Eastland Tragedy Investigation Dropped After Farcical Probe.

WHITEWASH FREELY USED

Only Government Inquiry Is for Purpose of Preventing Punishment of Federal Officers Whom Coroner's Jury Blamed.

(Continued From First Page.) were not blased, but who were com-

Public sentiment, backed by Federal Judge Kenesaw Landis, finally drove Secretary Redfield from Chicago, but when he departed, the Federal inquiry was dropped, and it has never been re-Secretary Redfield, after returning to Washington, promised a "searching investigation into the entire steamboat inspection service," but that promise has not been fulfilled.

Investigation was a report which, summed this suggestion in a public statement, and transferred the suggestion by wire investigation, we are not prepared at this time to express an opinion as to who is to blame, nor what agencies contributed to the capsizing of the steamer Eastland." The Redfield board, which made that report, has never held another meeting; there is no prospect that it will again be called together. In that one sentence is given the full result of what the President promised would be an investigation "thorough enough to satisfy everybody," an investigation that would "bring forth all the facts and fix the responsibility."

Some Changes Recommended.

Some Changes Recommended. It is true the Redfield board did recommend certain changes in the steam-boat inspection laws—changes that would, if authorized, tend to avert similar disasters in the future. But neither Secretary Redfield nor Presi-dent Wilson pressed that legislation be-fore Congress during the extraordina-rily long session of Congress, just

rily long session of Congress, just closed; they forgot about it, and the steamboat inspection laws are today just what they were when the Eastland turned over at her dock.

The seaman's law has since become operative, but that law was passed months before the Eastland sank. There has been no new legislation since then, and so far as the law is concerned, there is no adequate Federal safeguard today to protect the public from a repetion. there is no adequate Federal safeguard today to protect the public from a repetition of the Chicago horror. Yet Secretary Redfield, in defending his inspectors, said "they had done all they were required to do under the law." If that be true, then Secretary Redfield, above all other officers, was in duty bound to urge upon Congress the amendment and modification of the law. This he did not do, save in his annual report. Secretary Redfield, since the Eastland disaster passed into history, has been engaged almost wholly in playing politics; he has completely forgotten or ignored the Eastland case and gotten or ignored the Eastland case and its lessons.

Responsibility Never Fixed.

Responsibility Never Pixed.

The Eastland went down more than a year aso; to this day no competent board has determined the causes; the responsibility has never been fixed; the guilty have not been punished; the accused Government inspectors are still on the Government payroll, and Secretary Redfield continues to enjoy the confidence and support of President Wilson. But the Eastland disaster has not been forgotten.

It was on Saturday morning, July

on the steamboat inspect the United States; Nava James L. Ackerson, U. S. Gillette, superintendent of Service.

No sooner had the opened than the suggestion Secretary Redfield to conduct the inquiry.

gestion Secretary Redfield "We have no appropria

not been forgotten.

It was on Saturday morning, July 24, that more than 2500 happy women and children swarmed aboard the Eastland as she lay at her dock in the Chicago River. They had no fear, for the vessel had been many times inspected by Government officials and pronounced both safe and seaworthy. Among shipping men the Eastland was known to be unsafe; on the waterfront she was known as the "Crank of the Lakes." But the public knew naught of this; the Government inspectors, presumed to look after their safety, had pronounced the vessel safe and sound, otherwise she would have had no license to carry passengers.

no license to carry passengers.

As the crowds on that fatal morning As the crowds on that fatal morning boarded the Eastland the ship began to lean toward midstream; as the crowds on her decks increased she leaned more and more; her toppling was observed by river men, and was recorded in her engine-room; it could not have gone unnoticed by her officers then on duty. But no effective effort was made to right her; half her water-ballast compartments had long since been abandoned by the crew because the valves could be operated only with great difficulty. And so, in the presonce of her full complement of officers the Eastland leaned and leaned, until she lost her balance, and toppled over on her side, precipitating into the Chicago River those of her passengers who were not trapped between decks. Out of the 2500 who were aboard only 1500 escaped; the other 1000 were drowned in the heart of the great metropolis of the Middle West.

Department Often Warned.

Department Often Warned. When the Eastland disaster occurred Secretary Redfield was in Northern New York on his vacation. Assistant New York on his vacation. Assistant Secretary Sweet was in charge of the Department of Commerce in Washington. Secretary Sweet ordered to Chicago the head of the Steamboat Inspection Service, and sent the steamboat inspectors of the Chicago and Milwaukee districts. He ordered them to make an immediate investigation, and telegraphed Secretary Redfield suggesting that he go to Chicago to take charge of the investigation.

