

PRESIDENT ORDERS PROBE TO FIX BLAME FOR RIVER TRAGEDY

taken was that Germany, in effect, had ignored and disregarded an earlier note sent in connection with the sinking of the American sailing ship William F. Frye by the German cruiser Prinz Sittel Friedrich.

In that communication the United States vigorously asserted its position that even though an American ship carried contraband of war, it was peculiarly protected from destruction by the stipulations of the Franco-American Treaty of 1823.

While precedents of international law in recent years, supported particularly by the declaration of London, have recognized the right of a belligerent to sink a neutral vessel carrying contraband if the ship was certain of condemnation by a prize court, the action has been limited to extreme cases of necessity when the taking of a prize into court would involve danger to the vessel making the capture.

Irrespective of the principles of international law noted on that point, the United States has, in its correspondence with Germany, insisted on the application of the following Article 13 of the treaty:

"In the case of one of the contracting parties being engaged in war with any other Power, to prevent all the difficulties and misunderstandings that usually arise respecting merchandise of contraband, such as arms, ammunition and military stores of every kind, no such articles carried in the vessel or by the subjects or citizens of either party to the enemies of the other, shall be deemed contraband, so as to induce confiscation or condemnation and a loss of property to individuals. Nevertheless, it shall be lawful to stop such vessels and articles and to detain them for such length of time as the captors may think necessary to prevent the incurrence of any damage that might ensue from their proceeding, paying, however, reasonable compensation for the loss such arrests shall occasion to the proprietors."

"But in the case supposed, of a vessel stopped for articles of contraband, if the master of the vessel shipped will deliver out the goods supposed to be of contraband nature, he shall be permitted to do so, and the vessel shall not in that case be carried into any port, nor further detained, but shall be allowed to proceed on her voyage."

Germany immediately admitted her liability under the foregoing article when the Frye was sunk and agreed to pay damages, but the view that the sinking of the vessel was not a "violation" of the treaty, but a right which had intentionally been granted by the treaty itself.

The United States, as late as June 26, insisted that "the Government of the United States cannot concur in the position."

WILSON REFUSES TO COMMENT TILL HE GETS ALL THE FACTS.
CORNISH, N. H., July 25.—Word of the sinking of the Leelanaw was conveyed to President Wilson, but he declined to make any comment for publication pending receipt of full official details.

The news that the crew of the steamer was saved received with relief by members of the Presidential party.

STOCK MARKET BREAKS ON NEWS OF SINKING OF AMERICAN SHIP.
The stock market was shaken up severely to-day by the news of the torpedoing of the Leelanaw. In the early trading the group of issues known as war stocks, which have been the centre of speculative activity since the outbreak of the European war, advanced.

Gains among such stocks as Bethlehem Steel, Baldwin Locomotive, Granite Steel, Colorado Fuel, Republic Steel and Westinghouse. Electric rose from one to fourteen points.

On the announcement that the Leelanaw had been torpedoed the market broke abruptly. Not only were early gains erased off, but prices fell materially below Saturday's close.

Westinghouse quickly showed a net loss of 5 points. Crucible Steel and American Locomotive 4 Amer. Can. and Baldwin Locomotive 1 1/2; United States Steel, 1 1/2, and Bethlehem Steel 1. There were declines of 1 to 2 points in the representative railroad shares. St. Paul established a new low mark at 77 1/4.

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EASTLAND HORROR DECLARED UNLIKELY AROUND NEW YORK

Government Officials Say Numerous Inspections Safeguard All Vessels.

NO BALLAST REQUIRED.

Masters Are Judges of Proper Handling of Their Boats.

An accident like the Eastland horror is not likely to happen on any of the excursion boats or other steam vessels plying in New York waters, according to the United States inspectors of Steamships in this city. Charge of this district, declined to comment on the conditions, and referred The Evening World reporter to the local inspectors—J. L. Crane, inspector of boilers, and G. T. Charlton, inspector of hulls.

"We cannot say exactly that no such accident is possible," they said together, "because we do not know precisely what made the Eastland turn over."

