

WHITE STAR MAY PAY ONLY \$32,000

**Titanic Claims Limited By
Courts Partially Covered
By Insurance**

\$1,660,000 AT WORST

Supposing Action in Other Courts
Made Liability Unlimited Big
Company Could Easily Handle It.

Several important questions as to the status of Titanic claims against the White Star line have come to the surface since the United States Supreme Court decided that American admiralty law was applicable to the line's plea for limitation. These questions, of course, are contingent upon the final adjudication of the ship's liability. If no negligence is proved, there is no liability; if negligence is proved on the part of officers commanding the ship, the liability will be limited to passenger fares paid and salvage; if negligence is established to the extent of the company's knowledge and privity, liability will be unlimited.

Some of the best and disinterested admiralty minds in the country can conceive that the White Star line will win its plea for limitation of liability only about \$75,000, consisting of passenger fares paid and salvage. The question, therefore, which most vitally affects the interests of claimants is, Can they bring suits in the English courts in order to get more than the American courts allowed?

A Fine Point.
A very fine and, as yet, unelated point of law is involved in the answering of this question, but the opinion seems to be that the British statute of limitation, one year and two years, respectively, for life and property claims, will prevent such a transfer of suits. The Titanic disaster occurred April 15, 1912.

Another question which has arisen is, In the event that the White Star line should be saddled with unlimited liability, would such liability be in itself limited to the value of the White Star line? The best legal opinion seems to hold that it would be limited to the value of the company's assets. It is, however, a far cry to the supposition that the total amount of claims which would finally be returned against it would exceed the value of those assets. But assuming for a moment it did, it is quite inconceivable, lawyers state, that the International Mercantile Marine Co., the holding company, could be brought into the litigation in order to make possible the full collection of whatever damages are returned against the White Star line. Mercantile Marine, they hold, should have been made a co-defendant in the very beginning.

The United States courts, lawyers say, are noted for their conservatism in determining the final amount of damages claimants in admiralty are entitled to. It is generally accepted that the more than \$15,000,000 total of claims filed against the White Star is a greatly exaggerated amount. In fact, even should the White Star line be held to full liability, this total is almost certain to be scaled down to perhaps one-third of the actual total, or say about \$5,000,000.

As any prospective liability of the steamship company is believed to be already covered about two-thirds by insurance, the sum the White Star line would have to actually pay out of its treasury, on this supposition of full liability, would be well within the ability of the company to pay, forthwith, without injury to its credit or impairment of its operating capacity.

Mercantile Marine's Liability.
One prominent admiralty lawyer, acting in an advisory capacity on behalf of claimants against the White Star line, in discussing the contingent liability of Mercantile Marine, and the chances of success of White Star's plea for limitation of liability, expressed his opinion as follows:

"It would have been very much to the advantage of claimants had some steps been taken in the early stages of the proceedings to make Mercantile

VESSELS ENROUTE TO VANCOUVER

(Vancouver Special Correspondence.)
The following vessels are enroute for this port:

Andalusia, German ss. due about July 24 from Hamburg.
Buenaventura, Brit. ss. due Aug. 5th from New York.
Carnarvonshire, Royal Mail S. P. Co., due July 10 from London.
Glenloch, Royal Mail S. P. Co., due June 15th from London.
Hoerde, German ss. due June 11 from Hamburg.

Ixion, Blue Funnel Line, due June 15 from Liverpool.
Empress of India, C. P. R., due June 18 from Hong Kong.

C. Ferd. Laesch German ss. due Aug. from Hamburg.

Makura, Can.-Austral Line, due June 23 from Sydney.

Tacoma Maru, Jap. ss., due Victoria June 11 from Hong Kong.

Panama Maru, Jap. ss., due Victoria June 25 from Hong Kong.

Natal, Danish ss., loading at Copenhagen.

Protesius, Blue Funnel line, due Vancouver Aug. 15 from Liverpool.

Scotonia, German ss., due June 18 from Hamburg.

Strathelyde, Brit. ss., due June 15 from Peru.

Strathelyde, Brit. ss., sailed Matanzas April 28.

Santa Rosalia, Maple Leaf Line, due July 15 from New York.

Statesman, Harrison Line, due July 21 from Liverpool.

Titan, Blue Funnel Line, due July 21 from Liverpool.

Transvaal, Danish ss., sailed April 22 from Antwerp.

