

ought to be just as applicable to larger municipalities.

Pure democracy must include universal suffrage, and in California, since the Constitutional amendments were passed last year, all adults, men and women alike, vote at all elections. Indeed, (horrible dictu!) the women voters seem to outnumber the men. And the last legislature passed a law granting the powers of Initiative, Referendum and Recall to all California municipalities, so that the people have genuine control of their representatives.

In many of the older cities of the East the voters are hampered by the caucus and convention system of nominations according to the affiliations of candidates with national parties, with long lists of candidates and the ward system of aldermen, etc. All this makes it difficult for the people to know whom they are voting for, and hard to get men elected whose main interest is the welfare of the whole city. Some of these disadvantages are removed by the commission form of government.

Here in Hermosa Beach, as indeed in all California cities of the sixth class, nominations are made directly, without conventions, caucuses or even primaries. Seven voters signing a petition can nominate any candidate they choose. And national politics cuts no figure. In the recent election, beyond the fact that one candidate for the Council was a dues-paying Socialist, the party affiliations of the candidates in national politics were unknown. This left the field free for local issues, as it should be.

The city is governed by a Council of five members, either two or three of whom are elected at large every two years for four-year terms. This year, on account of resignations, four new members were elected in addition to the Clerk and Treasurer, who are elected every two years. The possession by the voters of the Initiative, Referendum and Recall keeps the officers responsive to the will of the majority, and the small number of elective officials makes it possible to know whom one is voting for. The Council elects one of its own members as president and appoints an attorney, an engineer, a street superintendent and a marshal to serve during the pleasure of the board. The clerk is ex-officio assessor, the treasurer ex-officio tax collector and recorder, and the president exercises executive powers similar to those of a mayor.

The population of California cities changes so rapidly that it is very hard for most of the voters to be personally acquainted even with the few candidates for office from whom they are called upon to choose. But the women voters in this their first campaign hit upon an entirely practicable and efficient way of solving this difficulty. Organizing themselves into what they called the "Women's Progressive League," they sent out an invitation to all the nominees (nominations close 30 days before election) to attend a public meeting of all voters and to state their platforms. The candidates (one woman and nine men) responded cordially, and at one of the most largely attended meetings ever held in the city, each candidate stated briefly his previous experience and qualifications and told what ideas he would be guided by in case of election. Consideration was shown for the women voters by the way in which the speakers addressed them as "fellow citizens" instead of, as one said he formerly had done, as "ornaments." Yet

there are some who say women "cannot understand politics"!

At the election three of the six candidates supported by the "Women's Progressive League" were elected and the others were only narrowly defeated. Sex lines were not drawn in the contest.

KENNETH B. ELLIMAN.

NEWS NARRATIVE

The figures in brackets at the ends of paragraphs refer to volumes and pages of *The Public* for earlier information on the same subject.

Week ending Tuesday, April 23, 1912.

The Sinking of the Titanic.

The Carpathia came into the port of New York on the evening of the 18th, bringing 745 of the passengers and crew of the Titanic, which had gone down off the Grand Banks in the early morning of the 15th, as reported last week. The death list, including one who died on a lifeboat and five who died on the Carpathia, was 1,601. As stated last week, most of the saved were women and children, and were from all three classes of passengers. Among the lost, besides W. T. Stead, F. D. Millet, Major Archibald Butt, John Jacob Astor, Benjamin Guggenheim, and J. G. Widener, all mentioned last week, were Mr. and Mrs. Isidor Straus of New York, Mrs. Straus refusing to leave her husband; Frederick W. Seward, son of President Lincoln's Secretary of State, and himself a member of the cabinets of Lincoln, Johnson and Hayes; Jacques Futrelle, the author; and Ramon Artagaveytia, of Uruguay, one of the greatest capitalists of South America. One fact reported by the survivors was that the ship's band marched from deck to deck, finally up to their knees in water, while the ship was sinking, playing "Nearer, my God, to Thee." This was the last sound heard by those in the boats until a great cry arose as the vessel broke apart, turned up on end and went down. Word was received in New York by the 23rd that a steamer sent to the scene of the disaster had recovered 77 bodies floating by aid of life-preservers. [See current volume, page 367.]