"How many New York excursion boats have water ballast, as the Eastland had?" the reporter asked.

"Very few—probably not half a dozen," said the inspectors.

"What is the law about water ballast?"

"There is no law about ballast," said the inspectors. "That is a matter entirely within the judgment of the officers of a vessel. There is no law to say how much ballast any vessel shall carry."

"Do you believe the present laws adequate to save life?"

"As to that we have nothing to say. Congress makes the laws. The Supervising Inspectors, of whom there are ten in the United States, study these laws and make suggestions as to their interpretation in their reports to the Secretary of Commerce. His rulings are the final definition of the law."

"All the ocean-going steamships of this port are rigidly inspected as soon as they are put in commission here and certified for one year. Also they are examined three or four times a year, as well as put through the most rigid inspection at the end of the year."

"The excursion boats ply only in the summer. They are inspected once a month. When a new boat is put in commission she is tried with a conservative number of passengers at first, then with more as her sea and behavior warrant. The usual rule is that there must be nine square feet of clear deck space for each passenger carried. In some cases we allow twelve or fifteen feet to each."

"There is a new inspection whenever a change is made in the condition or outfit of a vessel. We are very careful."

announced that he would hold to his plan to get every possible piece of evidence in hand before presenting his case to the specially called Grand Jury which will convene Thursday.

Plans that Federal steamboat inspectors had laid for an investigation of their own service apparently were halted, temporarily at least, by the calling of Westcott before the County Grand Jury. Another factor that entered into this phase of the investigation was the widespread sentiment, openly expressed, against permitting Federal inspectors to investigate their own acts which are under heavy fire of criticism.

A suggestion that the ship be broken up with dynamite was turned down by Currier Hoffman. He insisted that other means would prove sufficient to get all bodies without use of an agency that might mangle some of the dead.

Capt. Harry Pederson of the Eastland, who admits the water ballast was not adjusted and that a valve would not work; two officials of the steamship company and the crew of the boat are held by the police for instructions from the coroner. No other arrests have been made.

President Wilson has ordered the Department of Commerce to make a full investigation, and if possible fix the responsibility. Mayor Thompson is speeding from the Panama Exposition on a special train to take his place in the investigation and relief work. The main questions to be answered are:

Was the Eastland overcrowded? If so, was she permitted to? Was her water ballast out of adjustment? If so, why?

Did Government inspectors overrate

Mrs. Becker Photographed To-Day as She Left the Supreme Court



PHOTO BY GIBBLEY PHOTO SERVICE. MRS. BECKER

the carrying capacity of the Eastland? If so, who is to blame, and why?

The total amount relatives of victims can recover, steamship men say, is about \$10,000, the value of the wreck.

Relief work to meet distress caused by the disaster was continued to-day under the direction of Mayor Thompson's advisory committee and the local chapter of the Red Cross Society.

Persons in every trade and industry are contributing to the fund. It was announced long before noon that \$150,000 had been pledged and that the remainder of the \$300,000 is planned to raise would be available within thirty-six hours.

The only voices raised in defense of the Eastland inspection are the voices of the inspectors. In St. Joseph, Mich., to-day Robert Reed, who made an inspection in the last week of June, said:

"The steamer was perfectly able to hold an excursion crowd of 3,500." He attributed the catastrophe to shallow water. He offered to open up all the records of his office to the public and convince any one in doubt of the thoroughness of his inspection.

"We want to be like an open book as far as our actions are concerned. The public is entitled to have every fact in connection with the vessel. There can be no just criticism of the steamship inspection. All we are required to do is to certify to the seaworthiness of the boat. What happens afterward, under the Captain's direction, we are not responsible for."

"My son-in-law is chief engineer on the vessel, and I certainly would not have given the boat a permit to navigate if I had thought there was any danger."

SORROW VOICED FROM THE PULPITS.
Profound, universal sorrow, mingled with outspoken indignation for those to blame for the disaster, marked the utterances of Chicago ministers concerning the Eastland disaster. Everywhere special prayers were offered and sympathy and consolation expressed. Even in the Sunday schools hymns and prayers voiced the deep grief which rested on the city. This was especially true in the churches where one or more were absent from their accustomed places, victims of the calamity.

