

## UNITED STATES TO HOLD SIX MEN FOR SHIP DISASTER

Federal District Attorney is Drawing Up Indictments in Eastland Case.

## REDFIELD BOARD FAILS TO FIX BLAME FOR ACCIDENT

Recommended Changes in Present Law Governing Inspection Service.

CHICAGO, Aug. 13.—At least six persons will be indicted by the federal grand jury investigating the Eastland disaster. United States District Attorney Clyne, so reported about the federal building, has drawn up the indictments. The bills were returned when the jury met Tuesday.

These, included officers of the Eastland, officials of the St. Joseph-Chicago Steamship company, and United States steamboat inspectors.

Secretary of Commerce William C. Redfield's investigation of the Eastland disaster ended a week ago.

Whether it will be resumed depends upon the action of the federal grand jury and the nature of its return before Judge Landis.

The Redfield board issued a preliminary report which failed to fix blame for the disaster and gave no opinions as to what agencies caused the Eastland to capsize.

The report stated that adjournment was taken in obedience to the order of Judge Landis prohibiting federal grand jury witnesses from testifying regarding the Eastland case before any other investigating body.

Law Changes Urged.

It urged Redfield to transmit to President Wilson and congress a number of recommendations for changes in existing laws governing the inspection service.

That there shall be created a board of naval architects whose duty it shall be to pass upon plans and specifications of steam merchant vessels over 100 tons burden.

That no steam merchant vessel of over 100 tons shall be certified for service until its plans and specifications shall have been approved by the board, nor until its safety, seaworthiness, and stability have been demonstrated to the satisfaction of said board.

That methods shall be provided whereby findings of local inspectors may be appealed.

That whenever the passenger carrying capacity of a vessel is increased by local inspectors the increase must be approved in writing by the supervising inspector.

That any alterations of original plans and specifications affecting stability, seaworthiness, and safety must

## NEW ORLEANS TO CITY-OWNED LIGHTING PLANT

NEW ORLEANS, Aug. 13.—New Orleans will build its own electric light plant—or else force a private company to sell electric current at the cost of producing it, plus a reasonable profit.

With money in sight and a highly-trained expert working on the specifications of a light plant, New Orleans has announced that it was ready to proceed with its own system of manufacturing and selling electric current. That will be the course of the city commission council in the next few weeks, if private corporations that might seek to secure franchises and contracts for lighting do not "come clean" with an agreement to base rates substantially on the cost of the public service, plus reasonable interest on the actual investment.

Cleveland Man On Job.

Commissioner of Public Property E. E. Lafayette, asserts that a bond issue, big enough to pay for building an adequate public plant, even up to a cost of \$5,000,000, can be advantageously sold. The financing of the enterprise, he stated, is assured. Frederick W. Ballard, skilled electric light man of Cleveland, O., has been engaged to make a detailed survey and prepare plans and specifications for the municipal plant to cover every bit of New Orleans on both sides of the river.

The city commission council and Ballard, after a short but dependable survey, have reached the conclusion that current for residence lighting and for commercial lighting and power can be manufactured, distributed and sold for 5 cents a kilowatt hour, with allowance for reasonable profit. A private corporation, it is understood, will have to approach this figure before its proposals will receive serious consideration at the hands of the commission council.

Fight Won On Rate Argument.

The theory that a private corporation enjoying a practical monopoly of selling electricity to the public, ought to base its rates on the actual cost of production, plus a reasonable profit, has been approved by the city commission council.

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have the approval of the board of naval architects.

New Rules Wanted.

Pending enactment of legislation covering these recommendations changes in regulations are urged as follows:

That increases in passenger carrying permits must be issued by inspectors only after personal inspection of the vessel and a written report made.

That inspectors require owners of vessels whose stability they have any reason to question to make "inclining tests" on such vessels.

City harbor officials are preparing to test the stability of every lake liner that enters the Chicago river or docks on the lake front. Rush orders were placed for bars of iron which will be used in weighting the boats.

## DRY WAVE IS COSTLY; U. S. LOSES \$500,000

Approximately Half-Million Less in Badger State Despite War Tax.

The prohibition wave cost Uncle Sam approximately half a million dollars last year in revenues from Wisconsin alone.