A committee of the survivors issued the following statement on the arrival of the Carpathia, signed by Samuel Goldenberg and 25 other passengers:

We, the undersigned, surviving passengers from the steamship Titanic, in order to forestall any sensational or exaggerated statements, deem it our duty to give to the press a statement of facts which have come to our knowledge and which we believe to be true.

On Sunday, April 14, 1912, at about 11:40 p. m., on a cold, starlight night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but not early enough to avoid collision.

Steps were taken to ascertain the damage and save passengers and ship.

Orders were given to put on life belts and the boats were lowered.

The ship sank at about 2:20 a. m. Monday, and the usual distress signals were sent out by wireless and rockets at intervals from the ship.

Fortunately the wireless message was received by the Cunard's *Carpathia* at about 12 o'clock midnight, and she arrived on the scene of the disaster about 4 a. m. Monday.

The officers and crew of the steamship *Carpathia* had been preparing all night for the rescue and comfort of the survivors, and the last mentioned were received on board with the most touching care and kindness, every attention being given, irrespective of class. The passengers, officers, and crew gave up gladly their staterooms, clothing and comforts for our benefit. We all honor them.

The English Board of Trade passengers' certificate on board the *Titanic* showed approximately 3,500. The same certificate called for lifeboat accommodation for approximately 950 in the following boats:

Fourteen large lifeboats, two smaller boats, and four collapsible boats.

Life preservers were accessible and apparently in sufficient number for all on board.

The approximate number of passengers and members of the crew carried at the time of collision was:

First class	330
Second class	220
Third class	750
Officers and crew	940
Total	2,340

Of the foregoing about the following were rescued by the seamship *Carpathia*:

First class	210
Second class	125
Third class	200
Total passengers	535
Officers	4
Seamen	39
Stewards	96
Firemen	71
Total crew	210
Total on board	2,340
Saved	745
Lost	1,595

The total saved was about 80 per cent of the maximum capacity of the lifeboats.

We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for on modern passenger steamships and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board.

The following facts were observed and should be considered in this connection:

The insufficiency of lifeboats, rafts, etc.

Lack of trained seamen to man the same (stokers, stewards, etc., are not efficient boat handlers).

Not enough officers to carry out emergency orders on the bridge and superintend the launching and control of lifeboats.

Absence of searchlights.

The Board of Trade rules allow for entirely too many people in each boat to permit the same to be properly handled.

On the *Titanic* the boat deck was about 75 feet above water and consequently the passengers were required to embark before lowering the boats, thus endangering the operation and preventing the taking on the maximum number the boats would hold.

Boats at all times should be properly equipped with provisions, water, lamps, compasses, lights, etc.

Life saving boat drills should be more frequent and thoroughly carried out, and officers should be armed at boat drills.

Great reduction should be made in speed in fog and ice, as damage, if collision actually occurs, is liable to be less.

In conclusion, we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea, and we urge the United States government to take the initiative as soon as possible.



Even before the arrival of the survivors, the United States Congress had begun to act on the disaster, and bills designed to prevent repetitions of such loss of life poured into both houses. On the 20th the Senate went on record as favoring treaties with other maritime governments to regulate lanes of ocean traffic, the speed, and the lifeboat, wireless, searchlight and other equipment of passenger-carrying ships. A Senatorial investigating committee was on hand in New York to question the survivors on the morning after their arrival. Chief among those questioned was J. Bruce Ismay, managing director of the White Star Line, who was a passenger on the ship and escaped in one of the boats; also four officers, some of whom were picked out of the sea by the waiting boats after the great ship foundered. The investigation was adjourned to Washington on the 20th. The British Parliament is to make inquiry also into the disaster. Relief funds for the helpless among the survivors have been started on both sides of the Atlantic. The Atlantic steamship companies have directed their boats to proceed by the southern routes to avoid the evident ice dangers of this year, and most companies have now ordered lifeboats for their steamers adequate for their complements of passengers.



Incompetent Safety-Service at Sea.

Resolutions introduced by delegates from the Lake Seamen's Union and adopted by the Chicago Federation of Labor on the 21st, are of such universal concern and of such special interest in con-