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BRITISH TITANIC INQUIRY.

THE British Board of Trade Court of Inquiry into the Titanic disaster gave its judgment on Tuesday. As was to be expected, the decision takes the form of a capable, calm, and dignified judgment on the issues involved.

The Court finds that the collision of the Titanic with the iceberg was due to the excessive speed at which the ship was navigated; 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 liner Californian might have reached the Titanic if she 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 of Inquiry exonerates Mr. J. Bruce Ismay, chairman and managing director of the White Star Line, and Sir Cosmo Duff-Gordon, one of the passengers, from any charges of improper conduct.

The judgment recommends more water-tight compartments in sea-going ships, the provision of life-boats for all on board, and more efficient drill of the crew, as well as a better lookout.

A number of suggestions are made for investigation by the Board of Trade. Among them: the practicability of providing sea-going ships, in addition to their watertight transverse bulkheads, with a double skin carried above the water-line or with a longitudinal vertical watertight bulkhead on each side of the vessel, or with both; the question of providing a watertight deck or decks, stretched along the whole or part of the ship at a convenient distance above the water line, and should also investigate whether the openings should be watertight doors or some other device, and that the Board should have the power to enforce its decisions on these questions. A very sensible recommendation is that the number of boats be based not upon tonnage, but upon the number of persons carried.

NARROW ESCAPE OF THE SS. EMPRESS OF BRITAIN.

THE Canadian Pacific steamship Empress of Britain with 730 passengers on board, on Friday evening narrowly escaped the fate of the Titanic. While going cautiously through a dense fog in the gulf somewhere between Cape Magdalen and Fame Point on her way from Quebec to Liverpool, the great ship came into collision with the SS. Helvetia, a collier of the Black Diamond Line bound to Quebec and Montreal. The collier which was crossing the bows of the Empress was almost cut in two and sank shortly after the collision. The bows of the Empress were badly stove in, and her fore compartments were filled with water. The captain of the Helvetia with his wife and niece and 43 officers

and crew were all saved by the boats of the Empress. About 200 of the passengers on the Empress of Britain were transferred to the Allan Line SS. Pretorian bound to Glasgow, others returned on the Empress to Quebec. It is stated that the captain of the C. P. R. steamer had no choice but to ram the Black Diamond boat, otherwise the Empress of Britain would have been rammed by the Helvetia, and a disaster of appalling magnitude would have resulted. As it was no lives were lost.

LONDON DOCK STRIKE.

ON Saturday, the London dock strike, which has inflicted great suffering upon the strikers and their families since May, was officially declared off by the Strike Committee. Thirty thousand of the fifty thousand strikers, however, are displeased with the surrender, and on Sunday at a mass meeting rejected the manifesto of the committee and adopted a resolution not to resume work until they have consulted their unions. There was never any justification for the strike not even the reasonable hope of success. An attempt to enlist the sympathies of the transport workers all over the country, and organize a general strike, failed as soon as it was proposed. The immediate cause of the strike was the employment of a non-union foreman; the men who refused to work under him naturally were locked out, and the strike followed. Whatever other grievances the men had, the employers pledged themselves to give due consideration, as soon as work was resumed. We have no doubt that the pledge will be kept. Whatever amelioration the dockers secure might just as well have been had weeks ago, without the starvation or semi-starvation of thousands of men, women and children.

PREMIER ROBLIN ON THE NAVY QUESTION.

SIR RODMOND ROBLIN, Premier of Manitoba, has been interviewed at Mount Clemens, Mich.

"What would you say about a Canadian navy?" he was asked. "We don't want one any more than Scotland does," was his reply. "My stand is for one navy, one flag and one king. What earthly good would be a navy in Canadian waters with the British fleet engaged with Germany in the English Channel. If we are going to be a part of the empire we must assume our responsibilities, and to do this, in my opinion, we ought to pay our share in the empire's defence. And I believe that a substantial contribution every year would meet the situation better than frittering away our money on a navy that might be of no possible use to the empire in time of trouble."

That is the answer to the navy question in a nutshell, and every word is common sense.