

CRITICISE SAFETY AT SEA RULES

Allegation Made That They Ratified Lower Standard than American Laws

THIS IS DENIED

U. S. Commissioner of Navigation E. S. Chamberlain, Who Was Delegate to Convention, Says Allegation is Unfounded.

New York, June 8.—In discussions occasioned by the collision of the Empress of Ireland and the Storstad in the St. Lawrence, it has been urged that the International Convention on Safety of Life at Sea should not be ratified by Congress, the critics asserting that in several particulars the requirements are below the standard of the present American laws. It was pointed out particularly that in regard to the installation and operation of radio-telegraph the convention requires the American rules for continuous wireless watch on ships.

The United States Commissioner of Navigation, E. S. Chamberlain, who was himself a delegate to the conference in London, having had his attention directed to this statement and articles in the press, has been such a relaxation, has replied that such is not the case.

Commissioner Chamberlain writes as follows: "Congress in the American wireless laws of 1910 and 1912 did not undertake to appropriate to itself the power to direct the captain of a British or other foreign vessel to maintain a continuous wireless watch on his vessel or otherwise, in mid-Atlantic. Had it so ordered it would have been impossible to enforce."

"The International Convention, accordingly, not only affirms the American law for all vessels with fifty or more persons on board, regardless of their nationality, in trade across the Atlantic or Pacific to the United States, but applies the American rule to such ships between Europe and Africa on the one side, and South America and British America on the other side of the Atlantic, and to such ships in trade between Asia and Australia on one side of the Pacific, and North and South America on the other side of the Pacific."

"As to the allegation that the International Convention reduces safety in the matter of lifeboats, the actual position will be seen by comparing it with the current American regulation which reads: "Ocean steamers carrying passengers shall be equipped with lifeboats of sufficient capacity to accommodate at one time all persons on board, including passengers and crew. One-half of such lifeboat equipment may be in approved life rafts or approved collapsible lifeboats."

"The convention rules, in effect, require lifeboats for all on trans-Atlantic steamships leaving the United States, and for all vessels during 1912 and 1913, and require lifeboats for all in fully 88 per cent. of the voyages to this country. In the exceptional cases the convention will reduce the number of people who can be carried in some instances, and in other instances will permit the use of lifeboats to the extent of not to exceed 25 per cent. of the persons on board."

STEAMER WAS SUNK

Corinthian Ramm'd River Boat But All Were Saved.

London, June 8.—Exciting rescues were effected on the Thames on Saturday night when the General Steam Navigation Company's steamer Oriole was sunk off Charlton after colliding with the Allan Line Corinthian and almost immediately after with the steamer River Thames, which was following close behind. On board the Oriole there were twenty-four persons, including three passengers and a crew of twenty-one, but fortunately, although the steamer went down in ten minutes, they were all saved.

The Oriole was proceeding down the river while the liner which had made the passage from Canada was making her way up on flood tide and under her own steam. Two tugs were attending to tow her to the Surrey commercial-docks, but their services had not been called for when the Oriole was met off Charlton bank. The bow of the liner which escaped with slight injury, crashed into the port side of the Oriole, striking her amidships and forcing the latter vessel's side that was at once evident that she could not be kept afloat.

RAILWAY EARNINGS

London, June 8.—Louvainville and Nashville fourth week May, decrease \$198,635. Month May, decrease \$551,910. From July 1st, increase \$374,741.

Peterborough—April gross income \$17,734; net after tax decrease \$5,982.19; month's gross decrease \$73,342; net after tax decrease \$1,922.28.

Chicago and Great Western—Fourth week May, decrease \$27,105; month May, decrease \$44,520. From July 1st, increase \$319,231.

Toledo, St. Louis and Western—Fourth week May, decrease \$18,844. Month May, decrease \$56,446. From July 1st, increase \$212,182. Requires that the regulation of the wireless watch shall be under the control of the master and permission received from an American vessel. The fare to keep a continuous wireless watch at sea.

What the Congress of the United States or any other body cannot do, the International Convention requires by the prescription in article 21, third paragraph, that all vessels required to carry wireless apparatus, engaged in the trans-Atlantic trade, must maintain a continuous wireless watch, and a continuous wireless watch must be maintained by all vessels in other trades on routes more than a thousand nautical miles from the nearest coast, this latter requirement covering all vessels of the voyage to or from the United States.