While this was going on at Washington District Attorney Hoyne, Coroner

who had known of the unsafe condition of the Eastland, declared that the responsibility for the disaster was chargeable primarily to the Steamboat Inspection Service, to whose agents be chargeable primarily to the Steamboat Inspection Service, to whose agents he had told the true condition of the Eastland. He said these inspectors and the Department of Commerce at Washington had been warned of the decimal that been done in Michigan and not content with whitewash.

"He stood there and argued with us that because of departmental rules and in the condition to the fact.

Probe Is Quashed. ington had been warned of the danger-ous condition of the Eastland, but had ignored the warnings.

Ignored the warnings.

The day following the overturning of the Eastland Chicago was startled by the revelation that one of the Federal steamboat inspectors who had certified to the safety of the Eastland and had given authority to increase her carrying capacity from 2000 to 2500 had, through his influence with the owners or lessees of the Eastland.

The Federal inspectors who had examined and passed the Eastland were Charles H. Westcott, of Detroit, and Robert Reid and Charles C. Eckliff, of the Grand Haven, Mich., district. As June 7 and July 12 these inspectors had pronounced the Eastland seaworthy and safe for passengers. It was Inspector Reid, on whose certificate the Eastland was permitted to carry 2500 passengers, who secured the appointment of his son-in-law, J. M. Erickson, as chief engineer of the Eastland. And it was Erickson who presumably was in charge of the water ballast when the ship turned over.

Easiland. And it was Erickson who presumably was in charge of the water ballast when the ship turned over.

Soon after he began his probe District Attorney Hoyne's declared the Steamboat Inspection Service was "rotten." But the Federal officials paid no attention. On the other hand, Inspector-General Uhler, head of the Steamboat Inspection Service, then en route to Chicago, gave out a statement saying the blame for the disaster lay at the doors of Congress, "because, it had failed to provide a sufficient number of inspectors." And that explanation was offered in face of the fact that the Eastland, within a month prior to sinking, had been twice examined by two Federal inspectors, each of whom pronounced her safe, and had done so in face of the fact that they had been warned specifically that she was top heavy and not safe. It was not lack of inspection that led up to the Eastland disaster, for few vessels are inspected twice within a month. are inspected twice within a month.

Advice Not Heeded. When it was evident that the Department of Commerce Intended Itself to investigate, protests went to Washington and the demand made that the investigation be conducted by competent and disinterested Naval officers.

self would conduct the investigation and find out all about it.

Arriving in Chicago, Secretary Redfield found the steamboat inspectors were under attack from all directions; public sentiment was extremely hostile because of facts brought to light by the local investigators. He meantime had ordered Solicitor Thurman and Assistant Secretary Sweet, of the department, to meet him in Chicago, along with Supervising Inspector Uhler.

At this juncture Andrew Furuseth, the real author of the seaman's law, went to Chicago and backed up Olander in his assertion that the Federal inspectors had been warned of the dangerous condition of the Eastland, and he added the additional charge that inspectors in the Government service were appointed by the President and the Secretary of Commerce on recompliance. the Secretary of Commerce on recom-mendation of the steamship companies. He further charged that "any inspector who was too smart lost his job."

Experts Not in Charge,

After viewing the Eastland, as she isy on her side in Chicago River, Secretary Redfield summmoned inspectors Van Patten and Collins from Milwaukee to conduct the investigation he had ordered, but when the investigation here, body convened Secretary Redfield ing body convened Secretary Redfield assumed charge and next in authority were Solicitor Thurman and Assistant Secretary Sweet, none of them ac-quainted with steamships and not one of them competent to pass as experts. The other members of the board were The other members of the board were Barrett O'Hara, Lleutenant-Governor of Illinois; H. A. Wheeler, Marvin B. Pool, both of Chicago; Phillip B. Fouke, of St. Louis, chairman of the committee on the steamboat inspection service of the United States; Naval Constructor James L. Ackerson, U. S. N., and E. C. Gillette, superintendent of marine construction, United States Lighthouse

Service.

No sooner had the investigation opened than the suggestion was renewed that naval experts be summoned To this sug-

"We have no appropriation to employ experts, and the United States is forbidden from accepting gratuities." Yet the United States did retain four citisens on the Redfield board and did ac-

disclosed that Reid, through his "pull," had secured the appointment of J. L. Fisher as oiler on the Eastland.

