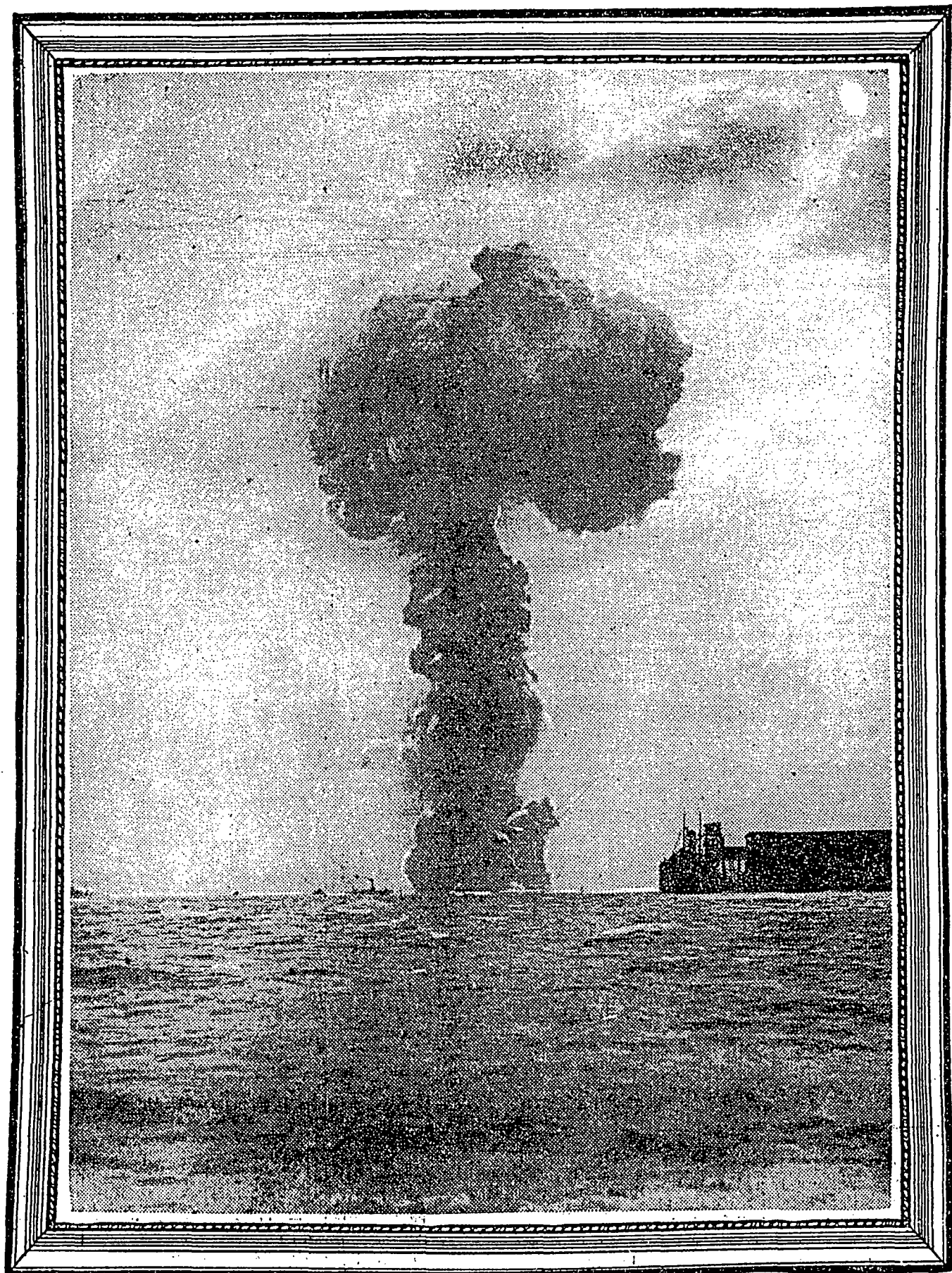


26 DEAD, 20 MISSING, 60 HURT WHEN DYNAMITE SHIP EXPLODES

At The Moment Of The Explosion



PHOTOGRAPH TAKEN TWO MILES AWAY

The above photograph, taken immediately after the explosion, was made by Alfred Waldeck while two miles away. He was on a gasoline launch going from the Baltimore Yacht Club to Wagner's Point, when his attention was called to a column of smoke from the Alum Chine. As he watched, flames poured from the hatch. This was followed almost immediately by the boom of the explosion. Seizing his camera, Mr. Waldeck snapped the column of water, smoke and vapor that rolled hundreds of feet into the air. The photograph was taken while the launch was at full speed. Mr. Waldeck said: "Immediately after the explosion the Alum Chine appeared to be lifted into the air and then dissolve into smoke and vapor. The dense cloud looked as though it was lifted thousands of feet into the air. "I saw no wreckage from the vessel, but when the cloud broke it looked as if it were raining." Mr. Waldeck, who is the official photographer for the Sewerage Commission, was on his way to take a picture of the water front at the Elliott shops, when he had the opportunity to take this remarkable view.

