

taken irrespective of strikes and without recognition of the employes' organizations. On the next night, the 30th, the waiters, cooks and kitchen help at the Plaza, the St. Regis, the Astor, the Prince George, the Imperial and the Gotham hotels, and Shanley's and Louis Martin's restaurants and the Elks' Club, joined in the strike. Some of the employers forthwith sent to the registrars of Eastern colleges inviting students who are working their way through college and need additional funds, to act as waiters. Arrangements were made by others to bring Negro waiters from the winter resort hotels in Florida, Georgia and the Carolinas, and by others to employ girls. On the 31st the cooks and waiters at Sherry's, the Calumet Club, the Hotel Seville, the Marie Antoinette and the Great Northern walked out. The number of strikers out on the 31st was estimated at 4,000, and there were expectations of a spread of the strike to other cities, especially Chicago and Baltimore at the time of the Presidential conventions.



After his recent visit to San Diego, California, the Attorney General of the State was reported in the newspapers to have said that a special grand jury would be convened and that in his opinion both sides were now satisfied to let the law take its course. [See current volume, page 512.]



Presidential Campaigning.

The most important popular campaigning for the Presidential nominations closed with the primaries in New Jersey on the 28th. On the Republican side Roosevelt won all of the 28 delegates; on the Democratic side Wilson won all but four. The popular plurality for Roosevelt was about 16,000, and that for Wilson about the same. Mr. Roosevelt published a signed statement on the 3rd, in which he asserts it to be "the absolute duty of every progressive Republican to oppose the selection as temporary chairman at Chicago of any man put forward in the interests of the supporters of Mr. Taft in this contest." In the same connection and statement he says of Elihu Root, the candidate of the committee for temporary chairman:

In the past Mr. Root has rendered distinguished service as Secretary of State and Secretary of War. But in this contest Mr. Root ranged himself against the men who stand for progressive principles within the Republican party, that is, against the men who stand for making the Republican party in relation to the issues of the present day what it was in the days of Abraham Lincoln. He stands as the representative of the men and the policies of reaction. He is put forward by the bosses and the representatives of special privileges.

[See current volume, page 511.]

The Tariff Question in Congress.

Sixteen reactionary Senators absented themselves from the United States Senate on the 30th, in order to give the Democrats a majority on the House bill revising the iron and steel schedule of the protective tariff law. Their object was strategical. Regarding the Democratic revision of this schedule as having ignored the Republican principle of tariff revision—"differences in cost of production abroad and at home"—to which President Taft is committed, they desired to give the President an opportunity to write a veto message that would serve as a campaign document. Some of the progressive Republican Senators, on the other hand, wished to amend the House bill so as to make it a revision downward but with reference to differences in cost of production, thereby forcing the Democratic House to conform to the Republican principle or vote against revision and giving the President an opportunity to veto. In consequence of the absence of the reactionary Republican Senators, who if present would have been obliged to vote for the amendment or else against the bill (thereby casting the onus of defeating tariff revision upon the President's faction in the Republican party), the bill was carried in the Senate by 35 to 22. The absentees for tactical purposes were—

Brandegge (Conn.), Briggs (N. J.), Catron (N. M.), Crane (Mass.), Du Pont (Del.), Fall (N. M.), Gamble (S. D.), Guggenheim (Colo.), Lodge (Mass.), Nixon (Nev.), Penrose (Pa.), Richardson (Del.), Root (N. Y.), Stephenson (Wis.), Sutherland (Utah), Wetmore (R. I.).

The progressive Republicans who voted against the bill were—

Borah (Ida.), Bourne (Ore.), Bristow (Kan.), Cummins (Iowa), and Works (Cal.).

Senator Gronna of North Dakota, a progressive Republican, voted for the bill. Senator La Follette was absent from Washington.



On the preceding day the Republicans of the Senate had carried an amendment to this bill by 37 to 27, which would repeal the Canadian reciprocity law, under which print paper is admitted into the United States from Canada free. [See vol. xiv, pages 1001, 1028; current volume, page 324.]



American Report on the Titanic Disaster.