Redfield Excuses Inspectors. The day after the inauguration of the Redfield inquiry the Coroner's jury recommended holding on the charge of manslaughter William M. Hull, general manager of the company owning the Eastland; Captain Pederson and Chief Engineer Erickson, of the vessel; Walter K. Greenbaum, general manager of the company which leased the Eastland, and United States Steamboat inthe company which leased the Eastland, and United States Steamboat Inspectors Robert Reid and Charles C.
Eckliff, who had inspected and certified to the safety of the Eastland. A
thorough investigation by the grand
jury was recommended and the opinion
set forth that the Eastland had been improperly constructed, improperly loaded on the fatal day and that the two inspectors named had been guilty of gross laxity in having falled to re-port the true condition of the beat. These inspectors were condemned for having made a slipshod and unscientific

declared they had done their duty as perimental stage.

went unheeded. And again Olander came out with the charge "that the authority to prosecute them. This and other statements by the Secretry induced the various and numerous labor unions of Chicago to send telegraph who are now flocking to Chicago to the personnel of Redfield's investing to the personnel of Redfield investing to the personnel of Redfield investing to the personnel of Redfield to President to President to President to make a detailed study of all investing to make a detailed to president to make tigation by a competent and unbiased

The Redfield inquiry went on, As it progressed more and more protests were sent to the President But all to no purpose. Prosecuting officers, Aldermen and citizens who attended the hearing turned away, pronouncing the investi-gation a "sickening farce." As the in-quiry proceeded Secretary Redfield, in quiry proceeded Secretary Redfield, in charge, openly attempted to shift responsibility from the shoulders of his own inspectors to the captain and chief engineer of the Eastland. The Eastland itself received a clean bill of health. Secretary Redfield kept the reins of the inquiry closely in his own hands and asked most of the questions. These were mostly assertions, prefixed with the words "Is it not a fact," The Secretary even gave the inquiry a touch

retary even gave the inquiry a touch of sarcasm in questioning Inspector "I understand you are guilty of having a son-in-law," said the Secretary to Reid, when the inspector took the

"Yes," replied Reid, "Did you make the arrangement by which he became your son-in-law and got a good job on the Eastland?" asked

the Secretary. "No," answered the inspector. "Had you any doubts of your daughter losing her husband on the Eastland?" persisted the Secretary.

"None at all. I would not have cer-tified the vessel if I had," was the reply. And while this character of investi-gation was in progress, and these quesions were being propounded by a nember of President Wilson's Cabinet, housands of Chicagoans were paying heir last tribute to the hundreds of women and children who had been sac-rificed in what was justly called a "man-made disaster." This was the day when sorrowing Chicago was bury-ing her dead.

tried to cross-question a witness, desir ing to bring out some point that had not been touched upon by the Secre-tary I was shut off and promised that my turn to ask questions would come

uiry, made this comment: "It seems to ng several sessions of the Redfield inthe present object to put on a coat whitewash."

of whitewash."

Smarting under all this criticism, which appeared in print, Secretary Redfield begged to "be given credit for a little conscientiousness." He further said, after the close of the sec said, after the close of the second day of his investigation that he had formed no conclusions regarding the evidence, adding: "Inspector Reid, who appears to be a gentleman, truthful and hon-orable, may be discovered tomorrow to e blameless. Is it not fine the way he people of his home town are stand-ng by him?"

One of the blg and important facts Isclosed at the second day of the in-estigation was that the Government oes not make stability tests of vessels inder investigation, but depends on the designers and upon insurance bureaus

Jurisdiction Is Made Issue.

Hoyne seemed to have gathered authority contradicting Secretary Red-field, for he announced his purpose to proceed and indict the two Government inspectors. He said he had jurisdiction, zens on the Redfield board and did accept gratuities.

One of the first things discovered by Secretary Redfield was that Inspector Reid was on intimate terms with the officials of the company operating the Eastland and that he had, because of this relationship, secured the appointment of his brother-in-law as chief engineer of the sunken ship, It also was disclosed that Reid, through his "pull,"

Acting on the advice of Hoyne, the state undertook to arrest General Man-ager Hull of the steamboat company, but Federal Judge Kenesaw Landis inager Hull of the steamboar lands inbut Federal Judge Kenesaw Landis interposed, saying there was no Federal
subpena out for him, and that the
state could not step in and grab the
man, he having been asked to appear
as a witness before the Federal grand
jury. This opened up a question of
jury. This opened up a question of
jury and jury witnesses.