The nation-wide agitation for prohibition and the fact that so many states already have prohibited the sale of intoxicating liquors within their boundaries, cost the government last year over \$20,000,000, according to reports from Washington.

Records of the two internal revenue districts of Wisconsin show that the income the government derives from the manufacture of spirits and fermented liquors has fallen off considerably. It is only the additional 3-1/2 per cent war tax on beer and the increased tax on spirits, in effect since Oct. 23, 1914, that has kept the income near to that of former years.

Despite the added war emergency tax on spirits, the revenue from this source fell off \$150,000 in 1915 compared with the 1914 revenue collections. The 1915 collections from this source were \$2,429,529. This is for the fiscal year ending July 1, 1915.

The revenues from the manufacture of beer in the eastern district of Wisconsin, for the fiscal year ending in 1915, were \$5,013,873. During eight months of this year the government collected a tax of \$1.50 instead of the regular \$1 tax. Despite this added tax of 33 1/3 per cent, the increase in the income from this source was only \$690,000 out of a total income from beer of \$5,013,873.

## WANTS HOBOES IN ONE BIG UNION

NEW YORK, Aug. 13.—Jeff Davis, "king of the hobo," plans to leave this city shortly on a world tour in the private yacht Marjorie of George E. Crater, Jr. the miner patron of the hobo, for the purpose of organizing an international union of 5,000,000 hobo.

According to a statement given out by Davis the only detail now lacking is the proper passport from the United States government in order to make the trip, and he is going to call on President Wilson for the necessary papers at once.

Davis stated emphatically that this was not to be a pleasure trip but will be a world study of the hobo question for the purpose of establishing branches of the international organization in every country under the sun.

## NORTH-WESTERN'S FINE IN LABOR CASE IS UPHOLD

CHICAGO, Aug. 13.—The federal circuit court of appeals upheld the decision of Federal Judge Landis in fining the Northwestern and Rock Island roads \$500 and \$250, respectively for working employes over nine hours.

## E. G. Hall Re-Elected President of M. S. F. of L. At Winona Convention



## STARVING MINERS AIDED BY STATE

Taken From Ohio Fields to Cleveland to Get Employment.

CLEVELAND, Ohio, Aug. 13.—The state of Ohio is assisting starving miners from the Hocking Valley field to come to Cleveland where they are seeking work. The first batch of 150 arrived last week and the state employment commission is arranging for them to follow.

"Never have I seen anything to equal the eagerness of the miners to get work," said State Mine Inspector John M. Roan, who had charge of the special train that carried the 150 men. Gloucester and vicinity is in dire distress from the closing down of 10 coal mines. At present only one small mine is running.

The only food that has come to miners in the last two weeks is that sent by the state and the state organization of the miners. Practically every family is penniless.

School will open in another month, and hundreds of children will be unable to go because they have no suitable clothing.

A mother and her five children came to relief headquarters here, having walked four miles.

"We have not eaten since yesterday," the mother said.

MUNICIPAL PLANT PAYS SHEBOYGAN BIG PROFIT

SHEBOYGAN, Wis., Aug. 13.—Sheboyan's water works netted the city \$65,811.31 from July 1, 1914, to June 30, 1915.

## CHAMP CLARK FOR EQUAL SUFFRAGE

Speaker of House Surprised to Learn 4,000,000 Women in Nation Demand Ballot.

SAN FRANCISCO, Aug. 13.—Champ Clark, Speaker of the House has long been a suffragist. Last week, in San Francisco, when a deputation of California women voters met him to tell him that they stood behind the federal amendment enfranchising all women, and asked his help, he went a step further. He told them that the demand of 4,000,000 women was not a demand that could be longer ignored; that the method of bringing suffrage about must be decided on, and that he would study the matter and submit his conclusions at the coming great convention of women voters to be held in San Francisco in September.

The deputation of voting women which met Speaker Clark was formed by Mrs. Sara Bard Field under the auspices of the Congressional Union for Women's Suffrage, the organization formed two years ago to enforce the Susan B. Anthony amendment, in which Western Women are showing such a lively interest. Mrs. Champ Clark, herself an ardent suffragist, arranged the meeting with the Speaker.

Mrs. Field told the Speaker of the organization of the union expressly to hasten universal suffrage through the old Susan B. Anthony amendment, and declared that 4,000,000 women now stood behind the demand for the passage of this bill by the next congress.

