The Chicago Tribune.

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SWORN STATEMENT.

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Sunday 534,848

The above figures are exclusive of all papers which have been wasted, spoiled, returned, duplicated, delivered as complimentary, in exchange, as samples, which were missed or lost, or were late in arriving at their destination, or that remained unsold. They also are exclusive of papers paid for but on which money so paid has been refunded.

TUESDAY, JULY 27, 1915.

"Our Country! In her intercourse with foreign nations may she always be in the right; but our country, right or wrong."
—Stephen Decatur.

THE EXPECTED HAPPENED.

Three days of investigation and explanation have not brought it any nearer comprehension how a boat with the reputation of the Eastland could have been used with official sanction in the kind of transport in which it was engaged when it rolled over. The record of warnings and protests called forth by the steamship is remarkable. It was expected to do just what it did. For several years men who foresaw this catastrophe have been writing to federal inspection officials saying that it would happen.

There are protests from naval architects and from labor officials, who were likely to be informed through the channels of trades union information regarding the conditions of work. Any number of men, qualified, in a fashion at least, to form an opinion worth listening to, carried specific complaints to deaf ears.

Apparently neither warnings nor protests had any effect whatever upon owners or officials. The boat was used in the transport service in which it could do the greatest injury, and Saturday it made good its reputation. The ugliest of the facts is that not what was unexpected but what was expected and predicted happened.

THE RELIEF FUND.

After such a waste of life as that in the Eastland sorrow has not a chance to lose its first agony before the economic waste makes its consequences apparent. The victims were self-supporting or supported or contributed to the support of families. The disaster not only took them away but it put upon the survivors in the families the expense of caring for the dead.

To meet such emergencies as may be presented subscriptions are being received, and the response already indicates that many citizens realize the need which exists or is likely to make itself felt. Some families may not need assistance or may be reluctant to accept it, but with others there may be no freedom of choice. The fund ought to be sufficient for all the demands that will be made upon it.

GERMAN SCIENCE.

Forced to it by the war and the English blockade, the German nation promptly discovered that gas and electricity made imported petroleum unnecessary, artificial nitrates were excellent substitute for imported saltpeter, and strawmeal and artificial fodder yeasts were as nourishing as imported Russian barley. Extracting nitrogen from the air for powder and agricultural purposes and albumen from the air for food yeasts are only two of the astonishing results of German science since last August.

Overnight a population of 65,000,000 people that had lived largely by foreign commerce, the importation of food and rawstuffs, and the exportation of manufactured products, was cut off from its main source of supply and delivery, the sea. Yet in eleven months, at least, there has been no collapse. Unemployment has actually decreased, foodstuffs are plenty, two loans have been placed totaling $3,500,000,000, the second of which was taken up largely by the small savers and capitalists, the costs of the war are being borne at home, and bank deposits are constantly increasing both in amounts and numbers. Fact seems to bear out the current superstition that the German people would thrive and prosper on no more livable a place than Starved Rock if the nation were put to it.

The plainly ex parte statement issued from Germany setting forth the country's independence of foreign trade also insists that upon the declaration of peace Germany, with no heavy foreign indebtedness and the increased number of factories, will be in a position to push its foreign trade to the uttermost, vastly increase its export business, and establish a more favorable rate of exchange than England, France, and Russia, who will be heavily indebted abroad.

What Germany will be able to accomplish after the war is another question, depending upon the length and the outcome of the struggle and the attitude that the now neutral countries maintain. But so far the resource of German science has made an astonishing showing.

SHERIDAN ROAD IMPROVEMENT.

The report issued by the Sheridan Road Improvement association showing the general interest manifested in the plan for a model highway between Chicago and Milwaukee is an encouraging example of the possible results under more or less informal civic organization. Towns and villages all along the route have adopted the general plan and in many instances are already taking active steps to improve their particular sections of the road.

Intelligent leadership through a central organization is accomplishing this. The association has so far enlisted the financial support of the Catholic Bishop of Chicago in extending the road around Calvary cemetery, Northwestern university has assisted in resurfacing north of this section, Wilmette has begun legal proceedings preliminary to actual construction, Kenilworth will begin work this fall, citizens of Winnetka are active for a permanent road, the Highland Park commission has indicated its willingness to coöperate, the United States government has agreed to make the improvements through Fort Sheridan, and Lake Forest has completed a survey which resulted in the recommendation of a definite route.