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"temporarily suspend" his inquiry "unitil after the grand jury had concluded
its investigation." but once the Redfield investigation closed, it was never
resumed. About this time the two
Federal steamboat inspectors were released from custody.

"Compers Assails Redfield." man, he having been asked to appear as a witness before the Federal grand jury. This opened up a question of jurisdiction, and a conflict then and there arose between the state and Federal court which ultimately resulted in the cessation of activity by the State Atterney.

Attorney.
On the third day of the Redfield investigation, public indignation having grown steadily, Harry Moir, owner of the Morrison Hotel, and a member of the Coroner's jury, publicly asserted that "Redfield should be driven out of the transfer Wilson." town if President Wilson will not recall him." He went on to say:

him." He went on to say:

"This man, a member of President
Wilson's Cabinet, actually made a twohour speech to the Coroner's jury in
which he said that steamboat building
was still in an experimental stage.
Think of it! Here in Chicago, with
1000 of our people dead as the result of
what must be apparent to everyone as
extended to the coroner of th having made a slipshod and unscientific investigation, in that they had not determined the stability of the vessel.

After this verdict was returned Secretary Redfield went before the same Coroner's jury and voiced the opinion that the State Attorney did not have the authority to indict or prosecute the two steamboat inspectors. He further

an immediate investigation, and telescripted Secretary Redfield suggesting that he go to Chicago to take charge of the investigation.

While this was going on at Washing-ton District Attorney Hoyne, Coroner Hoffman and United States District Attorney Charles F. Cline at Chicago Started investigations of their own. Victor A. Olander, secretary of the Iake Seaman's Union, who was one who had known of the unsafe condition of the Eastland, declared that the

All this time United States District Attorney Clyne was proceeding with a Federal grand jury investigation and announced that at the close of his investigation he would ask for the indictment of the men charged by the Coroner's jury.

Answering this announcement and other criticism, Secretary Redfield said the steamboat inspectors were supremed in their authority as to the number of passengers to be permitted to go on boats and that their findings were not reviewed at Washington. He further defield public sentiment by declaring that it was not desirable that the Government have authority to pass on the

the owners or lessees of the Eastland, secured the appointment of his brother-in-law as chief engineer of the ill-fact ship. When this fact became known a protest went up against an investigation of the Eastland disaster by officials of the Steamboat inspection.

Cry is Unheeded.

the President's private secretary sent the telegram, promising an investigation "thorough enough to satisfy everyhody." Public sentiment having been
aroused everywhere, there sprang up
talk of a Congressional investigation,
although this died down, as Congress
was not in session at the time. The
conduct of Secretary Redfield, however,
continued to give offense, so much so
that he was condemned by all the Chicago papers, the Tribune, one week

we was instituted to the President, and
a later report from the board, already
summarized. In his report to the
President, Secretary Redfield, in part,
said: "Local Inspectors Reid and Ecklift, who this year made the official
inspection of the Eastland, were by
cago papers, the Tribune, one week cago papers, the Tribune, one week after the sinking of the Eastland, say-

The Redfield and other investigations reached a crisis on July 31 when Federal Judge Landis issued orders directing all inquiring bedies, save the Federal grand jury, to keep hands off the witnesses who had been summoned to appear before the jury under his jurisdiction. This practically ended the investigation being conducted by State Attorney Hoynes, and it later developed that it ended the Redfield inquiry as well.

Poles Ask Probe.

In the state of Illinois was open to question."

Speaking of the examination of Inspector Reid, he said: "He was examined first by myself, then by Mr. Thurman. He was then cross-examined by Mr. Sullivan, assistant state's attorney, by Judge O'Hara, who for that day took the place of his son, the Lieutenant-Governor, by Congressman Sabbath, by Mr. Stebbins, representing the corporation counsel, and by Mr.

Poles Ask Probe.

On that day Dr. William S. Evans, who had been foreman of the coroner's jury, issued a statement voicing the belief that the action of Judge Landis had stepped the Redfield investigation. In that statement he seld:

"In the first place, the people have no confidence in Secretary Redfield. In the second place there was grave danger that Redfield would so muddle the situation that the guilty parties would escape" He also said that Redfield, in appearing before the grand jury, had acted as counsel for the defense, and had not appeared to give information. "Redfield spoke positively about the inspectors," said Dr. Evans, "notwithstanding he at the time had not begun his investigation to disclose the facts.

