrift. The concussion caused the carfloat to capsize and turn turtle. The investigators also found that the reason the dynamite in the cars did not explode from the concussion created by the vessel was due to the fact that dynamite freezes at about 40 degrees and is less sensitive in a frozen state.

While the investigation was at its height, Colonel Beach's government boat, the Sentinel, hove in sight. Captain Roland, who commanded her, was then instructed by Colonel Beach to clear the wreckage and keep the main channel free from all obstructions. He also instructed the Sentinel officers to warn all vessels to keep to the west of the channel until the entire debris was removed. Instructions were also given to the government men to make soundings at the various buoys and to restore any which had been injured.

#### ACCORDING TO LAW.

The investigation further disclosed the interesting fact that the unloading of the dynamite was in accordance with all the safety laws of the Interstate Commerce Commission, which has complete jurisdiction concerning its transportation through the states and into the country.

Mayor Preston was warmly congratulated by both the government and state officers on his action two years ago in compelling the shippers of dynamite to load the dangerous explosives outside of the city. Had the dynamite been allowed to be loaded within the city limits, there would have been undoubtedly large loss of life and great destruction to property. As it was, the explosion occurred on an open stretch of water, and far removed from residences. The fact that the effect of the terrific detonation was heard and felt all over the section is sufficient evidence that the explosion, had it taken place in the city limits, would have caused an appalling disaster.

"Even if you did not do anything else, Mr. Mayor," said Col. Lansing Beach, immediately after the official investigation, during your administration, you have done enough in preventing the shipments or landings of dynamite from any of the wharves in Baltimore or on the Patapsco. You deserve the blessing of every person in Baltimore."

After ascertaining the causes and effects of the explosion at the places where it occurred, the officials headed toward Quarantine Station. They had been told earlier in the day that the shock of the explosion occasioned widespread and severe damage there and they wanted to see for themselves. Inasmuch as it will cost the city about $2,000 to repair the damage, the Mayor wanted to see the destruction with his own eyes.

#### WRECKAGE EVERYWHERE.

When the Quarantine wharf was reached the visitors at once surmised that the buildings at the station had suffered considerably, for a number of planks were torn from their moorings. When they entered the grounds broken glass, shattered fixtures, loose shades, split doors and cracked shutters were in evidence everywhere.

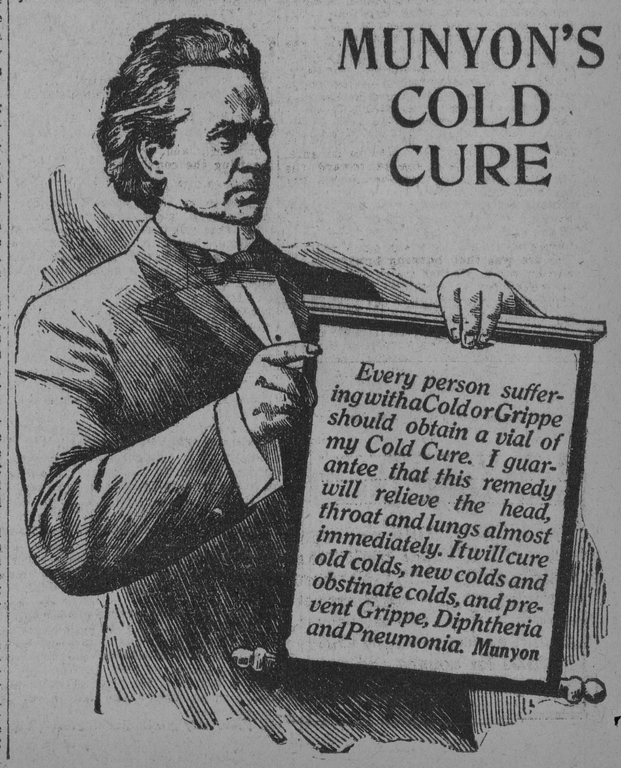
Dr. E. A. Knorr, of the Eye, Ear and Throat Presbyterian Hospital, who came to Quarantine with the officials, proceeded to attend to Mrs. Richardson, who was severely injured by broken glass. She was in the dining-room of her home looking out on the Bay when the detonation took place. A large pane of glass splintered over her head, inflicting many gashes.

Dr. Knorr also administered treatment to the two smallpox patients who suffered severe injuries to their eyes and faces. As Mrs. Richardson was suffering from nervous shock, Mayor Preston suggested that she be taken to Baltimore. Dr. Richardson consented and his wife was escorted aboard the tug by former Mayor E. Clay Timanus, who is an old friend of the Richardson family. Dr. Leonard Richardson, her son, was at the wharf in an automobile when the tug reached Baltimore. He took his mother to his home, 112 West Twenty-fifth street, where she will remain until her complete recovery.

#### TO REPAIR DAMAGE.

Health Commissioner Nathan R. Gorter, under whose jurisdiction Quarantine comes, last night notified Dr. Thomas R. Richardson, in charge of the station, to do everything in his power to make the patients comfortable. He instructed Dr. Richardson to patch up as many windows as possible with boards in order that the sick men and women be not made to suffer from the chilly blasts. Dr. Gorter also made arrangements with a window glass establishment to repair all the broken panes at Quarantine early this morning.

Dr. Gorter also submitted a report to Mayor Preston giving a detailed account of the damage at Quarantine. The Mayor also received a report from Harbor Engineer Lackey, in which he praised the city executive for his foresight two years ago in compelling shippers of dynamite to load the explosives outside of the city. Mr. Lackey said that the Mayor saved the city from destruction.


I am the Guy that put H in Hostetter, whose Bitters have stood the test of over 60 years--for Stomach Ailments.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