"Are there so many voting women?" asked the Speaker. "They are worth cultivating. They are worth considering. I myself have been a suffragist ever since I can remember. We lost in Missouri last time, but we are going to win next time. Suffrage is as certain to come as day is certain to follow night. I have always said so. The only question now is one of method. I have believed in the State by State method. I admit I have not studied the question of enfranchisement by federal amendment."

## MUNITION WORKERS ASK \$4 FOR 8-HOUR DAY

PHILADELPHIA, Aug. 13.—Members of the Philadelphia branch of the International Union of Machinists have decided that they are entitled to a part of the vast profits from the manufacture of war munitions, and accordingly have indorsed a demand for an eight-hour day and a minimum wage of \$4 for all workers in factories that are filling war orders.

Thomas L. Wilson, secretary of the Metal Trades council of Philadelphia, told the workers that their demands were not unreasonable in view of the large profits which American manufacturers are said to be making on war business.

It is estimated that more than 33,000 men are employed in factories under the jurisdiction of the local union. The union officials assert they have organized between 70 and 80 per cent of the factories.

## U. S. OWNERSHIP OF RADIUM ORE URGED BY LANE

Secretary of the Interior Franklin K. Lane announces that the production of radium from Colorado carnation ore by the bureau of mines, in connection with the National Radium Institute, has passed the experimental stage in its new process and is now on a successful manufacturing basis.

He also declared that the statements made to congress concerning the ability of the bureau of mines to produce radium at a greatly decreased cost over other processes had actually been accomplished and that the costs were even less than predicted.

The secretary added:

U. S. Reduces Prices.

"The cost of one gram of radium metal produced in the form of bromide during March, April and May of the present year was \$36,050. I am informed by Dr. Charles L. Parsons, in charge of the radium investigations of the bureau. This includes the cost of ore, insurance, repairs, amortization allowance for plant and equipment, cost of bureau of mines operation, and all expenses incident to the production of high grade radium bromide.

"When you consider that radium has been selling for \$130,000 and \$160,000 a gram, you will see just what the bureau of mines has accomplished along these lines.

"The cost of producing radium in the small experimental plant during the first few months of the bureau's activities was somewhat higher, but not enough to seriously affect the final average.

"The public, however, should not infer that this low cost of production necessarily means an immediate drop in the selling price of radium. The National Radium Institute was fortunate in securing, through the Crucible Steel company, the right to mine 10 claims of carnation ore belonging to them, and this was practically the only ore available at the time.

War Cuts Imports.

"Since then new deposits have been opened, but these are closely held, and according to the best judgment of the experts employed by the bureau of mines the Colorado and Utah ores which are much richer in radium-bearing ore than any others known, will supply ore for a few years only at the rate of production that obtained when the European war closed down the mines.

"The demand for radium will also increase rapidly; for the two or three National Radium Institute was fortunate in securing, through the Crucible Steel company, the right to mine 10 claims of carnation ore belonging to them, and this was practically the only ore available at the time.

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## STR. CHRIS. COLUMBUS STANDS RIGID TEST IN CHICAGO

Sand Bags Equal to Weight of 4,687 Persons Falls To Tip Whaleback.

## BOAT LISTED ONLY TEN OR TWELVE DEGREES

Government Experts Make Unique Trial in Gaging Vessel's Stability.

CHICAGO, Aug. 13.—Thirty-five hundred passengers may stand on the same side of the center line of the Christopher Columbus, and not tip the vessel over.

This was the statement of A. W. Goodrich, president of the line operating the Goodrich Transit company were risked in the undertaking. Experts declared the test satisfactory.

Sand bags were distributed among the three passenger decks, weighing as much as 4,687 passengers averaging 170 pounds each. The Columbus, however, never carried more than 3,786 persons, including the crew, that number being authorized by federal inspectors.

U. S. Men on Board.

On board, besides the crew and stowaways of some 250 men, were 40 passengers and several newspaper men. A. W. Goodrich, president of the steamship line had invited a party. City and government officials were represented.

The Columbus stopped off the foot of Congress street in Chicago. On board the vessel, there was little fear expressed that the Columbus would not show her worth. A few passengers gave indications of being a bit shaky.

Most of the party was at dinner on the main deck when the deckhands started to shift the sand bags to the starboard side.