Wyandotte, Brit. ss. from Sydney and Suva, due September.

C. P. R. ATLANTIC STEAMERS.
Montezuma from Montreal for London and Antwerp, departed Montreal 11.5 a.m. June 9th.

For Montreal, arrived Montreal 4 p.m. June 9th.

Tyrolia, from Liverpool for Montreal (sailed) 8.20 a.m. June 10th.

C. P. R. UPPER LAKE STEAMERS.
Assiniboia, departed Port McNicoll 1.45 p.m. 9th June.

Arcturion, departed Soo 3.06 p.m. 9th June, down.

Marine a party along with the Oceanic Steam Navigation Company (White Star line). But the attorney who had charge of the company's cases evidently did not desire to have Mercantile Marine brought into the case because that company would be liable to the full extent of its assets, limit its liabilities, if any, under the American statute, and that would have prejudiced the contentions so vigorously pressed by them.

The Supreme Court that the claims against the Titanic should be adjudged according to the English law.

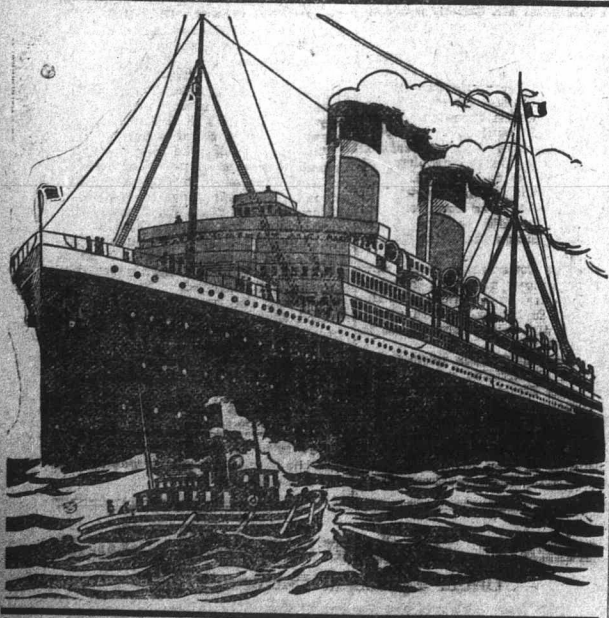
As a summary of his views, this opinion stated that in his opinion Mercantile Marine now has nothing to fear; that the White Star line which has sought to limit its liability, even if it should be held to its fullest liability, is unquestionably protected by insurance to probably two-thirds of any liability which it might be held to.

If the White Star is held to no further liability than the roughly estimated sum of \$5,000,000, underwriters will undoubtedly have to stand their share of that amount and the White Star will go free for liability of about \$2,000,000, or in case the company is held for the full liability, one of about one-third of that liability, whatever it is.

"The total amount of claims filed is in excess of \$15,000,000. The claims making up this total, however, in ordinary, would scale down to probably not more than \$5,000,000, and in case the company is held for the full liability, one of about one-third of that liability, whatever it is."

"This amount is not a comfortable sum to lose but it is far better than a financial point of view than full liability. It is not too much to expect, eventually, that the White Star will see from its own treasury to cover the amount of liability ultimately laid against it."—Boston News Bureau.

ALLAN ROYAL MAIL LINE LARGEST STEAMERS FROM CANADA



THREE SAILINGS WEEKLY
MONTREAL AND QUEBEC TO LIVERPOOL, GLASGOW, HAYRE & LONDON

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W. H. Henry, 285 St. James St., Montreal.
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SHIPPING AND TRANSPORTATION NEWS

WEDNESDAY, JUNE 10th, 1914.

Sun rises, 5:59 a.m. Almanac.
Sun sets, 7:45 p.m.
New Moon, May 24th.
First quarter, June 1st.
Full moon, June 8th.
Last quarter, June 15th.

TIDE TABLE.
Quebec.
High water, 7:08 a.m., 7:45 p.m.
Rise, 18 feet, a.m., 15.6 p.m.

Weather Forecast.
Lower Lakes and Georgian Bay—Moderate to fresh westerly winds; fine and not quite so warm.

Lower St. Lawrence and Gulf—Fresh southwest to west winds; mostly fair and warmer; a few local showers.

Maritime—Fresh southwesterly winds; fair and a little warmer.

Superior—Fresh westerly winds; fair and a little cooler.

