

Hague Court Should Fix Laws Regarding Passengers

Representative of North German Lloyd Steamship Co. Says That To Insure Absolute Safety of Passengers the Tribunal Should Formulate Regulations to Which Companies Must Conform.

NEW YORK, April 17.—(Can. Press.)—In a statement issued today, Chas. Von Helmut, general manager for Oetrichs & Co., the general agents of the North German Lloyd Steamship Co., expressed the belief that the laws of nations concerning the safety of passengers on the steamships, which now are at variance, should be referred to the Hague tribunal, which might adopt such regulations as would insure a near absolute safety as possible and under which all steamship companies would be compelled to operate.

Mr. Von Helmut says that his company's ships on a trip from Germany to New York, must conform to the maritime regulations of four different countries—Germany, Great Britain, France and the United States—all of which are at variance.

An International Agreement. While declaring that all steamship companies obey to the letter all the legal requirements, and in most cases have exceeded them, Mr. Von Helmut declared that nevertheless the situation requires an international agreement.

"Certainly," he says, "the safety of human life is vastly of more importance than the settlement of sailing rights or of boundary disputes, which subjects were so skillfully handled at the Dutch capital."

The Hague tribunal is particularly fitted to deal with this situation. The interests of the various countries are equally intervened that it is hard to differentiate between the legal requirements. Thus could the Hague tribunal formulate regulations which would carefully cover every point now contained in the laws of the different companies.

BETTER CARE OF PASSENGERS. Admiral Dewey Says All Ships Should Have Accommodation for Majority of Travelers.

WASHINGTON, D. C., April 17.—(Special.)—In a statement about the Titanic and general danger in ocean voyages, Admiral Dewey said today: "I think that every passenger who crosses the North Atlantic takes his life in his hands every time. For myself, I would rather go around the world in a well equipped man-of-war than make a trip across the North Atlantic in a transatlantic vessel. The need for more money is so great that it is with the sincerest regret that I observe that human lives are never taken into consideration."

Board of Trade Under Hot Fire. Regulations Respecting Lifeboats Antiquated—Enquiry Into Misleading Messages.

LONDON, April 17.—(C.A.P.)—How many boats did the Titanic carry? Is the question all to-night's papers ask. No information regarding this is obtainable in London. Qualified critics declare that the root of the trouble is the antiquated board of trade regulations. Although the position is now nearly 30,000 tons, no more boat accommodation is legally required than if it remained at 10,000 tons.

CARRIED HEAVY CANADIAN MAIL. LONDON, April 17.—(C.A.P.)—The Titanic carried 125 sacks of Canadian mails from London alone. No competition is payable.

NEW YORK, April 17.—Mayor Gaynor today received a London cablegram, saying: "Opening fund relief sufferers Titanic disaster. Will warmly welcome your sympathy."

ICEBERG 400 FEET HIGH. WASHINGTON, D.C., April 17.—The iceberg which caused the Titanic disaster was a blunt one-quarter to half a mile in length, rising 400 feet out of the water, according to the confident belief of government marine officers, based upon reports just received here.

Dr. Alfred Pain, of Hamilton, Graduate of Toronto University, Who is One of the Titanic's Victims.

NEW YORK, April 17.—(Can. Press.)—Every effort to facilitate the landing of the Titanic survivors when the Carpathia docks at her pier on the North River to-morrow night or early Friday morning will be made by city immigration authorities, the customs authorities, officials of the Cunard Line and the New York police.

NEWSPAPER MEN BARRED FROM "CARPATHIA". Despite Government's Willingness to Allow Them to Board Steamer, Cunard Officials Are Adamant—Will Dock at Piers To-night or Friday Morning.

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Mr. and Mrs. De Witte Seligman and Mrs. Benjamin Guggenbaur at the New York offices of the White Star Line waiting for news of Titanic.

LARGE NUMBER OF PLATES AND RIVETS MIGHT HAVE BEEN LOOSE ON TITANIC

For Six Months After a New Steamer is Placed in Commission the Plates and Rivets Come Loose, Especially on First Trip, and For This Reason Workmen Stay on All New Vessels for a Year—Captain Smith Was a Very Careful Officer, But Nearly Had Accident With Baltic.

"If the sea had been rough none of the Titanic passengers would have been saved," stated John Martin, of 48 East Adelaide-street, to The World last night. Mr. Martin is a former White Star Line man, who has sailed under Capt. E. J. Smith, the commander of the ill-fated Titanic, when he was command of the Baltic.

"I feel confident that all the passengers would have been saved if the Titanic had been in service 12 months. For about the first six months after a steamer is put in commission the plate rivets keep loosening. This is especially the case on the first trip. For this reason the steamship does not leave the hands of the builders until twelve months after she is built, and during this period men in the employ of the shipbuilding company accompany the steamer on all her trips."