Passengers "Shaky."

The steady tramping of the sand shifters overhead was answered by the slow steady list of the vessel. Soup plates were emptied hastily as the soup rose slowly to one side of them. Coffee cups began to spill.

The diners ate with an eye on their plates and another on the lake sky line, fast-disappearing above the windows of the cabin. On one side was the water, on the other a dull lead sky. Several left for the upper deck.

Then appeared James Forbes, head of the Bull department of the Manitowoc Shipbuilding company, under whose direction the test was being made.

"The work of transferring the sand-bags is finished," he announced. The nervous tension was broken and the diners ate with new interest.

"The boat is listing at an angle of from 10 to 12 degrees, and the weight of sand on the starboard side of the

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# LESSONS OF THE "EASTLAND" TRAGEDY

ANDREW FURUSETH

In order to have reasonable safety at sea the first requisite is a vessel well built and properly equipped with the necessary life-saving appliances (life-boats); the second, a sufficient number of skilled men to take care of the vessel while she is afloat and also to handle the lifeboats after the vessel must be abandoned.

There are two ways in which this may be obtained. One is to enlist in the cause of safety a complete self-interest from a financial point of view of the owner of the vessel. If the loss of the vessel means great financial loss to him, the tendency to earn safety will be automatic. If he be made responsible to the passenger or his heir for loss of limb, injury to health, or loss of life, the loss of a large number of passengers may to him mean bankruptcy.

## Lurking Peril of Over-insurance.

Coupled with that the shipowner should be made to assume personally a large part of the risk that naturally arises from the dangers of the sea, by depriving him of any opportunity either to overinsure or completely insure his vessel. This was the policy of nearly every civilized government up to about 1850. Our law limiting, or rather abolishing, the liability of the shipowner to the passenger was enacted in 1851, and extended and made more complete, through later amendments or laws, in 1886, as I now remember it, and in 1893.

Our present system of insurance is a gradual development from the partial insurance of

ships and cargo to a simple gambling proposition, in which one may take out an insurance policy on a vessel in which one has no insurable interest, and the amount of which we may insure has no limitations in law.

## Standardizing Boats and Men

The only means of assuring reasonable safety after the assistance of self-interest has been lost is to establish specific standards in the construction of vessels, the equipment of vessels, and in their management, giving standards of construction, and stability, and buoyance not only of vessels but of lifeboats, and standards of skill and number in the men employed especially in the deck department upon whom depends the handling and safety of the vessel and the handling and safety of the lifeboats.

The inspection service established by congress, presumably for such a purpose, is charged with the investigation of all accidents and disasters. In other words, it is given power, first, to make rules, then to see that the rules are carried out, and, finally to investigate any disaster that may take place. That is, they are given the power to investigate the results of their own acts, or the acts of others, or disasters for which no one can properly be blamed.

## Inspectors Made Scapegoats.

Beginning with the conception that the vessel is safe when it leaves the harbor, the presumption of the investigators naturally is that someone has blundered after the vessel left, or after the vessel was inspected. As a

licensed officers are put on trial, and they usually are made the scapegoats whether they be guilty or not.

Take the case of the "Eastland" vessel. He bzzab land." The captain knew the vessel lacked stability. He knew that it was what the seamen call "tender." There is no doubt but that he knew that 2,500 passengers was entirely too big a load for it, safety considered. If he had ordered the people ashore and refused to take his vessel out, he would have been tried and his license would have been suspended or revoked because of such action.

Nothing short of the capsizing of the vessel would have been sufficiently convincing evidence to prove its instability and the fact that it was overloaded. If he had gone to the owner and told him that he would not take the vessel to sea or out on the Lakes, with 2,500 passengers on board, the owner would simply have obtained another master of the vessel, and in either case the captain's mean of livelihood would have passed away.

## Owners Influence Appointments.

Inspectors from the supervising inspector down to the local inspector are appointed either by the President (by and with the advice and consent of the senate) or by the Secretary of Commerce. In either instance, the original recommendation and indorsement would come from owners of vessels. The influence that this necessarily has upon the supervising inspector in the making of rules and upon the local and

ing out of the rules, needs no comment. Add to this the tradition of the service; that any inspector who is too active, or who develops too lively a conscience in some way or other gets out of the service, and it needs no further explanation that the rules are inefficient.

