

WASHINGTON NEWS

A dispatch from the New York World says: A bill intended to meet the recent decision of the supreme court and prevent the perpetuation of monopolies through control of patents was introduced in the senate recently by Mr. Brown of Nebraska. The section by which it is hoped to prevent jurisdiction over a patented article after its sale follows: "The purchaser or lessee of a patented machine or article shall have the unrestricted right to use, vend or lease the particular thing so purchased." Under existing laws, as interpreted by the supreme court, the owner of a patent is "a czar in his own domain" and may fix the price and conditions under which patented articles may be sold. The owner of a patented article retains full control over it after sale and prescribes rules for its use. Chief Justice White and his associates in their dissenting opinion pointed out that congress may by legislation prevent the evil effects resultant from the interpretation given by the majority of the court. Senator Brown's bill also provides for a complete revision and codification of the patent laws.

President Taft has issued an appeal on behalf of the Red Cross for funds to aid the flood sufferers in the Mississippi valley.

Formal consideration of the employers' liability and workingman's compensation bill was begun in the senate. A mass of telegrams for and against the measure were presented. A futile attempt was made to fix April 25 for a vote. Senator Sutherland (rep., Utah) spoke at length in explanation and support of the bill.

The democrats of the ways and means committee discussed informally the tariff revision program and reached the tentative agreement not to report further tariff bills, unless the senate acts on measures which have already passed the house.

The house bill appropriating \$300,000 for the repair of the levees on the Mississippi river and its tributaries was passed by the senate.

Following is an Associated Press dispatch: The house abolished the \$600 a year classification for watchmen, messengers and laborers in the postal service, as carried in the post-office appropriation bill. Representative Murdock of Kansas, republican, introduced the amendment abolishing the class, and he was heartily supported by Representative Cooper of Wisconsin, republican. The house also adopted a resolution prohibiting hereafter the opening of any post-offices on Sunday for the purpose of distributing mail.

A Washington dispatch, carried by the Associated Press follows: Stirred by the horror of the Titanic disaster all official Washington was preparing for steps to minimize the possibilities of another such tragedy. Congressmen began framing legislation to govern life-saving appliances and wireless and President Taft, doubly touched by the probable loss of his friend and military aide, Major Archie W. Butt, held conferences with cabinet officers to consider government control over the operation of wireless. In the house what may result in a federal investigation into the causes of the wreck and the enactment of protective measures was begun with resolutions offered by Representatives Mott and

Hardwick. The Mott resolution provides for a searching inquiry by the merchant marine committee. The Hardwick resolution provides for life-saving apparatus. Chairman Alexander of the committee declared that the catastrophe would stop the building of such enormous vessels. He favors limitation by law on the sizes of vessels which visit American ports. The committee also expects to report a bill to regulate wireless.

A Washington dispatch says: A charge that Wall street and the big corporations are controlling the house "money trust" inquiry was made by Representative Lindbergh, of Minnesota (rep.), in a resolution which would compel every member to disclose his business and corporation affiliations. Each member of the house would have to file his own and his family's bank holdings. Names of members who failed to do so would be published in a congressional Record "black list." Coming close upon the insinuations of Representative Randell, of Texas (dem.) that members of the house and senate had corporation connections, the resolution created a stir. Lindbergh declared some committee members "are controlled by persons whose personal work is hostile to the public interest." He said most of the "money trust" committee were interested in banks and that Wall street had the power to intimidate bankers.

An Associated Press dispatch says: An indictment rarely equalled in its vigor of J. Bruce Ismay, managing director, and other officials of the White Star line, holding them responsible for the Titanic disaster, was delivered in the senate by Senator Rayner of Maryland, who pictured Ismay as responsible for the whole disaster, and who has reached his destination in safety and unharmed.

Senator Rayner pointed out that while there were no civil or criminal remedies available in the American courts, criminal and civil suits could be brought in the British courts, and that a congressional committee would have absolute authority to subpoena every one connected with the disaster, and that if anyone should refuse to answer questions he could be indicted and imprisoned for contempt of court.

"Mr. Ismay claims, according to reports, that he took the last lifeboat," cried Senator Rayner. "I do not believe it, and if he did, it was cowardly to take any lifeboat, for the managing director is criminally responsible for this appalling tragedy.

"If this had happened on an American vessel there would be no question that an indictment would be found, and if the facts were sustained the officers of the company could be convicted of manslaughter, if not of murder, because the evidence is clear that the vessel was not properly equipped with efficient life-saving apparatus.

"I have not the slightest doubt that the northern route was taken in obedience to Mr. Ismay's direct orders and that with full warning he risked the life of his entire ship to make a speedy passage.

"I care not what the rules of the English admiralty are. We have the spectacle of the head of the line failing to see that his ship was properly equipped with life-saving apparatus, heedless of the warnings that he was sailing in a dangerous sea, for-

saking his vessel and permitted 1,500 of her passengers and crew to be swallowed by the sea. The martyrdom and the agonies of separation that took place on board the sinking ship are too fearful for the mind to dwell upon and contemplate, but Mr. Ismay, the officer primarily responsible for the whole disaster, has reached his destination in safety and unharmed.

"No legislation can bring back to earth a single life lost upon that fatal night. What we can do is to help fix the responsibility, and rely upon British justice to bring to bay the guilty directorate of the company.

"All civilized nations will applaud the criminal prosecution of the management of this line. If they can be made to suffer, no sympathy will go out for them, and if it does it will be submerged in the overwhelming lamentation that today

echoes throughout the civilized world for the victims of their culpable carelessness, a recklessness that sent hundreds of their fellow beings into eternity, desolating homes and firesides and turning this land into a house of mourning.

"In this hour of our calamity we appeal to the majesty of the law to deal out retributory justice to this guilty company to the last degree."

Two more bills framed on the lesson drawn from the Titanic disaster were introduced in the house. One of them, by Rep. O'Shaughnessy of Rhode Island, would compel all ocean-going ships to or from the United States to carry constant and adequate wireless.

Representative Parran of Maryland offered a measure to appropriate \$100,000 for naval target practice in destroying icebergs by the guns of warships and by dropping explosives from airships.

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