MADCAP TRAIL OF RUIN IN WAKE OF THE DISASTER

STEVEDORE IS UNDER ARREST

Says He Caused Dynamite Catastrophe

DENIES HOOK STORY

Says Two Sticks of Fulminate Exploded.

DYNAMITE BLISTERS BLAMED

Which He Believed Came Together and Caused a First Detonation—This, He Claims, Started Fire on the Ship, Which Caused the Catastrophe—Experts Say This Is Impossible—His Arrest Follows Order of Coroner Russell—Denies the Accusations.

On orders of Coroner Russell, William J. Bombardt, assistant foreman of the gang of stevedores who were unloading the dynamite from freight cars into the hold of the Alum Chine, was arrested by police of the Eastern district and held for a jury of inquest summoned by the Coroner. The action of the Coroner followed a statement given him by Morris Price, a stevedore, 2510 Hudson street, who accused Bombardt of causing the explosion. He was arrested at 12:30 o'clock this morning by Round Sergeant William Reifuerm and Sergeants John Wampmiller and John Mintiens, of the Eastern district.

According to the coroner, Price told him that he and several other stevedores were in the hold receiving the boxes of dynamite. The latter was sent to the hold from the cars, which were on a barge, by way of a shute. Several boxes had piled up on the shute. It is alleged that Bombardt saw this and shouted to the stevedores, "You're doing that too slow. I'll show you how to do it."

Then, so the story goes, Bombardt grabbed a small bale hook and jabbed it into one of the boxes on the shute. Then followed, according to the coroner's statement, the explosion.

Bombardt lives at 128 South Rochester street and was arrested there. He was immediately taken to the police station, where he denied the accusations purported to have been made by Price.

Soon after the explosion the accusation was made that Bombardt had caused the explosion in the way mentioned above, but he was insistent in his denial of the charge. Yesterday, he said that two sticks of dynamite had exploded, which started a fire that finally caused the big explosion.

BOMBARDT'S STORY.

Lying on a couch in the kitchen of his home, Bombardt related the following story yesterday afternoon:

"I was one of a gang of stevedores working in hatch No. 2 of the Alum Chine. We were loading the ship with dynamite. The explosive was being lowered into the hold by means of a 15-foot skid, and two cases were sent down at one time. Two men were always at the other end of the skid taking them off and placing them on the pile where they were being stowed. It was a very large cargo, being stowed all the way from the back of the bunkers to the forward hold.

"Another stevedore and I were working together. When our turn came, we each took a case of the dynamite and started back to the row which we were just leveling off. As I was walking with my case I heard the small cases inside rattling. I handled it very carefully. As I laid it easily down on the pile it seemed to get caught in something, and I tried to force it in.

"I remembered having heard some time ago that when dynamite was frozen and then thawed out blisters would form on it and that if two of these blisters came together there would be an explosion.

"Hardly had I started to get the box in its place when there was a report and a blinding flash. The next instant I was enveloped in flames. I was dazed for a moment, but when I regained my senses I realized that it was time to get out, as the box had started to burn.

TIME TO GET OUT.

"I called 'Come on boys, it's time to get out of here!' to the other men.

"We started up out of the hold to safety. I, with a number of others, jumped over the side of the ship down on the tugboat and into the launch Jerome, which was lying alongside the tug.

"I urged the captain of the launch to put on all speed, which he did. I know that it was fully 20 minutes after the fire started in the hold before the explosion which caused the death of so many men occurred. It was not any carelessness on my part, and as far as has been said of me using a cotton hook, there is no truth in the statement. I have been in the business long enough to know that cotton hooks cannot be used. There was not a member of the entire gang who had a hook. It certainly was a narrow escape."

Eugene Slack, when asked about the statement yesterday afternoon, said: "I read the account given by Stevedore William J. Bombardt with a great deal of amusement. I immediately consulted a dynamite expert, who informed me that if one stick in a box went off within five or ten feet of a man he would be dead as a doornail to use the expression. The actual cause of the fire on the Alum Chine up to the present time has not been learned, and I know no more than I did when the disaster happened."

BUREAU OF MINES PROBE

Prof. Monroe and Clarence Hall Conduct Investigation.