The same vessel may be passed for a certain specific number of passengers in one port and for an increased number of passengers in another port and for still further increased number in a third port. Shipowner's Change of Attitude.

It is true that the statute provides that the supervising inspector shall instruct the local inspectors in their duties and see that the rules are uniformly enforced, and yet all the rules are an annoyance to the shipowners in their general operation, and therefore are protested against, while after a disaster the rules constitute his defense. The first thing he will say when a disaster has taken place is: "The vessel was properly inspected, she came up to every requirement of the inspection service, and if there was anything wrong with her I am not responsible."

The origin of this disaster seems simplicity itself, and may be expressed in one single word, "overloaded." Aside from this, she did not have the proper kind of ballast.

Our whole inspection system needs first a thorough investigation and then a general definite construction. Inspectors should be given definite and clear rules for their guidance. To make

to put them in a most unfortunate position. Every immediate pressure and interest is sunk in the wrong direction and made to work toward and beyond the danger line.

## Should Set Specific Standards.

Therefore, congress should set specific standards. It should be the inspectors' duty to see that these standards are obeyed and the ordinary citizen should be given power to set the law in motion by a complaint to the courts either against the inspectors or against the owners.

The foregoing comment upon a preventable disaster should be considered in connection with the following facts brought to light since the "Eastland" capsized in Chicago river.

The last U. S. inspection report was made by the two inspectors on May 24, 25, 26, and part of May 30, at Benton Harbor Mich. The investigation was begun at 3 p. m. on May 24 and 5:30 p. m. on May 26.

On June 12 a certificate was issued authorizing the steamer to carry 2,183 passengers and a crew of 70, a total of 2,253 persons. This certificate was amended on July 2, it is alleged, "after the installation of additional life rafts," to permit the vessel to carry 2,500 passengers and a crew of 70.

## IN THE SEAMAN'S JOURNAL

the "condition of the steamer and its equipment good."

Both inspectors declared they had done all that the rules and regulations of the Bureau of Navigation required, and were not aware that the "Eastland" was unstable or unfit for excursion purposes. They admitted that no test was made to determine the stability of the vessel, but said none was required.

The test for the ballast tanks, which are supposed to trim ship, was discovered to be a minor one and not included in the blank form provided for the inspectors' reports.

## Certificate to the Vessel.

Part of the original certificate issued to the vessel follows:

"From May 15 to Oct. 15, including both dates, this steamer is allowed to carry 2,253 persons, including passengers and crew, also is required to carry its full complement of officers and crew, consisting of one licensed master and pilot, two licensed pilots, two quartermasters, eight deck hands, one licensed chief engineer, two licensed assistant engineers, two oilers, eight firemen, six coal passers, eight watchmen and 30 others when needed in the steward's and other departments not connected with the navigation of the vessel.

"Said vessel is permitted to navigate for one year in the waters of the northwestern lakes, bays, and rivers, touching at intermediate ports."

"We further certify that the said vessel at the date thereof is in all things ready to receive passengers and crew."

No Test As to Stability.

regulations of the board of supervising engineers."

## Capacity of Boat Increased.

The certificate was sworn to before a notary. When inspected on June 8, 1914, a year previous, the steamer was authorized to carry only 1,120 persons. It was reinspected enroute from St. Joseph to Chicago on June 26 of the same year; on August 7, enroute from Chicago to St. Joseph and again on August 25, while on the same trip. On August 7 the notation was made in his report by Inspector Reid: "Condition of steamer and equipment good."

When the steamer was inspected the first time this year 11 lifeboats were reported on board, one working boat, and 33 life-rafts. After the installation of four more liferafts the steamer reinspected at St. Joseph on Sunday, July 11, during two hours, and the steamer and equipment reported in good condition. All that was ordered after the first inspection this year to complete the "good condition" of the vessel was a deep sea sounding apparatus, oil tanks, and repairs to a boiler.

Investigators have "observed" that three other vessels have gone down since the present inspectors have been in charge of the district along the east shore of Lake Michigan. These were the Ann Arbor car ferry, which turned turtle at Manistowic in 1909; the "Matthew Wilson," a lumber boat, which turned turtle at Muskegon a year later, and the Pere Marquette car ferry "No. 18," which sank in midlake because of

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