"The International Convention, accordingly, not only affirms the American law for all vessels with fifty or more persons on board, regardless of their nationality, in trade across the Atlantic or Pacific to the United States, but applies the American rule to such ships between Europe and Africa on the one side, and South America and British America on the other side of the Atlantic, and to such ships in trade between Asia and Australia on one side of the Pacific, and North and South America on the other side of the Pacific."

FATE OF EMPRESS

C. P. R. Has Reached No Decision as to Disposition of Sunken Liner.

No further decision has been reached by the Canadian Pacific Railway company regarding the disposition of the wreck of the Empress of Ireland and it is possible that the settlement of this matter may not be arrived at for a day or two. The whole matter outside the legal question of the responsibility of the company and the underwriters, since the wreck has been abandoned to the latter, has been left to the marine department.

Capt. J. P. Walsh, marine superintendent of the C. P. R., left on Sunday for Rimouski to look into the matter, and he is still there, while Mr. G. M. Bosworth, vice-president of the C. P. R., in charge of the steamship department, is now on the Atlantic on his way home. It is expected that a report will be furnished by Capt. Walsh very shortly, which will outline what can be done with the wrecked vessel and the 800 bodies it is thought to contain. There is a possibility that some of the drowned are not in the hull, in which case it is likely that they will come to the surface during the next few days, probably many miles below the scene of the collision. In expectation of this a strict patrol of the south shore for miles below Rimouski is being kept by sworn officers.

When answering advertisements please mention The Journal of Commerce.

SHIPPING AND TRANSPORTATION NEWS

MONDAY, JUNE 8, 1914.

Almanac. Sun rises, 3:55 a.m. Sun sets, 7:43 p.m. New Moon, May 24th. First quarter, June 1st. Full moon, June 8th. Last quarter, June 15th.

TIDE TABLE.

Quebec. High water, 5:21 a.m., 6:12 p.m. Low water, 12:30 a.m., 1:13 p.m. Rise, 18.5 feet, am; 16.4 feet, p.m. Highest spring tides of the month to-day and to-morrow.

Weather Forecast.

Lower Lakes and Georgian Bay.—Moderate to fresh westerly winds, fair and very warm.

Upper St. Lawrence.—Fair and warm.

Lower St. Lawrence.—Partly fair, but some local showers or thunderstorms.

Superior.—Moderate to fresh winds; mostly fair and warm, but a few local thunderstorms.

Thompson's and Alberta.—Partly fair, with local showers.

PORT OF MONTREAL.

Arrivals.

Gotland, 5,428. Canada Line, from Rotterdam. Arrived June 6th. James Thom, Agent.

Manchester Miller, 2,766. Musgrave, Manchester Liners, from Manchester. Arrived June 7th. Frunes, Withy Co., Agents.

Departures.

Jonian, 5,320. Eastwary, Allan Line, to Havre and London, passengers and general cargo. Sailed June 7th. H. & A. Allan, Agents.

Manchester Citizen, 2,735. Robertson, Manchester Liners, for Manchester. Sailed June 6th. Furness, Withy Co., Agents.

Kenilworth, 1,769. Young, Bulk cargo, to Havre and London. Sailed June 7th. McCarty, Agent.

Vessels in Port.

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

Manchester Miller, from Manchester. To sail June 13th. Furness, Withy Co., Agents.

Anglo-Egyptian, loading for Australia and New Zealand at Tarte Pier. To sail June 20th. New Zealand Shipping Co., Agents.

Victorian, Allan Line, Liverpool, to June 9th. H. & A. Allan, Agents.

Moroccan, from Glasgow. McLean, Kennedy & Co., Agents.

Healy, to load grain for Europe. Bertrand, nitrate cargo from Chile. E. H. McArthur, Agent.

Montezuma, C. P. R. London and Antwerp. C. P. R., Agents.

Black Hall, loading grain for Europe. T. Walsh, marine superintendent of the C. P. R., left on Sunday for Rimouski to look into the matter, and he is still there, while Mr. G. M. Bosworth, vice-president of the C. P. R., in charge of the steamship department, is now on the Atlantic on his way home.