"Redfield," added Dr. Evans, "went before the coroner's jury and said: "Giving the reasons for abandoning his investigation, Secretary Redfield investigation has shown there is

before the coroner's jury and said:
This investigation has shown there is not even a suspicion of guilt cast upon said:

izations, by women's clubs, by mem-bers of the Coroner's jury, by five Polish societies, and by relatives of the

Eastland vicitims.

No response came from the President: the protests were ignored. And Secretary Redfield, knowing he had the President behind him, proceeded with his pretense at investigation, though he falled to develop any new facts. Nevertheless, he again issued a statement saying he was "proud of the Government's record in the East-

But on August 5, Secretary Redfield formally announced the discontinuance of his investigation, assigning as the reason the order of Judge Landis, which prevented him from summoning the grand jury witnesses. He said he would "temporarily suspend" his inquiry "un-

Gompers Assails Redfield.

At Washington, Samuel Gompers, head of the American Federation of Labor, having followed the Eastland case from the start, wrote a letter to the President under date of August 3, demanding that Secretary Redfield be ordered immediately to end his investigation, and in that letter Gompers asserted that the steamboat inspection service was wholly inefficient and absolutely under control of the spection service was wholly inefficient and absolutely under control of the vessel owners, and charged that the Redfield investigation "is being conducted solely to protect that (the steamboat inspection) service from the public's righteous wrath." He also demanded an investigation by disinterested, fair-minded citizens. At the time Gompers wrote he had not heard that the Redfield investigation was to be terminated.

was to be terminated.

On August 5, Mayor Thompson, of Chicago, received what is believed to be the only acknowledgment from the Fresident of any protest against the Redfield inquiry. If other protests were acknowledged, that fact was never known publicly in Chicago. The never known publicly in Chicago. President, in his letter to Mayor Thompson, merely gave assurance that the Federal investigation "will be entirely satisfactory to the public." And that was the last declaration from the President, save on August 13, when

You Can't Brush or Wash Out Dandruff

The only result of the Redfield in-

estigation was a report, submitted

after the sinking of the Eastland, saying editorially:

"Mr. Redfield has presided at the sessions of the investigating body of which he is head, as an attorney for the defense. His questions have an afticipated and given at length the answers they were designed to draw out. He has left nothing to the witnesses but an affirmation of his inquiry; he has not inquired—he has stated. The witnesses have been his echo. His sarcasms have been fovial or wanton. Mr. Redfield need not be astonished if he finds there is resentment here aroused by the manner of his conduct and the processes of his thought."

The Redfield and other investigations reached a crisis on July 31 when Fedral and the processes of his thought." order summoned from Grand

the corporation counsel, and by Mr. James L. Bishop, the public administrator. He was, in addition, questioned by others upon the board of inquiry. The record will show, therefore,

most cordial relations existed from beginning to end between Mr. Thurman and myself upon the one hand, and the state's attorney, Mr. Hoyne, the Federal district attorney, Mr. Clyne, his honor Judge Landis, of the Federal District Court, the office of the corporation counsel, of the public administrator, and all other state, countycity and Federal officers."

Giving the reasons for abandoning his investigation, Secretary Redfield said:

This investigation has shown there is not even a suspicion of guilt cast upon Inspectors Reid and Eckliff. I wish to say that we are most proud of the record in the case of the Eastland. I have seen no evidence yet that this vessel was unstable."

Many of the women and children lost on the Eastland were Poles, and when the investigation had dragged out for a week, without result, five Polish societies of Chicago sent a long telegram to President Wilson asking for a complete investigation. "In the light of the unanimous stand taken by the leading Chicago newspapers and in the light of past experience and present developments, we appeal to you to take action and order such an inquiry as will be free and independent from Federal officialdom," petitioned the Polish societies. "We appeal to you to prevent the perpetration of further injustices and official negligence, and to aid in securing justice."

Mayor Thompson, of Chicago, threatened to go to Washington to pratest to the President against Redfield's conduct of the inquiry, and did write a letter of protest to the President. The Chicago City Council did the same.

Inspectors in Juli at Hetel.

On July 21, Inspectors Reid and Eckliff were arrested, as had been some

Inspectors in Juli at Hetel.

On July 31, Inspectors Reid and Eckliff were arrested, as had been some
of the others held responsible by the
Coroner's jury, but Secretary Redfield
interceded in their behalf, and instead
of going to jail, with others under
similar charges, they were allowed to
remain in a downtown hotel, under
guard.