The history of Sheridan road has been one of alternate effort and neglect, the problem becoming more serious with the arrival of the automobile.

Conflicting policies and interests, the objections of abutting owners and of parents with small children whose freedom and safety are concerned in the abuses of a great thoroughfare, were elements obstructing progress, but gradually the larger considerations have won, chiefly through the efforts of the association, and within a short time the Sheridan road will fulfill the hopes of its projectors.

Chicago should have a system of main thoroughfares radiating from it like the spokes of a wheel, and Sheridan road is the most needed.

THE PRESIDENT'S GREAT CHANCE.

The permanence of the Jeffersonian military fallacies in the minds of men placed in power by the success of the Democratic party has had its effect upon the nation. We do not exempt the Republican party from responsibility in the matter of our military helplessness, but with Republicans the opposition to adequate army and navy establishments has not existed as a doctrine and Jefferson did leave a pernicious policy definitely framed as one.

Although President Wilson as a historian would have seen the peril of this doctrine he seemed not to be able to divorce himself from it. His message on the subject of preparation was wholly Jeffersonian except that it did not deny the importance of a certain naval strength.

Now Mr. Wilson seems to have broken loose from the prevailing political opinion. It may be that the break will be found not to be as complete as the safety of the nation requires, but there is at least hope that the president's powerful influence will be used to direct public opinion and to oppose political opinion to the end that the defenses of the country shall be strengthened.

Mr. Wilson is one of two Democratic presidents who found it necessary in their judgment and view of the national needs to take a position with regard to a powerful nation and accept such consequences as might follow the decision of the other nation. President Cleveland did so in controversy with Great Britain. President Wilson has done so in controversy with Germany.

Evidently it is the sense of responsibility which has worked the change in Mr. Wilson. He believed that the nation's honor and welfare permitted him to adopt no other policy towards Germany than the one set forth in the three American notes to Berlin. As he saw this policy presented to him with no alternatives his mind could consider, he also saw the weakness of the country which might be committed to an undertaking for which it was wholly unprepared.

The whole theory of our protected aloofness, of our immunity from dangers which we do not deliberately seek, and our security from the ills which we know attack other nations disappears entirely and it will be our good fortune if the fact has impressed itself formidably upon the president.

Our statesmen have lacked the courage to tell the people the truth and urge it upon them. Our politicians make use of our weakness. It is thought to be ingratiating to flatter the popular conception of our native rugged strength and to deny the need of precautionary measures. With statesmanship timid and politics unabashed, what is needed is a man of first rank to see the truth, tell it, and insist upon it.

No one in America is so well qualified in one respect as President Wilson for this work if he will undertake it. If Theodore Roosevelt did it there would be many people to say that the sword swinger was up to his tricks again. The same people may be impressed if the president, with his record of underestimating the need of preparedness, has been brought, by realization of an emergency, to understand the terrible weakness of a nation which never trims its words to the measure of its ability to back them up.

President Wilson has been through worried weeks and they may have sharpened his perceptions. If he now is on the side of adequate preparation popular misconceptions may be corrected, popular indifference turned to interest, and political abuses of the military systems done away with.

The greatest good he could do the nation would be to start it away from the error which possesses American minds and to make it reasonably certain that it never again will be so indifferent to the elements of national security.

MORE PLAYGROUNDS.

Vacant lots in the city should be turned over to the playground directors for the season. If owners are interested in the health and morals of the community and at the same time want big and quick returns from a slight investment in the public good, here is an opportunity.

In the great modern city there is little safe playing space to be found for children. But a child must still play, and the supervised playground is not only the next best thing but practically speaking the only substitute.

Perhaps no other city has been so enlightened as Chicago in respect of parks and recreational features for the people. But we are only at the beginning of this movement. The vacant lot plan should be tried.

Editorial of the Day.

THE RED SIGNAL.

[From the Washington Post.]

The western hemisphere is the richest, most accessible, and most easily conquered portion of the globe. It is a tempting prize to the insatiate victor or the hungry loser of the present European struggle.