To ascertain so far as possible whether the dynamite loaded into the ill-fated Alum Chine was being handled according to regulations laid down by the United States government and to make recommendations later as to the proper way of handling explosives, Prof. Charles E. Monroe, of Washington, and Clarence Hall, of Pittsburgh, both of the Bureau of Mines, came to this city yesterday and visited the scene of the disaster. They went over every inch of the calm waters where the destroyed vessel rode safely at anchor Friday morning; visited the collier Jason and inspected the damage done there, visited the scenes of other damage along the waterfront and later interviewed many of the rescued.

The men arrived early in the morning from Washington and went immediately to the office of Marshal Farnan, in the Courthouse. He placed the police boat Lannan at their disposal. Professor Monroe explained that he and Mr. Hall were acting for Prof. J. A. Holmes, director of the Department of Mines, and were instructed to conduct a thorough investigation and make a written report of their findings to him. He said the report would be completed in a few days.

When asked what would be done should it be found that the explosive had not been properly handled, Professor Monroe declared it was the purpose of the bureau which he represents in conducting such investigations to find out, if possible, what caused the disaster, and then to advise municipalities where the explosive is handled of the precautions to be taken. He would not say whether or not the government would prosecute anyone if neglect on the part of any of the crew was proven.

From the office of Marshal Farnan the officials were taken to the moorings of the Lannan. They were taken by Captain Carey, master of the tug, to the Clinton street slip, from where the dynamite was loaded on lighters and carried to the Alum Chine. From there the party went to the scene of the catastrophe. The Lannan was taken over the waters where the destroyed vessel was at anchor and then brought back to the collier Jason.

They boarded that vessel and were met by Sven Anderson, general superintendent of the marine department of the Maryland Steel Company, and J. T. Martin, superintendent of ships, for the same company. They were shown over the ship and inspected carefully all damage that was done there. Mr. Anderson declared later in the day, however, that the officials had made no statement to him as to the object of their investigation. Mr. Hall took several photographs of the wreckage on board the collier.

They were then taken to Hawkins Point, where the explosion had caused considerable damage to the property of the Davison Chemical Company. Mr. Hall said huge pieces of iron plates from the wrecked steamship were scattered about the grounds there. Other damage to property and to Fort Armistead, which is on the point, was then inspected. The officials returned to the city early in the afternoon, but would not make known the nature of the report they would make to the department head.

Professor Monroe declared the explosion to have been the worst he had ever heard of and said it was a good thing the vessel was not being loaded at once of the docks at Canton.

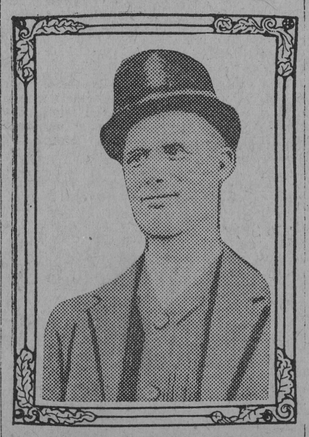
FISHERMEN WILL SUFFER

As a Result of the Dynamite Explosion.

That the explosion will be most detrimental to the fishermen in the Chesapeake Bay and its tributaries is the opinion of many of the men who make their living from catching fish, as well as of many who love the sport of hook-and-line fishing. Some of the fishermen claim that the spawn of the fish laid during the fall months of last year and during the warmer weather of this winter in the tributaries of the Bay has undoubtedly been killed and that therefore there will be millions of fish less during this summer and fall and even during next year.

