

washing affair." The document, it is argued, states facts that were perfectly well known for months, but doesn't ask why. "Was no one responsible, neither the captain nor the managers of the company? Can all the blame be shifted to the British Board of Trade, whom Lord Mersey alone seems to consider deserving of blame because it has not revised the shipping rules since 1894?" The *New York American*, too, can see nothing so apparent as "whitewash" and a decision stupid, feeble, and evasive:

"The British Board of Trade, itself the prisoner at the bar as well as the judicial court of inquiry in the *Titanic* case, naturally whitewashes Ismay, whitewashes Captain Smith, whitewashes the responsible directors and builders, and, of course, complacently whitewashes itself."

We find an approving comment, however, in the *New York morning Sun*, which believes that

"On the whole Lord Mersey's report is a document marked by good sense and courage. It would be easy to point out one or two things of a personal nature that might be regarded as blemishes, but they do not affect the soundness of the findings. As a result of the American and British investigations there will surely be international legislation designed to make Atlantic travel as safe as it was assumed to be before the *Titanic* went down with most of her passenger list."

The cable dispatches give a brief summary of the findings of the British court. It recommends—

"That the Board of Trade should investigate the practicality of providing seagoing ships, in addition to their water-tight transverse bulkheads, with a double skin, carried above the water-line, or with a longitudinal vertical water-tight bulkhead on each side of the vessel, or with both.

"That the Board should also investigate regarding the question of providing a water-tight deck, or decks, stretching along the whole or part of the length of the ship at a convenient distance above the water-line, and should investigate whether the openings should be water-tight doors, or some other device.

"That the Board should report upon the increasing protection given by the subdivision of the vessel, with the object of keeping the ship afloat with the greatest proportion of her length in free communication with the sea.

"The Court recommends that the British Board of Trade be empowered to enforce its conclusions on the foregoing points, and to require that the designs of ships should be submitted to it during the early stages of their construction, and should have at the same time power to direct changes to be made.

"Another recommendation is that the lifeboat and raft accommodations on seagoing vessels be based on the number of persons carried, instead of on the tonnage of the ship, and that they be sufficient for all on board.

"The Court thinks changes may be necessary in the size and type of boats carried by ships and in the methods of stowing and launching them. Possibly it may be necessary to reserve one or more of the decks for the carrying of boats and the drilling of the crew. It is recommended that the lifeboats be provided with signaling apparatus, with a compass, and with provisions, and that the number each boat is intended to carry should be plainly marked. The Court also recommends a more searching inspection of the boats, and more frequent drilling of the crew, enough of whom should be trained to man the boats.

"Further recommendations are: Sight tests for ships' look-outs, a police system for control in cases of emergency, a continuous wireless service, regulations for moderating speed or altering the vessel's course in the ice region.

"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 search-lights."

In conclusion Lord Mersey severely blames the British Board of Trade for its failure to revise the shipping rules of 1894.

United States Senator William Alden Smith, who headed the American investigation, describes the conclusions of the British court as "quite generally in accord with the findings of the Senate committee."

GRAFT IN DETROIT

CADILLAC'S EMOTIONS, if he had come back to find corruption rampant in the city he founded, are being imagined by more than one writer in the daily press. He did come back in pantomime, as Detroit's "Cadillaqua celebration" was on, and the man who impersonated the French explorer was Andrew H. Green, Jr., the wealthy business man who financed the exploration of city corruption and exposure of the grafters. In his own day Cadillac himself was accused of crooked financial deals, say the historians, and he had a hard time clearing himself, so it is not easy to say precisely what his feelings would be if he had appeared just in time to be confronted by a Burns detective.

The success of the Burns methods in uncovering the Detroit irregularities fails to rouse much surprize among newspaper observers, who are now getting used to such results, and they pass on to discuss other phases of the case—such as whether commission government would prevent such scandals and whether most other American cities are as bad as Detroit. In the local papers there is much discussion of the characters of the accused leaders and praise for Mayor William B. Thompson and Mr. Green. The *Detroit News* headed a subscription to reimburse Green for the \$10,000 he spent in the investigation, but he declined to consider accepting it. "Who gets credit is unimportant," was his comment. "That the work is done is all-sufficient."

Around "Honest Tom" Glinnan, president of the council, professedly a champion of people's rights, and E. R. Schreiter, Jr., secretary of the common council committees and also secretary of the American League of Municipalities, the light of publicity shines most glaringly. Schreiter pleads innocence. Glinnan has confessed, and with him one other alderman. Three have made partial confessions. The Burns detective who trapt them by pretending to be an agent of the Wabash railroad seeking to have a street vacated, alleges that the price of four of the accused aldermen was \$100 each, that he bought three others at \$200 a head, one at \$500, and that Schreiter was to get \$500, but was frightened away. Glinnan was paid \$1,000 in marked bills in the detective's office just before the arrest. He took them out, handed them back, sat down and made complete confession. The *Detroit News*, which had backed Glinnan as an anti-corporation champion, comments sorrowfully on the cold-bloodedness of political graft.

"There are men in the list of whom anything might be expected; their past is so spotted that they have no future; their consciences are so warped that they suffer from moral myopia. But Tom Glinnan had a future; he had ability; he had a grasp of public questions; he was able to distinguish between his duty to his ward and his wider duty to his city; he had a constructive mind; he had the faculty of impressing his fellow-citizens as a man of thought and sincerity. It is this same Tom Glinnan whom we find arranging for the payment of filthy bribes to his fellow-councillors. It is his voice that assures them that everything is all right. It is he who tells them how to vote and how not to vote. It is he who haggles over the price of bartered honor. It is he who boasts even in the chamber of detection that he has fooled the president of the Board of Commerce and the editor of *The News* into believing that he is on the square—laughing about it as a good joke, when the very forces he thought he had hoodwinked were closing in on him. It was Tom Glinnan who, knowing the value of a moral front, put up the immoral deal. Here was the capacity for honorable service turned to the scullion-work of bribe soliciting."