As evidence of the spreading discontent, the Chicago Federation of Labor
telegraphed President Wilson demanding that Secretary Redfield be supplanted and a Commission independent
of the Steamboat Inspection Service
be appointed to investigate. Smillar
of the Steamboat Inspection Service
be appointed to investigate. Smillar
of the Steamboat Inspection Service
be appointed to investigate. Smillar
distribution, by women's clubs by memwith City Council, by other labor organizations, by women's clubs by memwill August 5, upon which date the
board unanimously concurred in the
statement which has already been furnished to you."

Concluding his report to the President, the Secretary said:

"I have given assurance that as
soon as practicable in the Fall, a
soon as practicable in the Fall, a
soon as practicable in the Stander was capable as the welfare of the school
for the stement which has already been furnished to you."

Concluding his report to the President, the Secretary said:

"I have given assurance that as
soon as practicable in the Fall, a
soon as practicable in the Fall, a
soon as practicable in the Stander was cleared better qualified for the work,
avers the Board

The Board denies that the Polytechnic

School was that stexan
In Is answer. Charging She Did Not
Prove as Capable as Required.

Whose Administration of the steamhoat
inspection service under the supervissoon as practicable in the Fall, a
soon as practica

WILLIAM C. REDFIELD, Secretary,"

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Ladies' Suits, Coats and Dresses

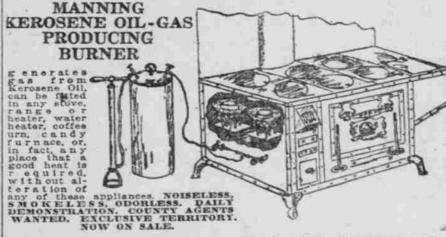
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technic. The hearing will be held Thursday before Judge Gantenbein.

The reason for Mrs. Alexander's removal to the position of assistant teacher of history at the Washington High School was that she had not proved as capable as the welfare of the school required, says the answer. Her sucseccor, Miss Lilian Tingle, is considered better qualified for the work, avers the Board.

The Board denies that the Polytechnic School was in a disorganized condition

truly.

In its answer to the petition for writ for mandamus by which Mrs. Alexander seeks to be replaced as head of the girls' department of the Benson Poly-

Special Suggestions

A Soldier's Use of Benetol

While In Camp.—You will need Benetol for countless minor troubles. Your hands will become sore, your back will ache from unaccustomed exercise in your early training days. If in the Summer, files and mosquitoes will bite and sting (and probably inject a few germa with the stime). germs with the sting). You will cut your hands, or bruise them—maybe get hold of a branch of poison ivy—blister from sun-burn or find your stomach out of order from the change in foods. And for all these ailments your bottle of Benetol, with the book of directions, offers sure and quick relief.

While On the March.-When your feet begin while on the March.—When your feet begin to blister you will surely be thankful for Benetol. At night put a tablespoonful of Benetol into a bowl of water (hot if you can get it). A ten-minute soaking will take the soreness out like magic. Then when you go to bed rub straight Benetol into the soles of your feet and touch the blistered spots with it. You will be ready next morning to con-

While In Strange Lands .- One of the great dangers, we are told, is that the poor water and the strange foods that you will encounter in Europe are extremely liable to bring on a severe attack of dysentery. This can so severe attack of dysentery. This can so easily and so surely be avoided by the con-sistent use of Benetol. Ten drops of Benetol put into a glass of even impure water, and

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The Benetol Company Benetol Bldg., Minneapolis, Minn., U. S. A. stirred, will sterilize it and render it non-poisonous, and safe to drink. And dysentery will quickly be relieved if you will add from 5 to 10 drops of Benetol to a glass of water five times daily. Or for a severe case drink the first glass of water with a teaspoonful of Benetol added. These same suggestions apply in case of ptomaine poisoning or for almost any stomach or infectious bowel disorders.

While In the Trenches.-Benetol will naturally become a part of your dally life if you will but get acquainted with it. We have repeatedly read that some of the trenches in Europe have become infested with vermin and various other unpleasant facts, that are not pleasing to read about but that seem to be some of the unavoidable accompaniments of war. And it does not do to gloss them over or ignore them. So it is well to remember that Benetol instantly kills vermin and absolutely prevents the spread of any and all germ dis-

A Word as to Benetel When Used in Water—Remember, please, that Benetel Liquid contains a large percentage of glycerine (about 22%). It will instantly mix with and dissolve in hot water, but when dropped into cold water the glycerine will form little globules and it will require account to the second contains and it will require account to the second contains and it will require account to the second contains and the second contains and the second contains a require some stirring to have it thoroughly mix.

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