

service which they could control," said Furuseth to a Day Book reporter in the office of the Illinois State Federation of Labor last night.

"The Eastland was an old tub. She had a flat bottom contrary to all standards of stability of ship construction. Yet the amazing fact confronts us that the U. S. steamboat inspection service never makes any stability tests. Such tests are entirely in the hands of the American Bureau of Shipping and of insurance companies. The federal service has power to go over the heads of the American Bureau of Shipping. But inspectors admit they never exercise its power. Exactly why they are so obedient to interests of greed and profit should be brought out in the inquiries now on in Chicago.

#### HOYNE PROMISES THOROUGH WRECK INVESTIGATION

State's Att'y Maclay Hoyne in the following words outlined the scope of this investigation:

"Nothing is going to stop me in my investigation of the Eastland. I am going to the bottom of all the facts. Dis't Att'y Clyne can bring to light many important facts and I stand ready to help him. I expect the same co-operation from Mr. Clyne.

"You may depend upon the fact that this investigation will reveal collusion between private interests and government officials that will astonish the country. I am after the men higher up and I am going to get them.

"I do not intend to let them make a 'goat' out of one of the little fellows. These men will try to give the impression that the ballast tanks did not work, or some other excuse about the ballast. But I intend to show this boat did not have a ballast and it was never intended that it should have a ballast. Those tanks in the hull were merely used to trim the ship. The term 'water ballast' is absurd. This boat had no ballast and by not having it the officers violated the law."

"Two organizations in this district have been active fighting all safety legislation at Washington. They are the Lake Carriers' ass'n and the Passenger Steamship Ass'n of the Great Lakes. The former is a Rockefeller-Steel trust body."

It was pointed out that the so-called "Rockefeller fleet" of lake boats was sold to the Steel trust about 1900 in exchange for Steel trust stock.

There are boats now running named "Frank Rockefeller" and "H. H. Rogers," after a brother and an associate of John R. Rockefeller. The firm of Gouldner, Holding & Master, which has had safety orders of local federal inspectors reversed at Washington, is located in the Rockefeller bldg., Cleveland, O.

All the power of these Big Business influences is at work now trying to shift the whole Eastland investigation into friendly federal hands. On this last point T. A. Hanson, secretary of the International, and Victor Olander of the Great Lakes Seamen's union, were positive. Further on the Eastland sinking, Furuseth said:

"Sired by greed and fostered in corruption—by men who have allowed profit to chloroform their consciences.

"There is your answer to the capsizing of the topheavy steamer Eastland and the loss of more than 1,000 lives.

"The shipowners are to blame because of the system which they have fostered," asserted the "grand old man of the sea."

"But the United States marine inspection service is directly to blame because the service, although warned repeatedly, has disregarded these warnings. It is rotten from end to end.

"I put this directly up to George Uhler of Washington, for, as supervising inspector general, he has had evidence after evidence placed before him, pointing out and forecasting just such calamities as the Eastland and yet he has done nothing and has let his subordinates go on issu-