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That the officers of steamships are underpaid and overstrained is pretty definitely understood; that the crews are in similar state, besides being improperly quartered in a place where it is least easy to turn out in a hurry, bids fair to be proved equally true. At any rate, the Titanic's loss has made it clear that things are not going well among seamen. Despite the calmness of many of the crew, some of the facts that are coming out do not redound to the credit of the men of the sea. Like the captains of those near-by steamers that could have saved all, but refused, they have made us all ask whether the old ideal of the sailor as a man brave to rashness, ready at any time to risk his life for others, and characterized by many other noble attributes of character, has faded from the sea; whether the modern steel machine shop and hotel they call a liner has made of the crew an ignoble unseamanlike lot. If this is true even in slight degree, then let us begin at the bottom as well as at the top; let us have well-paid, well-lodged, and well-fed sailors and enough of them, trained to boats and drilled in their duties.