Manitoba—Cooler, with local showers.

PORT OF MONTREAL.
Arrivals.
Montreal, 5:52, Griffiths, C.P.R., from London and Antwerp, passengers and cargo. Arrived June 9th. C.P.R. agents.

Englishman, 3:26, Moorehouse, Dominion Line, from Avonmouth, cargo. Arrived June 9th. C.P.R. agents.

Departures.
Montezuma, C.P.R., for Antwerp and London. Sailed 3 a.m. June 10th. C.P.R. agents.

Hecleydale, bulk cargo of grain for Europe. Sailed 4 a.m. June 10th. T. R. McCarthy, agent.

Coasting Movements.
Collier Mackinac from Sydney with coal, sailed this morning. Lake steamer Simla passed in 9 a.m. Thyra Menier passed out at daybreak for Ellis Bay, Anticosti.

Vessels in Port.
Montreal, C.P.R., London and Antwerp. To sail June 17th. C.P.R. agents.

Englishman, Dominion Line, Glasgow. To sail June 13th. H. & A. Allan, Agents.

Letitia, Dominion Line, Glasgow. To sail June 13th. R. Reford Co. Agents.

Ausonia, Cunard Line, Southampton. To sail June 13th. R. Reford Co. Agents.

Canada, White Star-Dominion, Liverpool. To sail June 13th. Jas. Thom, Agent.

Carlton, loading grain for Europe. T. R. McCarthy, Agent.

Laurentine, C.P.R., for Europe. T. R. McCarthy, Agent.

Iona, Thomson Line, Middlesboro. To sail June 12th. Robt. Reford Co. Agents.

Gothenland, from Rotterdam. Canada Line. To sail June 12th. James Thom, Agent.

St. John's, from Manchester. To sail June 13th. Furness, Withy & Co. Agents.

Anglo-Egyptian, loading for Australia. New Zealand and Pacific Shipping Co. Agents.

Meredith, from Glasgow, McLean, for Glasgow. To sail June 10th.

Bertrand, to load grain for U.K. To sail June 20th. New Zealand Shipping Co. Agents.

Victorian, from Montreal and Quebec, for Liverpool, sailed hence 3 a.m. and arrived Quebec 1:15 p.m. June 9th.

Grampian, from Montreal and Quebec, for Liverpool, sailed hence 3 a.m. and arrived Quebec 1:15 p.m. June 9th.

Nunimidian, from Glasgow, for Boston, docked at Boston 5:20 p.m. June 8th.

Coriscan, from Montreal and Quebec, for Glasgow, arrived Greenock 4 a.m. June 9th.

Calzarian, from Liverpool, for Quebec, was reported 270 miles east Cape Race 12:30 p.m. June 9th.

St. John Casualties.
Comings, Roth Line, from Rotterdam to Montreal, put into St. John's Nfld. ship stern, dunnage leaking badly. Since repaired and left for Montreal, arriving Quebec June 9th. Cape Breton, Glasgow for Montreal, Nfld. put into St. John's Nfld. ship stern, dunnage leaking badly. Since repaired and left for Montreal, arriving Quebec June 9th.

Signal Service Bulletin.
(Issued by Authority of the Department of Marine and Fisheries.)
Island of Orleans, 14-19 16:49 a.m. Glenndavis.

Cape Salmon, 81—Clear, strong, steam yacht Nokomis.

Father Point, 157—Out, 8:35 a.m. Wentworth, 9:55 a.m. Weibek Hall, Little Melis, 176—Smoky, south-west. In 9:10 a.m., a steamer, out, 7:30 a.m., a two-masted steamer, 7:40 a.m., a two-masted steamer.

Matane, 206—Clear, strong, south-west. In 7 a.m., a D. C. steamer, out, 7 a.m., Victorian, 7:30 a.m., a two-masted steamer.

Cape Magdalen, 234—In 8:20 a.m. Cape Point, 325—In 9:40 a.m. Brand, 10 a.m., Batiscan.

Bermsim—Clear, strong west. Point Des Monts—Clear, strong west.

Cape Despair, 377—Cloudy, light west.

P. Escuminae, 462—Cloudy, strong west.

Anticosti—Heath Point, 439—Cloudy, strong west.

Money Point, 537—Cloudy, south-west.

Cape Ray—523—Cloudy, west.