Only the strong arm and resolute heart of the United States stand in the way of the absorption of part or all of this hemisphere by the big nations of Europe. Destruction of the armies and navies of all the other American republics would be mere child's play to a European conqueror. Without the protection of the United States, Brazil, Argentina, Chile, and the other South American republics would fall before the first assailant.

But the United States will fight for Brazil or the others as quickly as it will repel an invader of its own shores. It will do so for the best of reasons—its own self-protection. It will not permit the erection of a monarchy or an empire in the western hemisphere.

Therefore, while Europe is filling its magazines and arsenals and navy yards with ships and war material in preparation for conquest or to recoup itself from losses incurred by this war, it behooves the United States to arm and equip itself with men, ships, guns, and ammunition sufficient to make the western hemisphere immune from attack.

The last year has proved that no human institution, no government, no region on the earth's surface is safe unless it can defend itself. Treaties, laws, customs, and theories have been swept away, and mankind is defending his belly with his knife. No knife, no life—that is the red signal flying throughout the world.

A LINE O'TYPE OR TWO.

Motto: Here to the Line, let the quips fall where they may.

PA'S AUTO.

June 1.

I didn't want to buy the thing—
The children begged me so.
(Them boys o' mine'll tear it up,
And kill themselves, I know!)
And Ma took on till I give in,
And Handed Out the cash—
(The girls don't think of nothin' else—
They'll bust the thing to smash!)

July 1.

You ought to try that car o' mine;
The best you ever saw;
I wish I'd bought it years ago.
They ought to be a law
To make old roosters loosen up
And show a little pride.
Well, see you later; got to go
And take the folks a ride!

—North Arkansas Herald.

AUGUST 1.

Goshding it! I can't start the beast!
I wonder what's wrong now.
I'll tellyphome them auto folks,
And raise a nawful row.
One day the horn won't blow, and next
The lights won't work, bjing!
It's tinker, tinker, all the time—
There's always some dam thing.

AS a protest against financing exporters of arms and ammunition, the American Truth society advises everybody to carry a $20 gold piece in his pocket. This is one of many wonderful thoughts that the war has evoked.

Ideals Gained While You Wait.

[Circular of the Ruskin-Cave college, Ruskin, Tenn.]

Here you meet fine young men from twenty states, and gain new ideals of what a real man is like. Write for catalogue.

WE have found not a single person who is opposed to a rigid inquiry in the Eastland case; have you?

SEVERAL newspaper pages might be boiled down to a paragraph:

"Regardless of whom it may hit," "a thorough and immediate inquiry should be made"; "leave nothing undone"—"no half way measures"; "those responsible must be punished"; "sift to the bottom"; "leave no stone unturned." "Who is to blame?" "Fix the guilt."

MAGAZINE NOVELTIES.

"The words scuttered from her lips like sharp hailstones."—Metropolitan.

"Scraped the ground with a meditative toe."—Sat. Eve. Post.

"Raked the terraces with hostile eyes."—Ibid.

"Baxter bicycled broodingly."—Ibid.

FEW motor cars have really good lines, probably because popular taste in automobiles is the same as popular taste in furniture. The manufacturers g. t. p. what it wants.

First Aid to the Duffer.

For the benefit of golf duffers who depend exclusively on this column for their instruction, we have a few remarks to make about iron shots.

The two things sought for are distance and direction. Concerning the first we have nothing at present to offer; our conclusions have not yet jelled. Direction is a simpler matter. Accuracy in approaching and good direction in longer shots may be acquired by the simple expedient of relaxing the grip of the right hand after the ball is struck—relaxing it, not slightly, but completely, the fingers barely retaining a hold on the club. Most duffers pull or drag all their iron shots away to the left of the flag; letting go with the right hand will remedy this. The left hand, the grip of which is constant throughout the stroke, goes merrily on its way, uncrumpled, unhampered, and unchecked.

Now and then our opinion is solicited regarding the best pill in the market. Prescription will be sent on receipt of stamped and s. a. envelope. Address Old Dr. Line.

"GERMANY has been made into the greatest machine ever seen; but she has been made into a machine."—Harper's Weekly.

