

effect the desired combination and they began against each other, and they still continue, a campaign of destructive competition. If they were not restrained from continuing, the entire business of gathering and disseminating of news and general matter for the country press would have been monopolized by the lone survivor. The victor would control 95 per cent of this business.



The Labor War.

From Boston papers it appears that the elevated railroad strikers have won an unusual victory. The strike, which began early in June, has been widely reported through the newspapers of the country as hopeless and indefensible. It has been settled, however, through the interposition of Governor Foss, Major Fitzgerald and the State Board of Conciliation and Arbitration, upon the basis of the following agreement secured in behalf of the strikers by their representatives and adopted by them enthusiastically at a public meeting in Faneuil Hall on the 27th:

First—The Boston Elevated Railway Company in the employment and discharge of men will not discriminate as between men who do or do not belong to any labor organization, any employe being at liberty to belong or not to any such organization. The company will meet its employes for the discussion of grievances, whether they come as individuals or as representatives of any organization of the employes.

Second—Any committee to adjust differences with the company to have the right to a reasonable leave of absence for that purpose, and men who are in the service of any organization not to be debarred from returning to their respective positions and ratings in the service of the company after they have finished their service with such organization.

Third—The State Board of Conciliation and Arbitration to determine what men shall be taken back by the company and the time within which, and the rating at which, they shall be taken back, their decision to be final.

Fourth—The men who are out of the city to have a reasonable opportunity to return in order to report.

Fifth—In the future grievances or difficulties concerning wages or conditions of labor which cannot be adjusted between the company and the organization, to be referred to the State Board of Conciliation and Arbitration, or, if that is not agreeable to the company, to a board composed as follows: One man to be selected by the organization, one by the company, and if these two cannot agree upon a third arbitrator within ten days, the third party to be chosen by the Mayor of the City of Boston.

Sixth—If these propositions are accepted the company will post notices to that effect in all of its car barns.

Seventh—If the foregoing arrangement is agreed to, the strike to be called off at once.

The strike is accordingly at an end. [See current volume, page 730.]



By 8,939 to 171 the street railway employes on

the surface lines in Chicago voted on the 2d in favor of a strike unless their demands for increased wages and improved working conditions are met.



British Report on the Titanic Disaster.

The report of the court of inquiry of the British Board of Trade into the Titanic disaster, was promulgated on the 30th. The American press thus summarizes the findings:

The court finds that the collision was due to excessive speed; that a proper watch was not kept; that the ship's boats were properly lowered, but that arrangements for manning them were insufficient; that the Leyland liner Californian might have reached the Titanic if it had attempted to do so; that the track followed was reasonably safe with proper vigilance, and that there was no discrimination against third-class passengers in the saving of life.

The court exonerates J. Bruce Ismay, chairman and managing director of the White Star Line, and Sir Cosmo Duff-Gordon, a passenger, from any charges of improper conduct.

The judgment recommends more watertight compartments in seagoing ships, the provision of lifeboats for all on board, and more efficient drills of the crew as well as a better lookout.

No direct reference is made to the inquiry by the committee of the United States Senate under the chairmanship of Senator William Alden Smith.

Capt. E. S. Smith was not, says the court, fettered by orders to remain in the track, but naturally would keep near to the accepted route. In the conditions existing the night of the accident, and especially in view of the high speed at which the Titanic was steaming, an extra lookout should have been placed in the stern of the boat and a sharp watch kept by the officers on both sides of the bridge.

The speed of twenty-two knots was regarded by the court as excessive.

The court recommends that the British Board of Trade be empowered to require that the designs of ships be submitted to it during the early stages of their construction and have power to direct changes to be made.

The court suggests that an international convention be called to agree on a common rule for the subdivision of ships, also as to life-saving apparatus, wireless regulations, speed in the ice regions, and the use of searchlights.

[See current volume, pages 539, 659.]

NEWS NOTES

—President Taft accepted on the 5th the resignation of Federal Judge Hanford of Seattle. [See current volume, page 706.]

—A new revolution has broken out in Nicaragua. The revolutionists are headed by General Mena, former Minister of War. Upon President Diaz's confession of inability to protect American residents, American sailors and marines were landed at Corinto from the gunboat Annapolis on the 3d, and imme-