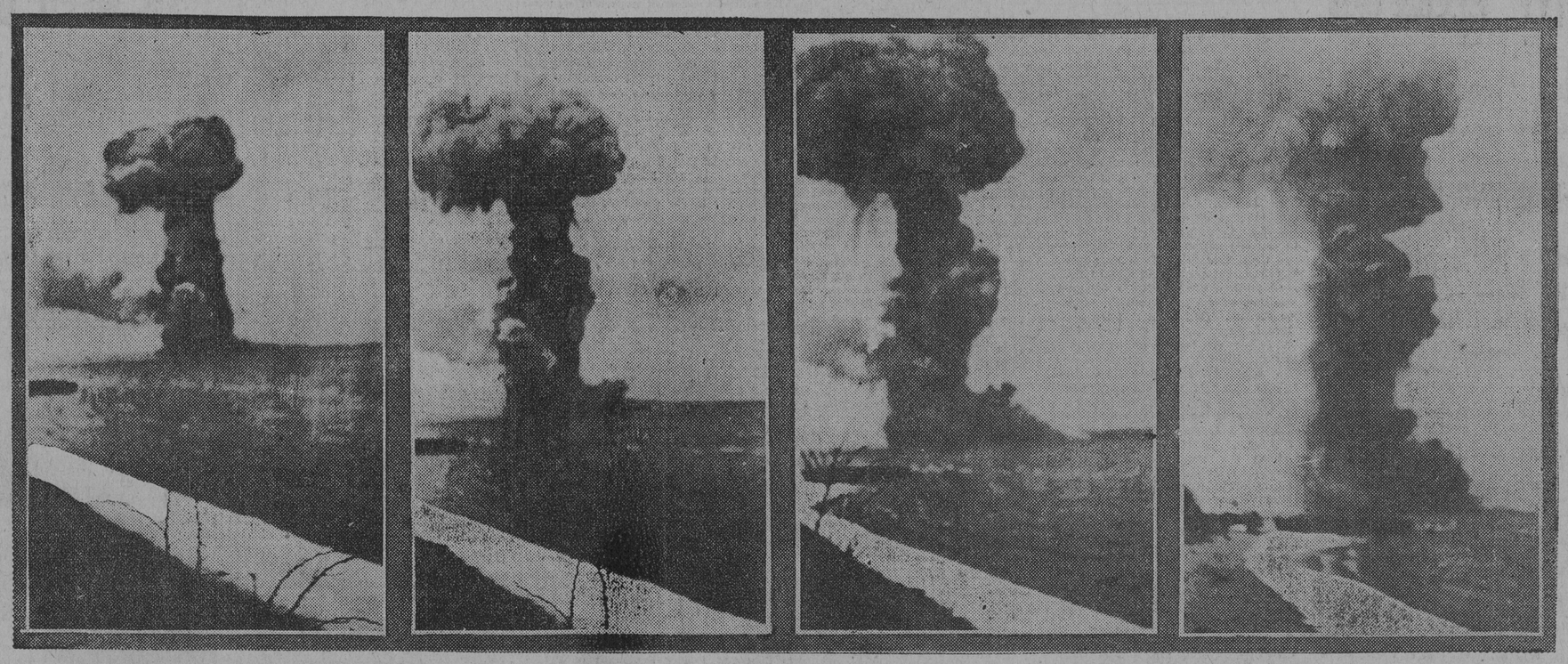
The deadly result of the explosion of dynamite in navigable waters is well known and Maryland, as well as other states, have laws on their statute books prohibiting the exploding of dynamite within their waters except for necessary work. The fines are very severe and there have been instances where fishermen who used dynamite for the catching of fish have been dealt with severely.

Injured In Explosion



Louis Comegys, a fireman on the tug Atlantic, which fared badly in the disaster.

FOUR STAGES IN THE COMPLETE DESTRUCTION OF THE STEAMSHIP ALUM CHINE BY A DYNAMITE EXPLOSION



PHOTOGRAPHS TAKEN OF THE VESSEL FROM THE TIME SHE FIRST CAUGHT FIRE UNTIL SHE EXPLODED ABOUT FIFTEEN MINUTES LATER. THESE PHOTOGRAPHS WERE TAKEN BY MR. C. A. PERKINS, SUPERINTENDENT OF CONSTRUCTION AT THE ANIMAL QUARANTINE STATION, TURNERS STATION. MR. PERKINS ESTIMATED THE DISTANCE FROM WHICH HE TOOK THESE PICTURES AS A MILE AND A HALF.

TO HOLD INQUEST TOMORROW NIGHT

CORONER RUSSELL PLANNING WORK OF INVESTIGATION.

JURY HAS BEEN IMPANELED

Some of the Best-known Business Men in the City Will Hear the Testimony of the Witnesses and Attempt to Fix the Blame for the Disaster—One Man Who Claims That He Was the Direct Cause of the Explosion to Be Important Witness.