William Nichols, Federal inspector, after two days' investigation of the wreck, said to-day:

"The cause of the loss of life will be determined by the water ballast. Chief Engineer Erickson has charge of the tanks. There are five ballast compartments, filled automatically when the valves were opened. It was up to the engineer to operate the valves so as to keep the boat upright."

"We cannot say what was the primary cause of the accident. I am not at all satisfied there was any sudden shift of the passengers from the starboard to the port side. It is reported that a squad of mounted police crossed the Clark Street Bridge and that the passengers rushed over

to see it. But you hear all kinds of rumors."

Nichols said the general orders in regard to ballast were issued by the Captain, but it is the duty of the engineer to keep a close watch of the shifting of the boat and to act accordingly. He added:

"I am here to impress upon the local inspectors the grave importance of a thorough investigation. If it is true that an inspector or the inspection service is to blame, such a condition would be of vital interest to the department. Secretary Redfield telegraphed me that he wants a thorough inquiry into every phase of this terrible disaster."

FEDERAL AND NAVY BOARD MAY TAKE UP DISASTER TO EASTLAND.
WASHINGTON, July 25.—A board of civilians and naval officers probably will be asked by the Department of Commerce to investigate the Eastland disaster, in addition to the investigation by the Board of Federal Steamboat Inspectors. Acting Secretary Sweet to-day prepared to make a recommendation for such an additional investigation to Secretary Redfield.

The inspections required by law of the local Board of Steamboat Inspectors in such disasters deal only with questions of carelessness, if any, or incompetency of licensed officers, and with the judgment of the inspectors in passing the vessel on inspection. Mr. Sweet expressed the belief today that there well might be an investigation with a broader scope, conducted by men in whom the public would have greatest confidence because of their standing and experience.

BRITISH U BOAT SINKS WARSHIP IN HARBOR OF CONSTANTINOPLE

Passes Through Dardanelles and Fires Torpedoes—German Submarine Destroys English Vessel in the North Sea—Crew Is Saved.

ATHENS, July 25.—For the second time since operations in the Dardanelles began, a British submarine has penetrated the harbor of Constantinople, sinking a Turkish transport, two gunboats and a steamer loaded with ammunition.

Advice reaching here from Constantinople said the submarine first torpedoed a Turkish transport in the Sea of Marmara. Proceeding to Constantinople the British raider sank the gunboats and the ammunition steamer near the wharves.

One of the submarine's shots damaged the wharf at Tophane, a suburb of Constantinople, where the Turkish arsenal and barracks is located. Turkish soldiers fired several rifle shots at the submarine as she disappeared.

British aviators bombarded Smyrna yesterday, destroying the gas works and petrol depots, according to Mytilene dispatches. A French aviator destroyed a Turkish munitions convoy near the Asia Minor port of Alval.

British Steamer Torpedoed By Submarine in North Sea

LONDON, July 25.—The British steamship Grangewood of 3,422 tons gross, bound from Archangel, Russia, for Havre, France, has been torpedoed and sunk in the North Sea by a German submarine. The crew landed to-day at Lerwick, Scotland.

The Grangewood was 322 feet long, 47 feet beam and 24 feet deep. She was built at Sunderland in 1902 and was owned by the Gratitude Steamship Company, Ltd., of London.

ROSE PAID \$1,000 FOR MURDER AND POCKETED \$5,000

(Continued from First Page.)

of it, and to satisfy his own vengeance called Rosenthal to the Metropole and caused him to be murdered at the expense to him of the other \$1,000, which he later paid to the four gunmen."

Mr. Cockran set up that these discrepancies between Rose's statement, made in the heat of anger and while he was not in possession of a transcript of his former evidence, are entitled to careful consideration as to Rose's credibility as a witness in the two Becker trials.