Disaster Off Curtis Bay Causes Loss Estimated At \$150,000, And Shock Is Felt In Four States.

STEAMER IS SMASHED; TUG BURNED

New Collier Jason Riddled—Captain Vandyke And Mate Diggs, Of The Atlantic, Give Their Lives For Others—James Goodhues And Companions Save 25 With Launch—Quarantine Suffers—Shock Felt 100 Miles Away.

At least 26 persons were killed, 20 are missing, and more than 60 were injured in an explosion of 350 tons of dynamite, following a fire on board the British tramp steamer Alum Chine, in the harbor off Fort Carroll, about 10.30 o'clock yesterday morning.

The 20 missing are thought to have gone down with the Alum Chine. Many of the stevedores were known only by numbers, and it is feared their names will never be known.

There were also a number of negroes who were believed to have been around the Alum Chine and barges looking for work who are believed to have been caught by the hail of death.

The crew of the revenue cutter Guthrie will search for bodies today.

The disaster caused a damage which is estimated at \$150,000.

NEW COLLIER JASON RIDDLED BY DEBRIS

The brand new collier Jason, which had but recently been completed by the Maryland Steel Company and which was to have been turned over to the United States Government in a few days, was riddled by huge fragments of steel and iron catapulted from the steamer Alum Chine, bringing death to several members of the crew of the collier and working terrible havoc to the ship itself.

The Jason is valued at \$1,000,000, but it is not thought that the loss to her will amount to more than \$10,000. Work of restoration will take some months, however, necessitating a long delay before the vessel is turned over to the Government. Secretary of the Navy Josephus Daniels has notified the company that the builders must be responsible for the loss. The company sent a letter to the Secretary regretting the loss of life. The head of the navy promises to make a full investigation.

STEAMER RENT INTO A THOUSAND PIECES

The Alum Chine was itself rent into a thousand pieces by her death-dealing cargo. The ship leaped into the air. Then there came a crash and a flare, fragments of iron, steel, woodwork and cases that had contained the explosive were hurled hundreds of feet into the air and the ship—or what was left of her—sank beneath the waters.

The Atlantic Transport tug Atlantic, the crew of which heroically attempted to save the men on the steamer and the stevedores who were at work on the barge beside it, was caught in the path of destruction and burned to the water's edge, her captain, William Vandyke, and her mate, Henry M. Diggs, paying for their bravery with their death. The loss of the Alum Chine is placed at \$50,000 and that of her cargo at \$7,000. The Atlantic was valued at \$5,000. A car float, which was near the steamer, turned turtle and disappeared from view. Its loss is placed at \$1,000.

QUARANTINE HOSPITAL SUFFERS HEAVILY

The Quarantine Hospital at Wagner's Point suffered heavily from the shock and the explosion. Every window in the building was shattered and doors were torn from their fastenings. Patients at the hospital were hurt by falling glass.

Those who were witnesses of the scene describe the explosion simply as a roar and a flash—a roar, they say, such as has never been heard before and a flash that mounted seemingly hundreds of feet into the sky. The fragments of steel and iron fell like meteors into the harbor, bringing death and injury and terror to all who were within range.

FACED DEATH WITHOUT A MOMENT'S WARNING

Many of the men who were on the Alum Chine and on the barge from which the vessel was being loaded were caught face to face with the selection of instant death through the flames or explosion or a fight for life in the swirling waters.

TRIED TO SAVE THE LAST ON BOARD.

The heroism of Captain Vandyke and Mate Diggs, of the Atlantic, stands out as a gripping picture of men who were willing to risk their lives to save others—though they were fully cognizant of the danger they were facing in their attempts at rescue.

The tug, which was near the Alum Chine when the fire broke out, had already saved a number of men of the crew and was putting off, when two others on board the steamer sent out a cry for help. The Atlantic put back, placed the men on board and was backing away when caught in the explosion and sent recoiling away, a veritable pyre. The act of heroism on the part of the two men probably cost the lives of others on board the tug, who had been taken from the Alum Chine a few minutes before.