One should give the devil his due, always remembering that it is the devil.

WHAT IT SHOULD OF MEANT.

[From the Escanaba Press.]

There was a false report sent in to the Press about Joe Richards having his nose broken while umpiring at Maple Ridge. The report should of meant that he should of had it broken. Otherwise, but a bad split lip, there is nothing the matter with him.

IN England one postmarks his own letters and cancels the stamps. Tennyrate, in the photo play of "The Moonstone" a letter is mailed, and when it is held up so the folks in the theater may see the address, it is also to be noticed that the letter is postmarked and the stamp canceled.

BROTHERHOOD

(From Chinese Lyrics, in Harper's Weekly.)

THE One bethought Him to make man
Of many colored dust,
And mixed the holy spirit in
In portions right and just;
Each had a part of mind and heart
From One Himself in trust.

Thus came the brown and yellow men
And black and white and red,
So different in their outer look,
Alike in heart and head,
The selfsame earth before their birth,
The selfsame dust when dead.

"MR. AND MRS. BENNETT of South Peoria avenue entertained with a scramble supper at Lowell park last evening."

Writes R. R. M.: "We have this zero in entertainments every night in our boarding house."

PÆANS YOU MAY HAVE MISSED.

GALENA.

[From the Galenagazette.]

How I love your rocks,
How I love your rills,
I love your beautiful vine clad hills.
I remember the little house where I was born
It stands there still
And the old school house on Seminary Hill.
But the High School Hill
The steepest hill of all
With its two hundred steps
To climb that was all.
Where are the birds that sang so sweet
Just fifty years ago?
Where are the men who trod these streets
Just fifty years ago?
Where are the boys and girls
Of fifty years ago?
Some are married, some are dead—
All are scattered now and fled.
When the roll is called up yonder,
God grant I may be there,
Numbered with the Old Galena girls and boys,
Of fifty years ago.

JULIA BUTCHER MUNGER.

"MEXICO CITY Getting Food; Idle at Work." Their favorite occupation.

SCOOPED AGAIN!

[From Way-Bill of Traffic Club.]

We are grateful to the contributor of the story for giving it to us instead of offering it to B. L. T.

GERMANY'S reply was unusually prompt.

WAS it "deliberately unfriendly"?

OR hastily and casually unfriendly? B. L. T.

How to Keep Well. By Dr. W. A. Evans.

Questions pertinent to hygiene, sanitation, and prevention of disease, if matters of general interest, will be answered in this column. Where space will not permit or the subject is not suitable, letters will be personally answered, subject to proper limitations and where a stamped, addressed envelope is inclosed. Dr. Evans will not make diagnoses or prescribe for individual diseases. Requests for such service cannot be answered.

[Copyright: 1915: By Dr. W. A. Evans.]

FOOT AND MOUTH CAMPAIGN.

A YEAR ago the foot and mouth disease appeared in a herd of cattle near Niles, Mich. The authorities were slow in discovering the disease, and in the meanwhile a considerable number of sick animals had been shipped to the Chicago yards. In this way the disease was spread widely.

When the authorities finally made the diagnosis and got busy to control the disease they found that the live stock was infected in a score of states. They learned that the foot and mouth disease affects about one-seventh of the dairy herds of Europe every year; that it costs millions of dollars, and that it has such a hold there that the people put up with it because they cannot help themselves.

Should any government in Europe decide to abolish the foot and mouth disease it would be necessary to plan a twenty year campaign of gradual repression to reduce the disease to a point where a sharp, short campaign of total suppression would be possible, financially and otherwise.

Weighing these facts, the federal and state authorities concluded that a short, expensive, compelling campaign would be economy for the United States in the long run—a policy of suppression. The campaign is coming to a close. How much it has cost it is impossible to say. Certainly it has cost more than $10,000,000. But the foot and mouth disease does not exist in the United States. The last case in Illinois occurred May 1.

Secretary Houston on July 5 issued a special bulletin asking the cattlemen not to relax their vigilance for the present. "It is highly important that the hopefulness of the situation shall not lead to carelessness," he said.