Spiral, discharging pine from Tampa. Eldred, Dempster Co., Agents.

Due in Port to-night.

Thompson liner Iona, from Middleburg. Donaldson liner Aunsonia, from London. Donaldson liner Letitia, from Glasgow. White Star-Dominion liner Canada from Liverpool.

VESSELS BOUND FOR MONTREAL.

Name. From. Left. Coningsby, Antwerp. May 9. Kwaara, Tynes. May 15. Ardill Hall, Buenos Aires. May 27. Rockpool, Tyne. May 29. Carlton, Tyne. May 22. Dalglishman, Louthmouth. May 27. Montreal, Antwerp. May 27. Montreal, London. May 29. Tyrolia, Liverpool. May 30. Scotia, London. May 30. Scandianavian, Glasgow. May 30. Wilhelm, Rotterdam. June 1. Sarsa, West Indies. June 1. Dutton Hall, Hull. June 1. Montreal, London. June 3. Hartlepool, Naples. June 3. Andania, Southampton. June 4. Scotia, London. June 4. Devona, Newcastle. June 4. Manchester, Commerce. June 6. Sarsa, West Indies. June 6. Laurentia, Louthmouth. June 6. Lake Manitoba, Liverpool. June 6.

ALLAN LINE STEAMERS.

Victorian, from Liverpool, for Quebec, Montreal, arrived Montreal at 4:45 a.m., June 6th.

Grampian, from Montreal and Quebec, for Glasgow, sailed here at 2:50 p.m., June 6th, and was outward Quebec 12 p.m., June 6th.

Scandianavian, from Glasgow, for Quebec and Montreal, passed Martin River, 12:20 p.m., June 6th.

Sodan, from London and Havre, for Quebec and Montreal, sailed from Havre on June 5th.

Albatron, from Quebec, for Liverpool, was absent of Cape Ray at 5 a.m., June 6th.

Pretorian, from Boston, for Glasgow, was reported 15 miles east of Cape Race at 1 p.m., June 6th.

MANCHESTER LINE.

SS. Manchester Commerce sailed from Manchester for Montreal on June 6th.

CANADA LINE.

Pallanza, from Montreal, arrived at Rotterdam, 2 p.m., June 6th.

Gotland, from Rotterdam, arrived Montreal, 9 a.m., June 6th.

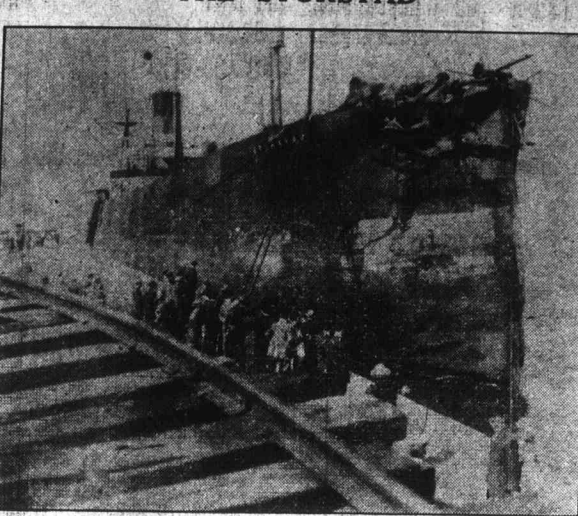
WHITE STAR-DOMINION LINE.

Megantic, outward, passed Cape Ray 4:30 a.m., this morning.

Canada, arrived Quebec from Liverpool at 6 a.m., this morning.

Englishman, from Bristol, at Father Point 7 a.m., this morning. Due Quebec to-night.

THE STORSTAD



The Collier Which Ramm'd and Sunk the Empress of Ireland, Showing the Damage Done Below the Waterline.

(Photo by L. Pillow.)

THE MAILS.

British and foreign mails close at Montreal to-morrow at 7:30 a.m.

Mails for New York close at Montreal at 7:45 a.m., 1 p.m., and 6 p.m., daily.

SIGNAL SERVICE BULLETIN.

(Issued by Authority of the Department of Marine and Fisheries.)

Montreal, June 8th, 1914.

Noon.