James T. Goodhues, his brother Jerome and several companions who were in a launch near the scene of the explosion, saved nearly 30 members of the crew of the Alum Chine and the stevedores on the barge.

TUGS DO VALIANT SERVICE.

The tugs Britannia, the Curtis Bay and the Mary P. Riehl and the revenue cutter Guthrie all did yeoman service. These vessels were in the neighborhood of the ill-fated steamer and immediately put on full steam to her assistance. The

Guthrie went to the Quarantine Hospital for a physician to attend the injured and dying on board the Collier Jason, and then hurried to shore to send for ambulances and physicians. Collector of the Port William F. Stone hastened to do all in his power to render assistance and sent the cutter back to cruise about the spot where the accident occurred for the purpose of picking up bodies of the dead.

HOUSES SHAKEN IN MANY PLACES.

The rumble following the explosion shook the houses all along the eastern section of Baltimore county and in the northeastern and southern parts of the city. Windows were broken and houses trembled as if there had been an earthquake. Sparrows Point and Curtis Bay, especially, felt the shock, while the heavy iron doors in the barracks at Fort Howard and Fort Carroll shook on their hinges.

Persons in Northwest Baltimore, however, knew nothing of the explosion, although the tremors of the earth resultant from the shock was felt in Philadelphia, Atlantic City and a number of towns in Maryland, Pennsylvania, New Jersey and Delaware. In Dover, Del., the sessions of the Legislature were interrupted and the Speaker of the House paused to remark that "there must have been an earthquake somewhere."

NO WRECKAGE FOUND AFTERWARD.

In evidence of the terrible character of the explosives there was not a particle of wreckage to be found about the place where the Alum Chine, the Atlantic and the barge went down save a few oars thought to be from the Alum Chine and a few blackened boards from the burned tug.

As soon as the crews of the tugs which hastened to the assistance of the victims got near enough to render assistance they were kept busy dragging the survivors from the waters or in snatching them from the flames of the burning Atlantic. One man was picked up naked, swimming

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26 Dead, 20 Missing, 60 Hurt

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in the water about half a mile from the place of the explosion.

Flying their flags at half-mast, many of the tugs did quick work. Rescues were made at many points within a radius of half a mile from the scene of the explosion.

The dead and injured were brought to Brown's wharf, the dead being removed to the city morgue, while the injured were rushed to the hospitals in the eight district auto-ambulances. The tugs Curtis Bay, Captain Thompson; Britannia, Captain Dunn; police patrol boat Lannan, Captain Carey, and the Mary P. Riehl, of the Atlantic Transport Line, were active in the work.

At a late hour last night two bodies at the morgue remained unidentified.

PITABLE SCENES ON THE WHARVES.

The scenes at the morgue and on the piers when the bodies of the dead were brought ashore for identification were the most pitiable ever seen in this city. Hag-gard women and children, some of them pinched with poverty, from the city's most congested districts, crowded about the ambulances and the dingy little house of death with weeping eyes, their hearts' grief finding vent in sobs of desolation. Many of those who had gone down were the only money-earners in the families, and their loss means a future filled with anxious fears.

Steps will be taken to help these survivors and to do everything that can be done to help assuage their grief. Charitable Baltimoreans will be appealed to to help them in their trouble. A meeting will be held in the City Hall this morning, when Mayor Preston will appoint a committee

to solicit funds for the widows and the orphans.

THE SUN will receive contributions.

GULLS HOVER OVER SCENE OF DISASTER.

A weird touch was given to the tragedy by the hundreds of sea gulls, who winged their flight about the harbor, swooping down on the hundreds of fish killed by the explosion. The gulls reminded one of the albatross of the ancient mariner, the harbingers of evil, keeping unceasing vigil over the ship of death.

Terrible as was the disaster, it might have brought untold countless deaths and untold destruction had the methods of loading which were in vogue until a few years ago not been discontinued. Up until that time the dynamite was loaded from cars near No. 3 Elevator, in Canton Hollow. Had that been done yesterday much of Canton and Highlandtown might have probably been destroyed, with a good part of Baltimore.

The water acted as a shock absorber, thus preventing the damage that such a terrific explosion would ordinarily carry along with it.

The ship was being loaded with coal and dynamite for Colon, Panama, the dynamite to be used in blasting work on the Panama Canal. United States Inspector Washington C. Bradyhouse, who was on board the Alum Chine to look over the work of loading, was slightly hurt. He was taken to Johns Hopkins Hospital for treatment.

The fire which caused the explosion is thought to have been due to spontaneous combustion in the coal bunkers of the steamer.

The laws of the Harbor Board were being observed, the steamer carrying a red flag.