Coroner Elijah Russell, of the Eastern district, has taken full charge of the local investigation, and his first definite step in that direction was taken yesterday, when he impaneled a jury, consisting of some of the best-known business men in the city. The jury was gathered in the business district, with the aid of a number of policemen from the Central district, and 15 names were taken.

For the benefit of relatives of the dead, Coroner Russell hustled the jury to the Morgue shortly before noon, and the bodies were viewed prior to the issuance of certificates for removal. Dr. Russell has been busy since two hours after the explosion. He has visited the scene twice, has spent hours at the Morgue and has written many certificates for removal. At present he is at work on the list of witnesses who will be summoned to testify at the inquest which will be held in the Eastern Police Station tomorrow night at 8:30 o'clock.

It was the determination to secure competent men to serve on the jury that led Dr. Russell to defer the selection until yesterday. In this he was successful. The 12 men who will serve on the jury will be picked from the 15 names following:

George May, of Alexander Brown & Sons.

Major George W. Hyde, proprietor of the Crown Lunch Room.

George R. Scarff, insurance man, of 1821 North Calvert street.

Algernon S. Duvall, commission business, 2211 North Charles street.

F. J. Carpenter, cordage business, 10 East Lombard street.

C. C. Poultney, commission business, 911 Cathedral street.

Lawrence Bendann, of 105 West Baltimore street.

R. W. Wright, coal dealer, 1700 Guilford avenue.

J. Sewell Thomas, former city register, 2715 St. Paul street.

W. W. Tingle, general steamship agent.

George W. Zepf, marble business, 1225 Orleans street.

J. Frank Amos, fertilizing business, 1801 Moreland avenue.

H. C. Saunders, heating business, 1814 Ashburton street.

Joseph F. Krichton, manager, 1212 East Federal street.

Henry Hertel, real estate, 2910 East Baltimore street.

Probably the star witness at the inquest will be William Bombardt, 120 South Rochester street, who said yesterday that he had been the primary cause of the explosion, when he dropped a box of explosives in the hold of the death ship, Alum Chine. The placing of the blame, it is thought, will be upon his testimony. Most officials who have either heard Bombardt's statement discredit it, as due to an overwrought imagination, played upon by the horrors he witnessed.

Other witnesses summoned by the police of the Eastern district last night at the order of the coroner were: James Munder, a foreman of the Joseph Foard Company; Charles Dorgan, 144 North Milton avenue, an employe of the Lewis Wagner Company, who was saved by the crew of the Jerome; Jack Kirkman, another employe of the Wagner concern; Captain Owen Thompson, of the tug Curtis Bay, an eyewitness to the explosion; Captain John R. Thompson, of the Jason, another eyewitness; William Marshall, engineer of the tug Atlantic, and Louis Comergy, the fireman; Second Officer Main, of the Alum Chine, and Captain Astey, of the same vessel.

Captain Anstey refused to make any statement yesterday, and was closeted most of the day with a number of the officials of the Foard Company. Coroner Russell has arranged to have him present at the inquest at all hazards.

HAD PICTURES TAKEN

Eight of Crew of Alum Chine Before Explosion.

Little did the group of eight of the crew of the ill-fated Alum Chine who so lightly discussed the possibility of an explosion on their ship in the photo studio of Henry Wood, 612 East Baltimore street, Thursday night dream for a moment that within less than 24 hours four of them would be mangled corpses, victims of the greatest dynamite tragedy in the history of the world.

"I don't know their names," said Mr. Wood in telling of the incident last night, "but they were English. They came into my studio to have their pictures taken while dressed as cowboys, and they had a gay time during the process. Someone spoke of the enormous quantity of high explosive on board their ship and a number of jokes were made about it. One fellow, who died the next day, said, 'I guess I'm willing to take a chance. If she explodes it's all over in a hurry and they won't have to bother about burying us.' Everybody laughed and then another sailor said that he wouldn't be surprised if he found himself in the pearly gates almost any minute. 'There's enough black stuff in the Alum Chine to blow up New York city and London, too,' he said, 'and if there is any trouble, the Lord help Baltimore.'"

Mr. Wood is very anxious to get in touch with the relatives of some of the men whose likenesses he made the night before the fateful day. He has a number of negatives, and he is desirous of presenting pictures to any of the dead men's families who may desire them. Being ignorant of their names, he cannot send the pictures to those English homes where they would be so treasured by grief stricken friends and relatives.