The United States Senate Committee for investigation of the loss of the steamship Titanic at sea, April 15, reported to the Senate on the 28th. Immediate responsibility for the disaster was laid to the captain of the ship, who went down in her, and who seems to have steamed at full speed through a region in which he had been warned that he would encounter ice. Responsi-

bility for unnecessary loss of life was declared to be shared by Captain Lord of the neighboring steamer Californian, through his disregard of the distress signals from the sinking Titanic. The committee, through its chairman, Senator William Alden Smith, further declared that responsibility also rests upon the British Board of Trade, "to whose laxity of regulation and hasty inspection the world is largely indebted for the awful fatality." Punishment for failure of duty is left to the British government and public opinion. The committee has busied itself chiefly with discovering the factors which contributed to the disaster, and suggesting remedies. As enumerated by the press dispatches, the following were the causes of the disaster as noted in the report:

Before the Titanic departed on her maiden voyage there were not sufficient tests of boilers, bulkheads, equipment or signal devices.

Officers and crew were strangers to each other and not familiar with the ship's implements or tools, and no drill or station practice took place and no helpful discipline prevailed.

The speed of the Titanic was twenty-four and one-half miles an hour at time of the accident, although officers of the Titanic had been advised of the presence of icebergs by the steamships Baltic, Amerika and Californian.

Passengers were not advised of danger, although President Ismay of the White Star line, who was taking the vessel's maiden voyage, was informed. No general alarm was given, nor any organized system of safety undertaken.

Of the 1,324 passengers and 899 members of crew on board, there was room in the lifeboats for only 1,176 persons, and because of lack of orderly discipline the boats took off only 704 persons, twelve being rescued from the water.

A further point of criticism was that—officers of the White Star line "battled with the truth" after receiving information from their Montreal office on the Monday morning following the accident.

Senator Smith proposed in two bills a thorough regulation of navigation by steam vessels along lines taught by the disaster, proposed enacting into law a variety of rules and regulations, and embodied in the measures the numerous recommendations for safety made in the official report of the committee. One of the most important recommendations was for stricter inspection of vessels by the Federal steamboat inspection service and the meeting of all requirements of American navigation laws by every vessel clearing from an American port. [See current volume, pages 420, 443.]



The Senate passed, on the 28th, a joint resolution extending the thanks of Congress and appropriating \$1,000 for a medal to Captain Arthur H. Rostron of the steamer Carpathia for his effective rescue of such of the Titanic passengers

and crew as had escaped in boats, and also a vote of thanks to the Carpathia's crew.



An all-inclusive bill, to be denominated "The Ocean Safety Act of 1912," designed to cover all the navigation lessons drawn from the Titanic disaster, was introduced in the Senate on the 3d by Senator Knute Nelson of Minnesota, chairman of the Commerce Committee. The bill includes stringent regulations for better wireless equipment, continuously operated, on ocean and great lakes vessels carrying fifty or more persons, as provided in a bill which passed the House on the 3rd, and almost identical with a bill already passed by the Senate. This wireless section vests control of the apparatus in the Master of the vessel, and, to avoid the wireless communication being shut off by failure of the vessel's engines, requires a powerful auxiliary power supply that can communicate 100 miles at all times. The Nelson bill would recognize foreign steamship laws whenever they are as effective as American laws and regulations. The bill also would equip every passenger craft leaving an American port with sufficient lifeboats to accommodate everybody aboard, together with other safety equipment, and would create a commission of five persons to investigate here and abroad merchant marine construction. It would require rigid port examination and boat drills, define qualifications of seamen, penalize failure to assist any person in distress at sea, and make criminally liable any master, managing owner, steamship director or principal resident agent of a foreign steamship for sending from an American port a vessel so unseaworthy as to endanger life.



Work of the Ohio Constitutional Convention.

The Constitutional Convention of Ohio, which has been in session since January under the presidency of Herbert S. Bigelow, adjourned *sine die* on the 1st after fixing September 3, 1912, as the day for a popular vote on its work. Instead of proposing a new Constitution, the Convention submits to the people of Ohio several alterations of the present Constitution. They are embodied in 42 formal amendments. Among these amendments are the following:

Initiative and Referendum for both legislative and Constitutional measures—the Singletax being prohibited from the former but allowed for the latter.

Allowing three-quarters of a jury to return verdicts in civil cases.

Woman suffrage.

Permitting appointments of women to State institutions in which women or girls live.

Making decisions of intermediate courts final in all cases except those involving the death penalty, life sentence or a Constitutional question; and requiring a vote of five-sixths of the judges of the Supreme