Flat Point, 575—Cloudy, strong S.W. In 8:30 a.m. Sargasso, 6 p.m., yesterday.

Cape Race, 826—Clear, north-east. No ice in sight. In 8 a.m. Calgarian, Point Amour, 673—Clear, calm. 2 bergs.

Halifax—In 6 a.m., yesterday, Chectam, 10:30 a.m., yesterday, Cabot.

CUNARD LINE.
Ausonia from Montreal, arrived Plymouth 8 p.m. yesterday.

Caronia, docked Boston at 8 p.m. yesterday.

AN INTERESTING GROUP



Mr. G. M. Bosworth, vice-president of C. P. R., Mrs. Bosworth, and Mr. Hugh Allan, leaving London for Liverpool, en route to Canada.

VESSELS BOUND FOR MONTREAL

Names, From, Left.
Comings, Antwerp, May 9
Othello, Buenos Ayres, May 15
Cardiff Hall, Buenos Ayres, May 17
Keweenaw, London, May 17
Montfort, London, May 29
Tyrolia, Liverpool, May 30
Sicilian, Havre, May 30
Sicilian, London, May 30
Antares, West Indies, May 30
Palton Hall, Hull, May 30
Munmouth, London, May 30
Sicilian, London, May 30
Andania, Southampton, May 30
Scotian, London and Havre, May 30
Devona, Newcastle, May 30
Manchester Commerce, May 30

Laurentine, Liverpool, May 30
Lake Manitoba, Liverpool, May 30
Hesperian, Glasgow, May 30
Sicilian, London, May 30
Serrana, Barbados, May 30
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SMOKE VAFIADIS
Celebrated Egyptian Cigarettes

News of Railroads

NEW G. T. R. HOTEL.

The Grand Trunk Pacific Railway will open, on June 26, a new summer hotel that will be among the largest and most modern in Canada. This is the Minaki Inn—a little derived from the Indian word meaning beautiful country. It is situated on the Winnipeg River, 114 miles east of the city of Winnipeg, amid delightful scenery.

Not only does the territory around afford the best of fishing to be had anywhere, but big game, waterfowl and grouse are plentiful. Moose, caribou, red deer, and black bear roam through the whole region, and it is not unusual to see the branching antlers of a moose breaking the still waters of the lake near the hotel on a summer's evening.

The main part of the hotel would extend fully half the length of a city block and there is a wing over one hundred and fifty feet long. The structure is three stories high and will provide accommodation for 300 guests. It is fashioned after some of the big hotels at southern winter resorts and architecturally is most attractive, sitting well amidst the grove of conifers and birches which surrounds it. The appointments throughout are perfect, every possible thing that might add to the comfort and convenience of guests being provided. The interior arrangements are also designed to insure perfect quiet in every part of the house. The buffet grill room and billiard hall are located at the southern end of the building under the main floor within walls of cement and boulder stone with both inside and outside entrances. On each end of the main floor there are spacious balconies which command a view of a lovely and extensive water and landscape, in fact from every room in the building a view of the water is obtainable.

For the canoeist, sailor and fisherman the attractions are unlimited. Quite a number of Winnipeg's leading citizens have already established summer homes there, and many others are buying sites this spring.

A large tennis court is being laid out and provision will be made for other games. A bath house is to be built near the hotel in a sheltered bay with sand beaches, and a large motor boat capable of carrying sixty passengers will ply on the river in connection with the house. The company has also its own row boats and canoes.

The hotel will be managed by the Grand Trunk Pacific News Company, Limited, and they have placed Mr. Crane, a hotelman with experience in both the east and the west, in charge.

100 LIVES WERE LOST
Hurricane on Bay of Chaleur Last Week Led Heavy Toll.

St. John, N.B., June 10.—What was at first considered to be little worse than the tragic toll which the sea yearly levies on the fishing villages along the shores of Bay of Chaleur, now proves to be a disaster which has left few homes unscathed. It is now estimated that between 100 and 125 lives were lost in the hurricane which swept over the bay on Thursday and Friday last.

The victims were fishermen, and a particularly sad feature of the tragedy is that in most cases more than one member of a family were taken. The Bay of Chaleur fishermen, July 10th, 1914, now prove to be a disaster which has left few homes unscathed. It is now estimated that between 100 and 125 lives were lost in the hurricane which swept over the bay on Thursday and Friday last.

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