Crane Island, 32—In 11:05 a.m. C. P. R. Montreal and steam yacht Waconda. Riv. du Loup, 92—Cloudy, strong north.

Cape Salmon, 81—In 9:20 a.m. Carlton, 10:20 a.m. Rockpool.

Little Melis, 176—In 9:20 a.m. tug and tow.

Cape Chate, 234—Out 9:30 a.m. a steamer.

Martin River, 266—In 9:20 a.m. Countess, 1:00 a.m. Maskinonge. Out 9:00 a.m. Jonian.

Cape Magdalen, 294—Clear, east. Anticosti.

Health Point, 429—Dense fog, west. Seven Islands—Saronic anchored. Cape Ray, 553—Out 5:00 a.m. Athenia. 5:00 a.m. Mount Temple.

Flat Point, 576—In 2:00 a.m. Wabana, 3:30 a.m. Samford, 4:30 a.m. Kwatta, 5:00 a.m. Cape Breton, 12:30 p.m. yesterday. Batican, and Anticosti, 4:00 a.m. Monkshaven and Beatrice, 10:00 a.m. Morwenna, 11:00 p.m. dredge 551. Point Amour, 673—Clear, northeast. 3 bergs.

Isle, 734—Clear, calm. Heavy open ice stationary, 9 bergs.

Quebec to Montreal.

Lonque Point, 5—Cloudy, northeast. In 11:05 a.m. Lingan.

Archeres, 13—Cloudy, northeast. Sorel, 39—Cloudy, strong northeast. Left up 9:40 a.m. Sin-Mac, 11:10 a.m. Virginia and tow.

Three Rivers, 71—Cloudy, northeast. In 9:25 a.m. Iona, 9:55 a.m. Compton, 10:25 a.m. Stigast.

Batican, 88—Cloudy, southeast. In 9:25 a.m. Iona, 9:55 a.m. Compton, 10:25 a.m. Stigast.

Grondines, 98—Cloudy, southeast. Portneuf, 108—Cloudy, southwest. In 11:00 a.m. Aunsonia, 11:25 a.m. Letitia, 11:25 a.m. Nicholas, 127—Cloudy, strong northeast.

Bridge Station, 133—Cloudy, strong northeast.

Quebec, 139—Cloudy, strong northeast.

West of Montreal.

Galops Canal, 99—Eastward 8:00 a.m. Harry E. Paquer. Foggy, west.

THE CHARTER MARKET.

New York, June 8.—Chartering was limited, with rates weak and unsettled. Very little demand prevailed for either steam or sail tonnage. Quotations for Liverpool and London, 15d; nominal; Glasgow, 12d; Rotterdam, 13d; Hamburg, 27 1/2 pennings; Bremen, 30 pennings; Hull and Bristol, 15d; Antwerp, 13d to 2d; picked ports, large tonnage, 18; cargo to Liverpool, per 100 lbs., 20c, asked.

Charters—British steamer, 6,000 tons dead weight, nitrate, west coast South America, to the United States or Europe, 18s, July-August; British steamer, 2,471 tons, general cargo, Gulf to the United Kingdom or Continent, 8s 6d, June; British steamer, 1,165 tons, kaimit, Hamburg York and Carteret, 9s; option Baltimore and Norfolk, 3s 6d, June; British steamer, 1,165 tons, wainit, Hamburg to Pensacola, 8s 24, June; British steamer, 2,436 tons, West India trade, trip up, bark, 2s 6d, June; schooner, 1,223 tons, coal, Baltimore to Beaufort, private terms; schooner, 571 tons, coal, Philadelphia to Savannah, \$1, and back; lumber, private terms; schooner, 399 tons, coal, New York to Halifax, \$130.

SPEECH WAS SHORT.

London, June 8.—King George and Queen Mary had another experience of suffragette activities when, at the Horse Show, a woman arose near the Royal box and started a banquette. The suffragette had no more than got to her feet when she was stopped.

"I protest," she shouted, when a policeman grasped her and hustled her screaming and fighting from the place.

SMOKE VAFIADIS

Celebrated Egyptian Cigarettes

News of Railroads

RAILWAYS MUST SHOW LOCATION OF FREIGHT EQUIPMENT

Washington, June 8.—Railroads are to be required to file with the Interstate Commerce Commission a monthly statement of the location of all freight equipment.