ANOTHER STEVEDORE DEAD

Andrew Morrison Expires in St. Joseph's Hospital.

Andrew Morrison, 35 years old, a stevedore of the Alum Chine, of 513 South Glover street, died after part of his right leg and his entire left leg had been amputated in St. Joseph's Hospital.

The surgeons of that institution had worked ceaselessly over him since his admission to the hospital on Friday afternoon. At his side every moment since his arrival a nurse and physician had kept vigil. After the amputation, which was made necessary by the fact that several pieces of steel had been blown into his flesh, severing the bone, he steadily lost vitality and succumbed at 10 o'clock last night. Dr. Swint, of the hospital, notified his widow, but the body was not removed last night.

WHERE HEARTS ARE HEAVY

Grief and Despair in the Homes of Victims.

Despair and bittr grief hover today over a dozen homes in the eastern part of the city, wherein the bodies of the dead lay, charred and disfigured. In more than a dozen other homes the suspense under which the mothers, children and relatives of the missing labor is piteous.

In the home of the widow of Frank Doyle, 1222 Toone street, the sorrowing woman huddled her four children to her breast yesterday and together they offered prayer after prayer. When the body reached home early in the afternoon Doyle's mother, his sister, Mollie, and his brother, James, were present, and almost overcome with grief themselves, tried feebly to console the widow. The death of Frank Doyle was the fourth sudden death in the family within a few years. Joseph Doyle, a younger brother of Frank, was ground to pieces in a wax machine at the Standard Oil works last February. His brother, John, died on the day of Joseph's funeral. A sister, Anna Doyle, died two days before Joseph's death. Frank's is the final name on the death list.

At the home of Capt. William F. Meyers, 527 South Belnord avenue, the suspense has caused the wife to become prostrated. Her two sons, William J., and Henry, both big, strong fellows, wept bitterly throughout the day as they visited numberless places in quest of their missing parent. It was the same at the home of Henry Buschmann, Captain Meyers' assistant on the barge.

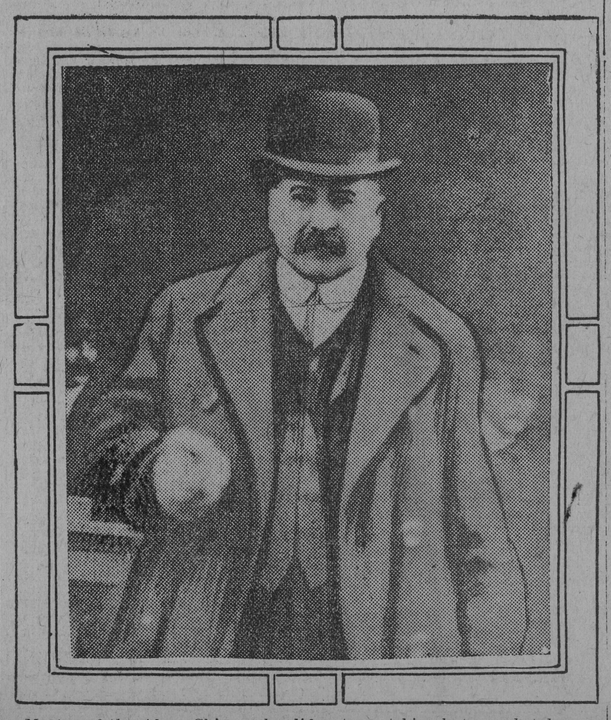
At the home of Joseph P. Lennon, who was killed, Mrs. Lennon, hardly more than 20 years, sobbed as if her heart would break. Mrs. Lennon's father, George Vogel, was killed last week.

"It is too hard to believe," she cried, repeatedly. "I cannot believe that my Joe is dead. He was so big and strong and so good to us. I can't bring myself to believe it."

"Will he ever return?" asked the relatives of William Balster, 2714 Jefferson street. Balster was a ship joiner and perished in the disaster. All day the relatives of the dead man went about the city and several times to the Morgue in hopes the missing one had been found or heard from. It was failure at every turn that met their efforts, and late last night, up until after midnight, the sorrowing ones waited and watched and prayed.

