

Titanic.

ICE PATROL OF OCEAN.

Uncle Sam Placed in Charge.

International Safety at Sea Service in Control of the United States.

Signatures of the Powers Are Affixed to Agreement in London.

Era of Conciliation Between the Hemispheres Forecast by J. Ham Lewis.

[BY CABLE AND A. P. TO THE TIMES]

LONDON, Jan. 20.—Representatives of Great Britain, the United States, Canada, Australia, New Zealand, Germany, France, Italy, Spain, Sweden, Norway, Holland, Belgium and Denmark, were present at the signing today of the convention adopted by the International Conference of Safety at Sea.

Austria will sign tomorrow.

It was decided that the text of the convention should not be officially published until February 15, in order to give the delegations time to communicate it to their various governments.

MERSEY'S STATEMENT.

Addressing the conference Lord Mersey said:

"An international service is to be established by the nations chiefly interested for the purpose of an ice patrol and ice observation, as well as the destruction of derelicts in the North Atlantic. It is to be under the control of the United States.

"The duty is imposed on all ship masters to report the presence of dangerous ice and derelicts and a code has been prepared to facilitate this reporting.

"When ice is reported on or near the track, a ship must proceed during the night at moderate speed or alter its course so as to clear the danger zone.

"The effective lighting of boat decks is provided for by the convention and the carrying of Morse lamps is made compulsory.

"An international code for urgent and important signals has been adopted."

Lord Mersey also referred to ship construction, especially regarding water-tight compartments, bulkheads for prevention of fire spreading, double bottoms, log-keeping, drills, inspections and steering apparatus.

He said: "On the question of construction of passenger steamers the convention provides that the existing arrangements shall be considered on their merits by the country to which each vessel belongs, with the view of providing increased safety where practicable and reasonable."

The convention provides that all merchant vessels when engaged in international or colonial voyages, whether steamers or sailing vessels, and whether carrying passengers or not, must be equipped with wireless telegraphy if they have on board fifty persons or more, except where that number is increased owing to causes beyond the master's control. The contracting states, however, have the discretion to make suitable exceptions in certain cases, the most important of which are vessels which on their voyages do not go more than 150 miles from the nearest land.

The following vessels are required to maintain continuous watch in addition to all vessels placed in the first category contemplated by the radiotelegraphic convention, which includes all fast passenger steamers—vessels of more than 13 knots speed which carry 200 passengers and make voyages of more than 500 miles between two consecutive ports, other passenger vessels during the time they are more than 500 miles from land and still other vessels engaged in the trans-Atlantic trade or whose voyages take them more than 1000 miles from land.

Vessels in the second category nevertheless are required to keep watch for at least seven hours a day besides a watch of ten minutes each hour.

Wireless apparatus must have a range of at least 100 miles.

The convention lays down that there must be accommodation in lifeboats or their equivalents for all persons on board a ship.

The convention further provides that there must be a minimum number of the members of the crew who are competent to handle boats and rafts and these men must hold a certificate of competency issued under government authority.

The carriage of dangerous goods is forbidden and each administration is to issue warnings as to what goods are dangerous.

For detecting fire an organized system of patrols is called for and the regulations require adequate provision for extinguishing fire and for the organization of crews for fire and boat drills.

Other countries may come into the convention up to January 31 — it comes into force on July 1, 1915, after ratification by the different states.

HOME COMING.

Members of the American delegation with the exception of Senator J. Hamilton Lewis of Illinois, Rear Admiral Washington L. Capps and Mr. McBride, will sail for the United States on the Olympic tomorrow.

TRIBUTE.

The work of the conference closed at the Foreign Office this afternoon with international tributes by the delegates of the leading powers. The Rt. Hon. Sydney Buxton, president of the Board of Trade, spoke in behalf of

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Ice Patrol of Ocean.

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the government, and Prof. Alexander moved a resolution of approval of the services of the Board of Trade.

United States Senator J. Hamilton Lewis, whom Lord Mersey called on to speak in behalf of the President and Senate, said:

"My distinguished chief, President Wilson, and the American Congress will gladly accord this document its just place by their appreciation and approval because of the humanity it represents and of the principle of peace and good will it establishes. The measure agreed to this day opens an era of conciliation between the nations of the new world and the old, and it followed bids farewell to the antagonisms of nations and the enmities of peoples."

Senator Lewis feared that propriety forbade the boast that "my country is the greatest in the world," but he could at least assert that none was greater. The supreme greatness of Americans, he said, lay in their effort toward the settlement of all controversies of nations by peaceful methods.