"The methods employed in fighting the disease were as follows: All infected animals were killed except one lot, which, at great expense, was held in quarantine until the cattle became uninfectious. The reason for killing the infected animals was that it was the cheaper method of meeting the situation. The premises were disinfected. No feed which had been within five miles of infected premises was allowed to be shipped until it had first been disinfected. Four kinds of quarantine were provided for. If any cases occurred in a district it was declared a closed area. No cattle could be shipped out of a closed area. No cattle could be shipped except that they were to be killed at once. There are no closed areas now anywhere in this portion of the country. When the diseased cattle in a closed area had been killed, the premises disinfected, and no cases had occurred for a short time, the area was changed from a closed to an exposed area. Cattle could be shipped into an exposed area, or from point to point in an exposed area, provided they had been O. K.'d by an inspector before shipment and O. K.'d by another inspector after shipment. No cattle could be shipped out of an exposed area.

After a reasonable time the quarantine of an exposed area was changed to one of a modified area. No cattle could be shipped out of a modified area. Cattle could be shipped into a modified area, or from point to point in a modified area, without being O. K.'d before shipment by an inspector. Such cattle were inspected upon receipt. They had to be killed within forty-eight hours.

After a certain length of time the modified areas were changed to restricted areas. Shipping of stock into and out of a restricted area was allowed with a good deal of freedom. However, feeders and stockers could not be shipped out of a restricted area into a free area.

About the only quarantines now in operation are the restricted areas. It is hoped that the last of these restricted quarantines can be lifted by Aug. 15.

Perhaps the authorities may decide to rid the country of hog cholera by a similar plan of suppression. Perhaps they may decide to undertake a policy of repression of tuberculosis in milch cows, looking toward a campaign for suppression to be undertaken some twenty years from now.

DISEASES OF THE OBESE.

Reader writes: "What about articles sold to check perspiration—are they harmful, if used in moderation? Do hot baths reduce flesh? Why is flesh so to be avoided? Are the thin person's chances for efficiency and long life so much greater? If so, why?"

REPLY.

1. Most people who use them are not harmed. Occasionally there is a report of a local eruption following their use.
2. No.
3. The obese suffer less from consumption and neuralgia than the average weights. On the other hand, they are more subject to diabetes, Bright's disease, gallstones, and organic disease generally. The actuarial tables of the Union Central Life, New York Life, and other insurance companies show that their average length of life is short. Any one can see that for most occupations they are of below average efficiency.

NIELSSEN PROCESS.

E. F. writes: "Will you kindly describe the Nielssen H_2O_2 process of sterilizing milk and cream? If the statement that the ratio is 1:8 how can the cost be 1-3 of a cent a gallon, with H_2O_2 at 9 to 12 cents per pint? What is the special process for keeping milk two days? Is it covered with cotton? Are the spores killed, too? How can one maintain 125 degrees Fahrenheit?"

REPLY.

1. The milk is heated to 128 and 8 c. c. of 3 per cent peroxide is added for each litre of milk. The temperature is held at 128 for one hour.
2. The hospital gets peroxide at a wholesale price.
3. No.
4. The hospital has a double jacketed can.

LA MARQUISE DE FONTENOY.

[Copyright: 1915: By the Brentwood Co.]

EX-GRAND VIZIER HAKKI PASHA, who, according to cable dispatches from Europe, has just been appointed Turkish ambassador at Berlin, is one of the few statesmen of the Ottoman empire who have enjoyed the educational advantages of a prolonged residence in the United States.

He represented his government in this country as commissioner general at Chicago throughout the Columbian World's Fair, and availed himself of the opportunity to visit many of the big cities on this side of the Atlantic, making the acquaintance of a number of leading men in many different walks of American life.

Ever since he has manifested a warm admiration and sympathy for the United States and for everything American.

Moreover, he has a perfect command of the English language and is credited with keeping himself thoroughly abreast of conditions in this portion of the world by subscribing to several American daily newspapers.

Fifty-four years of age, he enjoys the well deserved reputation of being the most able lawyer of the Ottoman empire. He was for a number of years the principal legal adviser of the department of foreign affairs at Stamboul, where he acquired the practice of tempering his judicial view of pending issues with respect for considerations of diplomacy and statecraft after the fashion of some of the most successful secretaries of state at Washington.

