

U. S. Steamboat Inspection Service in connection with the Eastland sinking was stated today by Michael Sullivan, Hoyne's assistant in special charge of the Eastland probe. Sullivan said:

"Murder and manslaughter are crimes which the state's attorney has full power to inquire into, make arrests and obtain convictions, whether those guilty are working for the United States government or not.

"If there is evidence to show murder or manslaughter committed by federal officials who allowed the Eastland to take on 2,400 passengers and more Saturday morning every such federal official can be arrested, placed on trial and convicted by the state's attorney of Cook county. The jurisdiction of the Cook county prosecutor in this respect is clear."

The two U. S. inspectors in charge of the Chicago office give out their results of two days' investigating. Wm. Nicholas said: "The whole thing hinges on the water ballast." Ira B. Mansfield said: "The assumption is made by local inspectors that the government has always performed its full duty with respect to the Eastland. We cannot say what was the primary cause of the accident."

Both at inquest starting today and at grand jury hearing certain to follow this evidence will be considered:

Letters of Victor Olander, sec'y of lake seamen's union, to Sec'y Redfield of U. S. commerce department, pointing to specific causes of failure to make boats safe after warnings. Olander has letters showing how George Uhler, supervising general inspector general, reversed orders of local inspectors for boat safety.

Letter of John Devereaux York, marine architect, who rode on Eastland in 1913 and then wrote Chicago harbor master that unless defects were remedied there would be a "serious accident."

Temporary certificate found on Cap't Pederson of the Eastland by Chief of Police Healey, who says boat

was overloaded by more than 400 people.

Copy of Cleveland office U. S. steamboat inspection certificate. Allowed Eastland to cross lake with only 653 passengers. Could have 2,000 only within five miles of shore.

Letter of E. N. Nockels, sec'y Chicago Federation of Labor, in June, 1914, saying accident was liable to happen even with boat "tied to the docks."

Latest certificate of Robert Reid, federal inspector of hulls at Grand Haven, Mich. He said the Eastland could safely carry 2,500 passengers. Reid's son-in-law, J. M. Erickson, held fat job as chief engineer of Eastland and was among those who escaped early.

Letters between W. H. Hull, general manager St. Joseph-Chicago Steamship Co., which owned Eastland, and Sec'y Redfield at Washington. Hull wanted permission violate federal law. Redfield warned him of danger.

Many competent witnesses will testify Eastland was loaded with people thicker than cattle shippers would place a cargo of steers. Cap't Chas. Carland of U. S. life-saving station says boat was way overloaded. Emil G. Groscholl and George Mock, Western Electric Co. employes, estimate 3,700 persons were on Eastland when she sank.

Victor Olander, secretary lake seamen's union, said today that U. S. inspection service is "directly responsible for this disaster. He named George Uhler, supervising inspector general, of Washington, and Chas. H. Wescott of Detroit, inspector for the 8th district, as two who should have known the Eastland's record as a "hoodoo" boat.

This is part of a letter Olander sent to Sec'y Redfield last December:

"On a trip Aug. 1, 1914, on the Christopher Columbus of the Goodrich line, I noticed every one of eight large gangways in such condition they could not be closed quickly in