None of her plate rivets would have been loose and she would not have been damaged so greatly by the iceberg. "Had this been the case she would probably have floated the eight hours until the arrival of the Carpathia, and perhaps until the arrival of some of the other vessels, and no loss of life would have occurred."

"In a rough sea, lifeboats cannot live more than half an hour," said Mr. Martin. "In this case the Carpathia did not arrive on the scene of the wreck until four hours after the Titanic had sunk, but luckily the sea was comparatively calm."

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BRISK MEASURES TO BRING RELIEF

Large Subscriptions Pouring Into London—Benefit Performances Will Be Given.

LONDON, April 17.—(Can. Press.)—While another anxious day passed without further news of the disaster to the Titanic, there is every evidence that sympathy has been aroused almost throughout the world.

HIS WILL

Yest are Thy glories, O most loving God, Justice and love the basis of Thy will, Unchangeable life and truth brood o'er the food Which human error turns from joy to ill.

Man's want of wisdom and his careless ways Cannot be traced to Thine omniscient skill; Thou mad'st him perfect to the end of days, But sin has cursed his mind with error still.

Huge Ice Field Was Passed by Steamer

Greatest Seen Off Coast of Newfoundland, La Bretagne's Report.

NEW YORK, April 17.—(Can. Press.)—What is said to have been the greatest icebergs ever seen off the coast of Newfoundland was skirted by the steamship La Bretagne of the French line, which arrived here from Havre to-day bringing over 750 passengers.

ALL WELL ON CARPATHIA.

NEW YORK, April 17.—The White Star Line made public to-day the following unsigned message from the steamship Carpathia, probably relayed to New York:

"Carpathia east of Ambrose 558 miles, 11 p.m. Tuesday. All well." The Ambrose referred to is Ambrose Channel at the entrance of New York harbor. The line's officials think the Carpathia will arrive here about 9 o'clock to-morrow night.

Eleven Montrealers Believed to be Lost

MONTREAL, April 17.—Montreal to-day is convinced of the death of eleven of the sixteen citizens who took passage on the Titanic. The five who are believed to survive are:

Mrs. Hays, Mrs. Davidson, Mrs. Baxter, Mrs. Douglas, Paul Chevre, the artist. The doomed are: C. M. Hays, T. Davidson, H. M. Molson, Mr. and Mrs. H. J. Allison and their two children, Messrs. Payne, Levy, Baxter and Ferreault.

KING GEORGE AND PRES. TAFT EXCHANGE WORDS OF SYMPATHY

His Majesty Speaks of Two Countries as So Intimately Allied That a Misfortune Affecting One Closely Touches Other—King Albert Also Wires President.

WASHINGTON, April 17.—(Can. Press.)—The following telegrams were made public to-night:

"The Queen and I are anxious to assure you and the American nation of the great sorrow which we experience at the terrible loss of life that has occurred among the American citizens, as well as among my own subjects, by the foundering of the Titanic. Our two countries are so intimately allied by ties of friendship and brotherhood that any misfortune which affects

MANY PASSENGERS SAVED IF THEY HAD PRESERVERS

Number of Fishing Boats Were in the Vicinity When the Titanic Foundered and the Crews, it is Expected, Saved Some of the Passengers—Only 705 Survivors on the Carpathia—All the Women Safe.



Private wire despatches from New York give some interesting information regarding the wreck of the Titanic and the various steamers which rushed to the rescue. They speak of boats which were in the vicinity of the Titanic when it sank.

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CABLE STEAMER LEAVES FOR SCENE

Will Search the Ocean for any Bodies That May Come to the Surface—Wireless System Was Put Out of Business by a Heavy Electrical Storm.

By a Staff Reporter.—HALIFAX, N.S., April 17.—All efforts to communicate with the Cunarder Carpathia, which carries the news for which the whole world is waiting, have proved futile up to this hour.

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WASHTON TELLS OF A THRILLING RACE

WASHINGTON, D.C., April 17.—The race between the Carpathia and the other ships which were in the vicinity of the Titanic when it sank, was a thrilling one.

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NOT A LINE CAME

Not a line came during the past 24 hours giving any detail of the disaster to relieve the suspense of the friends of the Titanic's missing passengers and crew, or to lessen the tension which has gripped the whole English-speaking world.

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ONTARIO DIAMOND CO.
99 Yonge Street, Toronto
No connection with any other store.

Blue - White Diamond Ring \$105.00

HAMILTON HOTELS.
HOTEL ROYAL
Largest, best-appointed and most centrally located. \$2 and up per day. American plan.