He enjoys the distinction of having been the first lawyer to receive the appointment of grand vizier.

Before coming to America he spent some time in England in a consular capacity, but does not seem to have retained any particular affection for Great Britain, being regarded at Stamboul as a pronounced pro-German, which is possibly due to the marked attentions which he has always received from Emperor William.

He takes the place at Berlin of Mahmoud Moukhtar Pasha, who is married to Princess Nimet, the youngest sister of the present Sultan Hussein Kemal of Egypt, and an emancipated member of the fair sex in the Land of the Nile.

Incidentally, it may be well to call attention to the fact that the Almanach de Gotha for the current year declines to recognize the new order of things in the Land of the Nile.

Although Egypt severed its connection with the Ottoman empire in November last, when it was proclaimed an independent sultanate under the protection of England, with Prince Hussein on the throne as sultan in the place of his nephew, Khedive Abbas, who had been deposed by Great Britain, Abbas continues to figure in the Almanach de Gotha as the lawful sovereign of Egypt, no mention being made of his deposition, while Prince Hussein is mentioned, not as a sultan but merely as having been appointed governor general of Egypt by Great Britain.

Moreover, Egypt is set down in the almanach not as an independent sultanate but as an autonomous province of the Ottoman empire.

Of course, the Almanach de Gotha is a German semi-official publication, and therefore cannot be expected to recognize things which the German government has absolutely refused to acknowledge.

Germany's newest war tax seems to combine Teutonic thoroughness with an equally Teutonic lack of discrimination. It is imposed on "unmarried people of both sexes," no matter whether fair ones have not even enjoyed opportunities of rejecting offers. The tax "increases with age," and amounts to as much as $250 a year for men and women over 40.

A tax of somewhat the same kind existed in England from May, 1695 to August, 1706, during which period every married man had to pay an impost, according to his station in life, ranging from $60 odd a year in the case of dukes and archbishops, down to 25 cents in the case of those scheduled as "other persons." Sergeants at law had to pay $15; doctors of law, divinity, and physic, $6, and gentlemen $2.

Marriage also was penalized. When a duke or an archbishop married he had to pay $250 for the privilege, and, if he had sons, he was mulcted $150 for the first and $130 for each of the others.

Moreover, people were not only taxed if they had married and had sons, but even taxed if they had the misfortune to bury either a wife or a son.

Sir Robert Moncreiffe, who at the age of 60 went to the front in France as lieutenant colonel in command of the Sixth battalion of the Black Watch, and who has been invalided home, suffering from a wound received in the trenches, is head of the younger branch of the ancient Scotch house of Moncreiffe, but is owner of the ancestral estates, which have passed from the senior branch to the junior line.

Sir Robert has many representatives of his house and clan on this side of the Atlantic, among the best known of whom is his brother, William Moncreiffe, who, married to a daughter of the late William Conyngham Boyd, has the Big Horn ranch in Sheridan county, Wyoming, where he made his home for a number of years with another brother, Malcolm Moncreiffe, married to a daughter of the late Samuel Walker of Frankfort, Ky., Ronald Moncreiffe, still another brother, who spent much time in the United States, died a few years ago.

The members of this branch of the Moncreiffes are renowned for their good looks, especially the women, and the seven sisters of Sir Robert Moncreiffe were some of the most famous beauties of their day, particularly Georgianna, Countess of Dudley, the late Duchess of Atholl, the late Lady Mordaunt, and Helen, Lady Forbes of News.

The Moncreiffes trace their line back to the time when surnames first began to be used in the northern kingdom. Their family is said to have been founded by Ramerus de Moncreiffe, keeper of the wardrobe to Alexander I. of Scotland at the beginning of the twelfth century, and the lands of Moncreiffe in Perthshire were granted by King Alexander of Scotland to Sir Matthew Moncreiffe by a charter bearing the date of 1246, still in existence, Moncreiffe having been in the uninterrupted possession of the Moncreiffe family ever since; that is to say, for more than 600 years.

Sir Matthew's descendant, Sir John Moncreiffe, who died in 1530, had two sons, William, the elder, from whom Lord Moncreiffe is descended, and John, the younger, to whom Sir Robert Moncreiffe harks back.