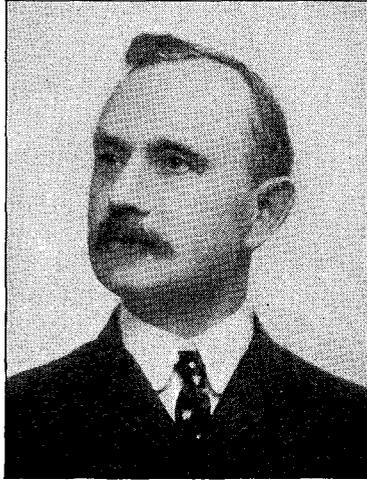
The Free Press sees an object-lesson in what a "review the names on the roll of dishonor" reveals:

"They are all names of men who have paraded themselves as 'friends of the people.'

"They are names that have been most flagrantly associated



ANDREW H. GREEN,
The citizen who furnished money where-
with to discover the grafters.



MAYOR WILLIAM B. THOMPSON,
Who is taking a leading and active part
in laying bare the corruption.



THOMAS B. GLINNAN,
The reform politician who confesses that
he received a \$1,000 bribe.

LEADING PERSONAGES IN THE DETROIT GRAFT INVESTIGATION.

with demagogic appeals to the poor against the wealthy, to the workmen against the employers, to the 'masses' against the 'classes.'

"Detroit is cursed with its full share of these false public leaders.

"But they are not typical of our civic life.

"This city, linked tho it is now with the cities whose names are branded with shame, is not corrupt. It has allowed corruption to creep into its official life, but it is itself sound at heart and will not tolerate graft and bribery."

The measure of Detroit's sin in comparison with other cities is interesting some of the press writers as keenly as the story itself. The *Pittsburg Dispatch* thinks:

"Detroit is probably no worse and no better than any other city of its size where public opinion has not been aroused to vigilant interest in municipal affairs. The rapid growth of the city in recent years was favorable to such conditions, introducing new elements and disturbing old balances."

Burns himself offers some comfort in an interview which quotes him as saying similarly that Detroit is not so bad off as many other cities he knows of. The view of the *Kansas City Star* is that it is the ward system of government that is primarily to blame, and it thinks that commission government would have prevented both plunder and scandal. The *Philadelphia Record* mentions the same medicine, but in less enthusiastic terms:

"The only preventive measure is in the hands of the voters. If they will exercise a reasonable degree of independence in the use of their ballots, the bosses and machines will not dare to nominate crooks lest they should be defeated. The commission form of city government offers some substantial aids to the voters who wish good government, but it will not provide it unless they do their duty. The voters have got to be independent of the party names and be willing to defeat a man of suspicious character, even if his name be on the ballot they are in the habit of voting, or grafting will continue a common thing in public offices."

The *St. Louis Republic* thinks that Detroit's three Republican and two Democratic mayors since 1899, elected upon local issues, prove that party politics have had little to do with its elections. *The Republic* contemplates the Detroit situation "with something akin to despair" and warns us that—

"Any American city is likely to have the experience that Detroit is now having, and the country is never free from municipal scandal. In city government this country has come its nearest to absolute failure. There is but one tangible and definite movement on foot to better city government, and that is the movement toward government by commissions. It

behooves every American to watch and study that movement and to make up his mind to try it unless some weakness in it appears soon."

MR. TAFT'S PLATFORM

THE EIGHTH COMMANDMENT is becoming an issue in a Presidential campaign. "Thou shalt not steal!" cry Colonel Roosevelt's partizans as they assemble at Chicago, calling upon honest Republicans to join them on the plea that the Taft nomination was stolen. The Republican campaign managers reply to these charges of theft by sending out an elaborate defense of their action in seating the Taft delegates whose seats were contested; and the President in his speech of acceptance takes up the thief issue by declaring that if the promises made by either of his chief opponents "mean anything, they lead directly toward the appropriation of what belongs to one man, to another," and by attacking Messrs. Roosevelt and Wilson as Socialists. The address which Mr. Taft read to the gentlemen of the notification committee, in the East Room of the White House last Thursday, is looked upon as his personal platform, and editors generally agree with the *New York Press* (Prog. Rep.) that it is an "appeal to the conservative voters of the United States, whether they have been in the past Republicans or Democrats." And it is for this very reason that the *New York Herald* (Ind.) and *Sun* (Ind.) praise it as warmly as does the regular Republican *New York Tribune*.

But from the papers opposing the President come shouts of derision. The *New York Evening Mail* (Prog.) prints a column of scathing editorial criticism of "the morass of apologies, negations, doubts, evasions, and special pleadings of Mr. Taft's speech of acceptance." The *New York World* (Dem.) finds "but a single sentence in this speech revealing the smallest appreciation on the part of its maker of the personal and political shortcomings which have wrecked his Administration, divided his party, and brought the thunders of the oncoming Democracy within hearing of the White House." And it concludes that "every paragraph of this utterance will give" a new reason for the popular disappointment in Mr. Taft which "has been growing rapidly in the last two years."

Much of the President's address is devoted to a review of the acts of his Administration. He takes issue with the Democrats on the tariff, believing that the only road to permanent prosperity lies through scientific revision by a tariff board, with the