Frantically drawing her infant to her bosom, Mrs. Framcisa Garotski, whose husband, Andrew, a stevedore, 1614 Eastern avenue, was killed, runs about the house, tearing at the wall paper and pulling long strans of her black hair from her head.

CAPT. ANSTEY IN ANGRY MOOD



Master of the Alum Chine, who did not want his photograph taken. He is here shown shaking his fist at an American photographer.

TO INVESTIGATE LOSS OF LIFE

STEAMBOAT INSPECTORS BEGIN PROBE TOMORROW.

WILL NOT GO INTO CAUSES

May Confine Inquiry to the Jason. Interstate Commerce Commission to Take a Hand—Representative of That Body Looked Over Scene Yesterday—Federal Law Regulating Shipment of High Explosives—Stringent Provisions. Will Concentrate on Jason.

Steamboat Inspectors Wright and White will begin their investigation tomorrow. They will not seek to learn the cause of the explosion, although the facts may incidentally be brought out, but will endeavor to confine themselves to the loss of life on the American-inspected ships.

The possibilities of criminal negligence will not be gone into by the steamship inspectors, who will investigate primarily to ascertain the responsibility for the purpose of possible civil proceedings. Captains Wright and White, the local inspectors, will have charge of this investigation.

In discussing the scope of their investigation yesterday, Captain Wright said:

"Unless we receive specific instructions from Washington we will not go into the causes of the explosion. Our search will be purely to ascertain the cause for the loss of life of American citizens and the damage to American ships. For the most part our inquiry will be concentrated upon the collier Jason. While this vessel was built for the government she is under our jurisdiction, as she still flies the merchant flag. There is practically no need to go into the question of criminal responsibility from our end, as there was no collision nor was the Alum Chine being navigated at the time of the explosion. It is possible that the British steamer Alum Chine will turn out to have been the innocent cause of the whole thing."

In connection with the federal regulations governing the handling and transportation of high explosives an Interstate Commerce Commission agent, Frank McManamy, and Colonel Dunne, of the United States Army (retired), have already begun a personal investigation of the dynamite disaster. The federal regulations governing dynamite handling by common carriers comes under the jurisdiction of the Interstate Commerce Commission.

WILL RETURN TOMORROW.

The government officials came over to Baltimore from Washington early yesterday and were taken to the scene of the explosion aboard the municipal tug Baltimore. Accompanying them were Capt. G. E. Carleton, U. S. A., Colonel Dunne's assistant, and John M. Souders, of the freight transportation department of the Pennsylvania Railroad at Philadelphia. This party left Baltimore late in the evening, but will probably return tomorrow to make another examination. The results of their investigation will be reported to the Interstate Commerce Commission.

Colonel Dunne is one of the best-known explosive experts of the country. Some years ago he was detailed, while attached to the Ordnance Department, to study the best methods for carriers to handle explosives in transportation. When the time came for him to return to his regular duties his work had not been completed, and he was retired to permit him to continue his studies.

The Interstate Commerce Commission prepared the regulations governing the shipment of dynamite and explosives by rail in interstate commerce, while the Steamboat Inspection Service of the Department of Commerce has prepared a pamphlet embracing all the laws governing the shipment of explosived on vessels carrying passengers.

These laws provide that when dynamite and explosives of all kinds when put up or shipped must be put up separately from each other and must be distinctly marked on the outside with the name and description of the articles contained therein.

Under the title of crimes the law provides in Section 5353 that "every person who knowingly transports or delivers nitroglycerin, nitroleum or blasting oil or nitrated oil or powder mixed with any such oil or fiber saturated with any such substance or article on board any vessel or vehicle whatever employed in conveying passengers on land or water between any place in a foreign country, or in any place in the United States or between a place in one state, territory or district of the United States and a place in any other state or territory or district thereof, shall be punished by a fine of not less than $1,000 nor more than $10,000; one-half to the use of the informer."

GUILTY OF MANSLAUGHTER.

Section 5334 provides "when the death of any person caused by the explosion of any quantity of such articles or either of them, while the same is being placed upon any vessel or vehicle, to be transported in violation of the preceding section, or while the same is being transported, or while the same is being removed from such vessel or vehicle, every person who knowingly placed or aided, or permitted the placing of such articles upon such vessel of vehicle to be so transported, is guilty of manslaughter, and shall suffer imprisonment for a period not less than two years."