William's grandson, John Moncreiffe, received a baronetcy from James I. in 1626, with remainder to his heirs male whatsoever. His son and namesake, the second baronet, became involved in financial difficulties and was forced thereby to sell the ancestral Moncreiffe estates to his cousin, Thomas Moncreiffe, head of the younger branch, who built the present mansion, known as Moncreiffe house, and who received in 1685 from James II. the baronetcy now held by Sir Robert.

LOOKS AS IF SOMEBODY MIGHT HAV BACK UP ER SOMETHING.

[From the Des Moines Register and Leader.]

BLAME FOR EASTLAND HORROR

INSPECTION THAT DOESN'T INSPECT.

[From the Milwaukee Free Press.]

It remains for the agencies of the law to determine where lies the direct responsibility for placing an untrustworthy vessel like the Eastland into commission as an excursion boat, as well as the responsibility for such recklessness or carelessness as immediately contributed to her tragic fate.

In the meanwhile, whatever the guilt or innocence of those interested in this boat either as owners, lessees, or officers, the public may well focus its attention on the federal inspection that licensed this discredited and ill-reputed craft for passenger service, that permitted her use as an excursion boat, that increased her registry and so tolerated her palpable overloading with women and children on the day of the disaster.

In the case of the Eastland as in the case of the General Slocum, the inspection of the government has betrayed its citizens, has proved itself to be careless, inefficient, or worse. The result in each case has been a carnival of death.

The large number of lake vessels which have gone down with all their crews in the last two years has led to many recent complaints of the laxity in the government inspection of all lake shipping. The attention of Secretary of Commerce Redfield has been officially called to existing conditions, especially at the port of Chicago, but things have gone on as before.

Washington is making a great to do about insuring the safety of American citizens on the high seas, even though they travel through war zones on belligerent vessels.

The Eastland disaster makes the suggestion pertinent that a more immediate duty is to insure the safety of American citizens on their home waters, where they travel in boats licensed by their own government.

To build up a system of steamboat inspection in this country, efficient, trustworthy, and above politics, a system that would compel the respect of owners and officers for the lives of passengers; that would be a man's job for any administration and one commensurately profitable to the American people.

THOROUGH INQUIRY INDISPENSABLE.

[From the Detroit Free Press.]

Whatever it was that made the Eastland turn turtle, the facts that hundreds of excursion craft were daily operating on the great lakes, that they have for years been carrying millions of people every season, and that such a calamity as the one in Chicago has never been recorded before seem convincing proof that this accident was due to causes not found in any other ship. This reasoning from experience is borne out by the expressions of men skilled by long observation of the lake marine, who seem to agree in saying that the Eastland was "cranky" and that she was peculiarly notable among her sister vessels for that quality.

If what reasoning and experience indicate is true, it is fitting that authoritative investigation confirm it. The excursion business on the lakes is too great in its dimensions and too many people are concerned in its safe transaction to warrant leaving the slightest doubt of its safety.

THE SAME THING OVER AGAIN.

[From the Aurora Beacon-News.]

The Chicago river horror will call for "probes," "investigations," "castigations," and all the other "ations." One set of men will lay the blame upon another set. One excuse will be piled upon another excuse until there is a mountain of them as high as the caskets in which the dead are buried. There will be a grand scramble for a whitewash, together with "resolutions of regret."

There are laws, doubtless, that provide for the proper punishment of those guilty of wholesale slaughter. Will those laws continue unenforced, and will there not be another disaster of the same kind? There is nothing in the history of our conduct of pleasure boats to indicate otherwise.

SOME EXPLAINING.

[From the Milwaukee Sentinel.]

There was an exceptional need to trim boat in order to prevent just what happened. The ship's officers will have to do some explaining as to why they took no precautions to prevent that big deckload of passengers from doing just what they might have been expected to do on pulling out. What were the mates about? "Nobody home?"

But the main explaining will have to be done by the owners and inspectors.

Were the risks of keeping that boat in the excursion business such as to make it a commercial gamble with human life?

And are there other boats in the business that mean a similar gamble?

