

continuance of power to exact from consumers all that the traffic will bear. It is due Senator Cummins to say that he is the only member of the Senate who has made a serious attempt, during the life of the present Congress, to strike at trust privileges. He offered an amendment to the Underwood bill, while pending, to place all trust products on the free list. The adoption of that amendment would have destroyed all tariff privileges, at least. But it was voted down by a combination of Democrats and standpat Republicans. Now nothing more serious against the trusts is in prospect than a lot of suits under the Sherman law and enactment of additional laws to regulate, to prohibit, to restrict and to punish. Until the underlying privileges are seriously attacked, trusts will continue to flourish.

S. D.



### Safety at Sea.

Must the world have another marine disaster, before Congress yields to the obvious? Press dispatches quote Mr. Webb Balsinger, Vice-President of the Carnegie Steel Company, as saying that on a recent trip of the *Lusitania*, when a fishing crew was to be rescued, "it took at least forty-five minutes to lower a boat from the deck, and fully half an hour more before it was thoroughly detached from the falls." Such an incident emphasizes the contention of Andrew Furuseth in the London Safety-at-sea conference that there should not only be life boats for all on board, but that each life boat should be manned by at least two able seamen—that is, two fully qualified sailors—who understand the language of the officers. Because the committee on life boats, of which Andrew Furuseth was a member, refused to accept this minimum, and on the contrary persisted in reporting "two boatmen who understand the language of an interpreter," he resigned. The report of the committee allows, and was intended to allow the employment of Lascars and Chinese crews under the command of European officers, whose commands must be transmitted through interpreters.



It is needless to speculate upon the safety of the passengers on such a manned ship in the presence of disaster. And even when the provisions are applied to the trans-Atlantic liners that have so grudgingly increased the number of life boats, but insist upon manning them with porters, cooks, stewards, and bell-boys, the consequences may be no less serious. The life boat provisions of the LaFollette Seamen's bill, which has already passed

the Senate, provides for the minimum requirement demanded by the seamen; and it should under no circumstances be surrendered. It does not require the employment of a great crew of idle seamen, as the shipowners pretend, but merely a higher grade of men in some branches of the service than are now employed. It will be no hardship to the employers, because, applying to all alike, rates can be advanced a trifle if necessary to cover a living wage for a long abused calling. The LaFollette bill provides safety for the traveling public, and decent conditions for the seamen. It should not require another Titanic disaster to secure its passage through the House.

S. C.



### The Jingo's Political Economy.

Criticism of President Wilson's Mexican policy is based on the notion that protection of foreign investments is far more important than all efforts to reduce the tariff, abolish trusts, cut down the cost of living, raise wages, or bother with similar trifles at home.

S. D.



### Pennsylvania's Opportunity.

Senator Boies Penrose of Pennsylvania in opening his campaign for re-election, refers to the greatness of his State as a reason why he should be returned. Pennsylvania's greatness has not heretofore been evident in the quality of its United States Senators. That is one particular in which the State has an enormous amount of room to grow. Nothing will show more clearly true greatness in the State than its rejection, at the next election, of Boies Penrose and other servants of the privileged interests which have so long controlled the State.

S. D.



### Taxation in the District of Columbia.

A misstatement concerning the American Civic Association was made on page 74 of the Public. The Association was not formerly the League of American Municipalities, as was therein stated. A protest has come from Mr. Horace McFarland, its president, against the criticism of its opposition to Congressman Crisp's bill to put an end to the federal government's policy of bearing half the expense of local administration of the city of Washington. Mr. McFarland dwells largely on the fact that the people of Washington are denied self-government, but comment was made on that in the editorial to which he refers. He does not say whether or not the Association would withdraw