Section 5355 further provides that "every person who knowingly ships, sends or forwards any quantity of the articles mentioned in Section 5353, or who transports the same by any mode of conveyance upon land or water, between any of the places specified in that section, unless such articles be securely inclosed, deposited or packed in a metallic vessel surrounded by plaster of Paris, or non-explosive material when saturated with such oil, and separated from all other substances, and the outside of the package be marked, printed or labeled in a conspicuous manner with the words 'Nitro-Glycerine; Dangerous,' shall be punished by a fine of not less than $1,000 nor more than $5,000; one-half to the use of the informer."

WESTERN HIGH ALUMNAE

Hold Annual Banquet at Belvedere. Miss Hartman Guest of Honor.

The banquet and reunion of the Western High School Alumnae Association, which was held in the spacious ballroom of the Belvedere last night, was by far the most delightful and elaborate affair in the history of the association. Nearly 400 graduates of that school were in attendance, and made the big ballroom ring with their merrymaking and singing of college and high school songs. Much interest was added to the brilliant occasion by the fact that among their number was the oldest living graduate of the school and the only surviving graduate of the Class of 1849. Upon Miss Pamela Hartman fell this honor and distinction, and during the entire evening she was the guest of honor and was the recipient of well wishes and congratulations. Miss Hartman for 55 years was a teacher in the public schools of Baltimore, and during her career as such, more than 15,000 girls received instruction from her. She served as a member of the faculty up until a few years ago, and was a vice principal of the school.

Members of the alumnae from every part of the state were present for the purpose of honoring their alma mater, enjoying the reunion of classes and to pay homage to Miss Hartman, their honored guest. In one family a grandmother, mother and two granddaughters were present. Among the oldest members of the alumnae present were Mrs. Alverta Saulsbury Crandall, of the class of '58; Mrs. Martha Barron Spedden, class of '53; Mrs. A. W. Winterson, class of '52; Mrs. Sarah Marshall Wingate, class of '63, and also members of the classes of '50, '52, '59, '60, '61, '63, '70 and on down to the present time. There are now 70 members of the alumnae in Goucher College and over 300 of their number have graduated from the latter. Members of their alumnae have graduated from the Maryland Institute, Hopkins Medical School, Peabody and Baltimore Law School. They also give a free scholarship to Goucher each year.

Preceding the banquet there was a season of greeting and renewing of school-day acquaintances. Miss O. Lulu Wicks, president of the association, introduced the toastmistress, Miss Henrietta G. Baker, who is supervisor of music in the city public schools, and when Miss Pamela Hartman, who is 78 years of age, was called upon to respond to the toast, Alma Mater, pandemonium broke loose, and it was several minutes before she was able to begin. Mrs. Hartman began with a verse from one of Tom Moore's songs. Miss Hartman carried her hearers back to 1844, when the Western High School first saw light, and stated that there is but one school in the city of the original type of buildings, and that is now the McKim Free School, located at Baltimore and Aisquith streets. "No automobiles, no trolleys and not even a horse car was used then," said she, "and the old omnibus that backed up to the curb was the only rapid transit we possessed." The other toasts responded to were School Days, by Miss Annie E. Welty; The Bachelor Maid, by Miss Blanche Maas; Woman, by Mrs. D. L. Barclay, and Women in Civics, by Miss Edna Annette Beveridge.

WEIRD FREAKS OF EXPLOSION

No Respector of Persons Or Things

SOME CLOSE ESCAPES

The Fire Under a Vessel's Boiler Is Blown Out.

YET NOT A MAN WAS INJURED

In Some Cases Heavy Apparatus Was Wrecked, While Sensitive Instruments Showed No Effect From the Detonation—Big Plate Window in Drug Store Smashed, but Great Rack of Bottles Was Undisturbed—Heard In Atlantic City and Even Further, Yet Locust Point Knew Nothing.

Wonderful stories of freaks wrought by the dynamite explosion on the British steamship Alum Chine Friday morning are being told. Yarns that the most credulous would disbelieve are current. If it were not for the fact that every one can be proven beyond a doubt, they would seem to come from such great imaginative authors as Jules Verne and Sir Arthur Conan Doyle.