MUST NEVER HAPPEN AGAIN.

[From the Sioux City Journal.]

The public will require to be shown.

When the moral is definitely located, the important thing will be to make as sure as it can be made by regulations that a similar failing shall never account for another period of wholesale mourning such as the people of Chicago must now undergo.

THE CHICAGO DISASTER.

[From the New York Times.]

It is too soon to apportion blame, but some things are indisputable. The Eastland had a bad record, having listed alarmingly before. There had been structural alterations, and their sufficiency is disproved. Also there had been recent amendments of legislation with particular reference to life saving. It is clear that they failed. It is even possible that they contributed to the disaster.

That is the explicit suggestion of those who opposed the law for this reason when it was pending. The enlarged amount of top hamper in the way of boats and rafts which might have saved life in open water contributed in some degree to the topheaviness under the particular conditions of this case.

It is not necessary to say that there should be a searching inquiry. If it were made sure that the only way to escape punishment is not to have disasters, owners and officers might have a livelier sense of their responsibility for allowing them, even if they had complied with every law.

AGAIN BOATS WERE USELESS.

[From the Detroit Free Press.]

In the Eastland disaster boats would have been useless, even if there had been enough for everybody on board. There is seldom time enough to launch the lifeboats in these sudden accidents.

The use of rafts as supplementary to boats has seemed far more practicable, but even as to these there is a possible defect that has not been put to test. Suppose an excursion steamer had a supply of these rafts on its upper deck and a heavy storm arose, such as often come in squalls on the lakes. The rafts, because of their need in emergencies, are unfastened. What would happen on the deck where these heavy missiles would be thrown about wildly by the vessel's motion?

The problem of safety in water travel is baffling in its complexity of details, and the singular unanimity that mark the "boats for all" discussion ought to be a warning against similar errors hereafter. Regulation of marine passenger traffic calls for profound expert knowledge and practical experience with the realities of the dangers involved. It is not a subject for offhand and ignorant determination.

ANOTHER WORLD HORROR.

[From the Peoria Transcript.]

The monument to the fifteen hundred souls that went down with the Eastland should be a radical reform in passenger boat construction and a rigid enforcement of adequate federal regulations for the loading and unloading of boats. For years Chicago excursion steamers have been overcrowded. It has been the general belief that boat owners and managers have been in collusion with federal inspectors.

Whether the Eastland was crowded beyond capacity or whether the disaster is to be attributed to faulty ballasting or construction, matters little. Public sentiment will demand new rules and regulations for the control of lake and river excursion business. The new protection thus afforded helpless women and children of the future will be purchased by death and distraction born on a clear July day in 1915.

To Chicago and her stricken hearts and homes which refuse to be comforted, Peoria extends its profound sympathy.

THE TERRIBLE DISASTER AT CHICAGO.

[From the Montgomery, Ala., Advertiser.]

Somebody blundered horribly. The easiest explanation for the owners is that the overloaded boat was tilted over by the passengers rushing to one side. But why did they permit such a crowd to go aboard the boat? It is more likely that the boat's system of using water as ballast was the cause of the disaster. The statement made that a tug was pulling at the vessel when it was turned over should be thoroughly investigated.

Human life is too dear for repetitions of disasters like the burning of the Slocum or the turning over of the Eastland.

SOME ONE MUST HAVE BEEN TO BLAME.

[From the St. Louis Globe-Democrat.]

In their sadness the people sternly demand that the lawful authorities fix the blame. The captain wrings his hands and cries that he does not know how it happened. Inspectors insist the steamer was in good condition at last examination. Those in charge deny it was overcrowded. But somebody must have been to blame. Surely men have not been building ships for 3,000 years without discovering some way to prevent a steamer sinking at its wharf, with its precious freight, in an absolute calm.

THE TRAGEDY AT CHICAGO.

[From the Syracuse, N. Y., Herald.]

It is only too plain that criminal carelessness, including deficient official inspection, must have been the main cause of this terrible tragedy. An excursion steamer so constructed or so dilapidated as to permit the possibility of its collapse in this amazing manner, was surely a melancholy curiosity of marine architecture, and quite as great a curiosity was the official negligence that allowed it to carry human freight.