The first statement is to show the locations as of June 1, and must be filed with the Commission not later than June 10.

The order issued 40-day said: "That each common carrier by railroad subject to the act to regulate commerce shall forward to this Commission as soon as practicable after the first day of each month, but in no case later than the tenth day of such month, a statement in duplicate prepared on the American Railway Association form C. E.-5-freight car location statement, showing the location of freight car equipment, as provided therein; on the first day of each month; provided, however, that such rail carriers may operate only a mileage of 250 miles or less may report summaries only, as provided in the lower right hand corner of said form."

ON THE CALGARIAN.

The R.M.S. Calargian is now en route to Quebec from Liverpool, on her second trip, and amongst a large number of passengers, the following are included in the saloon: Mr. and Mrs. G. M. Bosworth, Mrs. Rivers, Gracie, M.V.O.; Col. L. Edye, Mr. C. Hamilton Wickes, Mr. P. A. Hillhouse, Mr. H. Kennedy and party, Mrs. Kendall, Sir James Outram, Bart., Mrs. Dr. H. B. and Mrs. Yates, Col. Stanton and Mrs. Stanton, Col. P. B. Thateier.

CAPTAIN DEMERS TO BE WRECK COMMISSIONER.

Captain Demers has been re-appointed to the Dominion Wreck Commission, and has left for Ottawa to take up his duties. Captain Demers, assistant harbor master, will, in all probability, take up the vacant harbor master's position.

ANOTHER WIRELESS TRIUMPH.

When the new Pacific liner Orduna was entering the Straits of Magellan on her way to the West Coast of South America, a wireless message was received from the master of the British steamer Brodstone saying that he was in the Straits of Magellan, and would be in the Straits of Magellan in five days.

The captain stated that it was imperative for him to be on the "strait" if the ship was to get through the Straits. The doctors' orders were to file before the tenth of each month a statement showing location of all freight cars will be used in determining complaints of shippers of discrimination in the furnishing of cars.

GREECE BUYS BATTLESHIPS.

Athens, June 6.—The termination of negotiations between Greece and the United States for the purchase by the former of the battleships Idaho and Mississippi is imminent. It is understood that the price to be paid is \$12,000,000.

Railways

CANADIAN PACIFIC

DRIVAL RACES

June 8-13.

Lv. Windsor St. 1:30 p.m., 1:50 p.m., 2:15 p.m.

Single, 15c. Return, 25c.

STEAMSHIP SPECIAL.

Leave Windsor Station 8:30 p.m.

Wednesday June 10th.

MAIL AND PASSENGER SPECIAL

Leave Windsor Station 10 a.m.

Thursday, June 11th.

Connects with R.M.S. Empress of Britain.

Trains will run direct to ship's side.

SETTLERS' EXCURSIONS.

To T. & N. O. Ry. Points.

Going June 10th. Return June 20th.

NEW SERVICE TO CHICAGO

NOW IN EFFECT.

Lv. Windsor St. 3:45 a.m., 10:05 p.m.

Ar. Chicago. 7:45 a.m., 9:05 p.m.

TICKET OFFICES: 141-143 St. James Street

Windsor Hotel, Plaza West

Windsor Station

GRAND TRUNK RAILWAY SYSTEM

THE "INTERNATIONAL LIMITED"

Canada's Finest and Fastest Train

Leaves Montreal 9 a.m., arrives Toronto 4:30 p.m., Detroit 9:55 p.m., Chicago 8 a.m. daily.

NIGHT EXPRESS.

Leaves Montreal 10:30 p.m., arrives Toronto 7:30 a.m., Detroit 1:53 p.m., Chicago 9:25 p.m. daily.

THE LAKE AND RAIL ROUTE TO WESTERN CANADA.

Service has been inaugurated between Eastern and Western Canada, trains leaving Toronto, via Grand Trunk, Mondays, Wednesdays and Saturdays, 11:15 a.m., to connect at Sarnia with the high-class steamers of the Northern Navigation Co., for Fort William (thence Grand Trunk Pacific to points in Western Canada).

122 St. James St. cor. St. Francois

Windsor Hotel, Phone Main 552

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