Some of the freaks happened on vessels coming up the Bay. The Norwegian steamship Borgestad, which was little more than a mile from the Alum Chine at the time of the explosion, escaped with only the loss of her fires, while the United States collier Jason, which was further away, lost four of her crew in death, besides the injured and wreck of the vessel itself. The Borgestad passed the Alum Chine about 20 minutes before the dynamite went off. It was well up to moorings in Curtis Bay when the explosion occurred. The concussion shook the vessel, throwing nearly everyone to the deck. At the same time nearly every particle of fire in her boiler rooms was blown out of the funnels, and for a few minutes there was a hail of glowing embers.

A similar thing occurred on the collier Jason, and her fires were practically extinguished.

At Quarantine Hospital, a short distance from the scene of the explosion, the sensitive wireless apparatus was not affected in the least, and when tested both in sending and receiving was in perfect tune. The wireless room of the Jason, farther away, was wrecked. However, in the chimney in the office of the administration building was a flue cap. The force of the explosion compressed the air into the chimney and sent the flue cap spinning across the room.

DIDN'T BELIEVE IT.

At Locust Point no one seemed to know that a great explosion occurred. A conductor on the Fort avenue car line, stationed at the gate to Fort McHenry to dispatch the cars, did not hear the noise and was in ignorance of the disaster until the extra papers were on the street. Then he said: "It didn't happen, 'cause if it did, I'd 've heard it." Strangest of all, there was practically no damage on the Point and throughout South Baltimore. Only a few windows were broken.

At the foot of Market space two men were laying carpets on the steamship Florida, of the Old Bay Line at the time of the explosion. They did not hear the noise of the shattering of the ship, and when told by someone that a sound of an explosion was heard they told him to "dream on and smoke up again." Still, the shock of the explosion was felt in five adjoining states, one of which was New Jersey. Atlantic City knew there was either an earthquake or an explosion of some kind, but some persons within a few miles of the scene were in ignorance of what had really occurred.

On Wagners Point, a few miles from the moorings of the ill-fated ship, St. Adelbert's Catholic Church rocked on its foundations for several seconds, yet out of the 15 big stained glass windows only one was broken. That was one just placed in the front of the church and went crashing inward, sending glass all over the pews. Not a candle on the altar was knocked down, nor was the sanctuary lamp extinguished. The lamp had just been filled to the brim with oil, but not a drop of this was spilled.

BOTTLES NOT DISTURBED.

In Curtis Bay a few windows were shattered and these were far apart in different sections of the village. In several places, however, the shock caused the pumps in the yards to pour forth water. In one house the transom was blown inward, but not a dish on the shelves was disturbed. In the office of Dr. Thomas B. Horton, at Curtis avenue and Cedar street, hundreds of bottles of medicine and chemicals piled high, and in some instances on top of each other. His big plate-glass window was blown out, but not a bottle was broken or thrown from its position.

In a home on Hawkins Point a big iron clock stood on a mantle with many ornaments flanking it. The mantle was swept clear of everything except the clock, and the only effect the explosion had on it was to start the gong going and run the hands up about two hours ahead of time.

In another home a short distance away, a window, sash and all, was blown out and fell on the floor. Not a pane of glass in it was broken. In the same room the other sash was blown across and landed on a feather bed. All six panes of glass in it were shattered, and the frame was broken in two places.

In the barracks at Fort Armistead every window except one was shattered into thousands of pieces. Besides, every door was either torn from its hinges and hurled far away or split as though it had been done with an axe. Glass from the windows was thrown clear across the big room of the barracks, and the men were pelted from all quarters. One window, on the south side of the building, alone withstood the shock, and not a crack could be found in either the glass or the woodwork. In the lavatory one of the privates was washing preparatory to coming to the city. When the explosion occurred his face was covered with soap and he could not open his eyes. The two windows of the lavatory were blown out and when he reached for the water he knew had been in the stationary washstand he discovered that it was empty. The bottom had been blown out.

In the finding building, where the officers work in planning the placing of shots from the big guns, every window was broken, the door was split, while the most sensitive instruments, those which have to be handled with the utmost care, escaped damage.

Other Dynamite News On Page 10A.

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