

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 Helmutz, general manager for 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 Helmutz 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 Helmutz 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."

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."

"Let everybody exert every energy to have the present laws amended on every passenger-carrying vessel. I do not believe that a passenger vessel should be cleared unless she has boats sufficient to float the great majority of its precious cargo in the event of an accident."

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.

Cablegrams continue most contradictory, and Col. Yates will ask the postmaster-general in the commons if he can trace the authorship of the early messages, saying the Titanic had been taken in tow. Other members will ask questions about the lifeboat accommodation. Several newspapers declare they will want explanations from their correspondents on the other side as to who sent the messages as the vessel was safe.

CARRIED HEAVY CANADIAN MAIL

LONDON, April 17.—(C.A.P.)—The Titanic carried 150 sacks of Canadian mails from London alone. No competition is possible.

A large number of C.P.R. dividend cheques, payable in Canada, were also aboard.

Ontario Diamond Co. 99 Yonge Street, Toronto. No connection with any other store.

NEW YORK, April 17.—(Can. Press.)—Dr. Alfred Pain, of Hamilton, Graduate of Toronto University, Who is One of the Titanic's Victims.

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 steamship on all her trips."

Many Loose Rivets. Many being on her first trip, rivets on her plates, and for this reason the shock of the collision with the iceberg would easily knock the plates off. This accounts for the Titanic having sunk in four hours. Had she been in service twelve months

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.

Several foreign governments have despatched to the British Government messages of condolence for the sufferers. The king today expressed his sorrow in a message to President Taft and has sent a contribution of \$25,000 to the Mansion House fund. The queen has donated \$12,500 and the queen mother Alexandra \$10,000 to the same fund.

Oscar Hammerstein has proffered, and the lord mayor has accepted, use of his opera house for an entertainment in aid of the fund. The shipping magnate Lord Northcliffe has donated \$10,000 to the fund. The public institutions are offering to take care of the orphaned children of the crew. Large firms are contributing liberally to the various relief funds, while Covent Garden, and other leading theatres are preparing special performances to aid in the relief work.

OPENING RELIEF FUNDS

London and New York Co-operate to Aid Wreck Victims.

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



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

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.

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 ship immigration authorities, the customs authorities, officials of the Cunard Line and the New York police.

The plans were made known in various announcements tonight, and provide for the fullest secrecy. Customs regulations, however, would be suspended, and all aliens among the survivors will be immediately discharged by the immigration authorities as soon as they are admitted by a passenger who deaves the ship, although such may desire to be taken to Ellis Island and detained.

The Cunard officials announced that they would permit on the pier only relatives and friends of the survivors, who will be admitted by a passenger. Photographers of the press, they stated, will be admitted, and the police will rope off a large space outside the pier to keep back curious crowds.

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 iceberg ever seen off the coast of Newfoundland was skirted by the steamship La Bretagne of the French line, which arrived here from Havre today bringing over 750 passengers. The ice was seventy miles in length, and probably as wide, and the Bretagne was five hours in passing along its edge.



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.

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.

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.

Eleven Montrealers Believed to be Lost

MONTREAL, April 17.—Montreal today 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 was struck by the iceberg. It is said that had there been a sufficient number of fishing boats in the vicinity of the disaster, many of the passengers, if they had been rescued by crews of the fishing vessels.

A Thrilling Race. The captain of the Leyland Line steamer Euphan, which was not equipped with wireless, was docked here last night, reports that he followed the route taken by the Titanic, and that a number of fishing boats were in the vicinity of the disaster at the time. He says he thinks many of the passengers, if they had been rescued by crews of the fishing vessels.

The Carpathia began sending in supplementary list of survivors at 7 o'clock this morning. So far, the vessel has around 300 of the 600 or more survivors names in. It is said: "Doubts have arisen as to the fate of Charles M. Hays, president of the G.T.F., who yesterday reported to have been among the passengers known to be aboard the Titanic."

The Carpathia states that the list of first and second class passengers and crew has been sent to shore. The Chester will relay the list of the third class passengers. (Signed) Becker.

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.

Many Wild Rumors. All last night wild rumors concerning the fate of the unfortunate Titanic and her human freight were flying through the air. These rumors quickly were ground and were soon taken for facts. The most startling rumor of all was that the cruiser Niobe had picked up a wireless message stating that the Titanic was bound for Halifax in tow of four other steamers. This was soon disproved, but the report remained in the air for several hours, and such a late hour at night the newspaper offices were kept busy denying the rumors. Shortly after daylight the cable steamer Mackay-Bennett left Halifax for the scene of the disaster to search for any bodies that may come to the surface.

HALIFAX, N.S.—At 10 a.m. to-day the Direct Cable Company's repair ship Mackay-Bennett left Halifax for the scene of the disaster to the Titanic and saw nothing of the wreck nor did she sight any other ship. The captain said that he had passed over a field of ice. The Allan Line steamer, which is supposed to have visited the scene of the wreck, is expected to be here this morning, but an expert of a dense fog may not come until late to-day. The Commercial Cable Company's S.S. Mackay-Bennett, which has been chartered by the White Star Line to explore the wreck, will sail with a crew of eighty men.

Why the Delay. The agent of the Sumner Line says: "We are making every effort to find out why there was nearly 24 hours delay in getting wireless messages from the Carpathia. Only three have been received so far. The first received was the second one started at 4:35 a.m. Monday from Capt. Roostrom of the Carpathia, announcing about 800 aboard and proceeding to New York. This was not received until Tuesday. The first one sent Monday morning, was received as the second marconigram and announced the sinking of the Titanic. The third wireless was received to-day. It was a two-coded word, started at 11 o'clock Tuesday night and received this morning, saying all were well and 224 miles east of Ambrose Light."

HALIFAX.—The White Star Line has chartered the cable ship Mackay-Bennett to go to the scene of the wreck and look for bodies. She will sail here to-day and will remain at sea for ten days or more.

NEW YORK.—Cunard Line received the following wireless message from the Carpathia via Halifax to-day: "This was 598 miles from Ambrose Light at 11 p.m. Tuesday. All well."

NEW YORK.—Against the Tribune's report of Mr. and Mrs. Davidson being among the survivors, The Herald, Times and World only report Mrs. Davidson.

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