"In his sworn testimony," said Mr. Cockran, "Rose said that Becker told him that Becker ordered Rosenthal's murder as a warning to 'squealers' and that Becker wanted it advertised that he was the one man in this city who held the power of death in his hand and could slay at will."

Mr. Cockran brought out that Rose in his statement goes into detail about the Circle Theatre conference the night before the murder of Rosenthal, but said nothing about this conference at either trial, although he said he told Mr. Whitman about it.

SUPPRESSION OF FACTS A CRIME AGAINST BECKER.
"If the facts of the meeting at the Circle Theatre were suppressed in the trials of Becker," shouted Mr. Cockran, "that suppression was a crime against the accused man and an outrage on the dignity of the Supreme Court."

Mr. Cockran read into the record the letter of James Murphy, the Sing Sing convict who made affidavit that he heard in the Tombs Rose, Webber and Vallon conspire to fasten the murder of Rosenthal on Becker.

"On this letter alone," said Mr. Cockran, "we are justified in asking Your Honor for a new trial until we have exhausted every possible expedient to get the facts in this extraordinary case."

Should Justice Ford decide that the arguments of Becker's counsel warrant him in hearing oral evidence he will have the power to order Becker's appearance in court. No plans have been made for such a contingency, but if Becker is wanted he can be brought down here on a court order in four or five hours.

The Becker's opened by presenting the affidavit of Harry Appelbaum as to the Circle Theatre conference the night before the Rosenthal murder. This affidavit was not attached to the original moving papers.

BOURKE COCKRAN BEGINS THE ARGUMENT FOR BECKER.
Mr. Cockran opened his argument by outlining the status of the Becker

case, and immediately plunged into the quotation of decisions in cases which, he claimed, paralleled the case before the Court.

Mr. Cockran quoted a case in which the defendant was granted a new trial on alleged new evidence although it was shown that the evidence was in the possession of the defendant at the time of his first trial.

Mr. Cockran soon launched into the charge that the then District Attorney, Mr. Whitman, literally forced Webber, Rose and Vallon to testify against Becker because the District Attorney had formed an idea that Becker was guilty and was determined to "get" him.

Justice Ford frequently interrupted the argument with questions which showed that he has made a careful study of the Becker case.

Mr. Cockran took Becker's affidavit, published a few days ago, and went into it after the manner of an oratorical lawyer. He described Becker's feelings and went into details of conversations which do not appear in the affidavits at all. In other words, Mr. Cockran told Becker's side of the Rosenthal case in the form of an embellished story. He dwelt at length on the relations between Becker and Rose in an effort to show that Rose was essential as a "stool pigeon" to the success of Becker's operation against gambling houses.

Mr. Cockran said, that there is no record against Becker or Police Headquarters a single failure of a raid on Becker's complaint against a gambling house.

Mr. Cockran waxed sarcastic when he reached the statement Rose made the day after Becker's statement to the Governor was published. "Rose tells us," said Mr. Cockran, "that Mr. Whitman lacerated his heart in prosecuting Becker because Becker was a friend of the older Whitman and as a matter of fact Becker never met the Governor's father at all."

Mr. Cockran at the opening of the afternoon session went into the case of Jack Zelig, the gang leader, when that individual was arrested for the first time on a charge of carrying concealed weapons. Rose and Webber furnished the bail for Zelig. Mr. Cockran claimed he can show and that it should have been shown in the trials that Rose and Webber wanted to favor Zelig because they had been told Rosenthal might hire Zelig's gang to kill them.

Justice Ford here for the first time intimated that Mr. Cockran was going outside the issue before the court. Mr. Cockran protested right away.

All the witnesses used by the District Attorney against Becker, he said, were bribed either by immunity, as in the cases of Rose, Webber and Whitman, or with money, as in the case of the negro Marshall, who got a salary and expenses for weeks, and in the case of Platt, Becker's former friend and press agent, who appeared for the State in return. Mr. Cockran asserted, for a salary and traveling expenses.

CHAUFFEUR HIRED BY PROSECUTOR AS DETECTIVE.
"Between the first and second trials," said Mr. Cockran, "the chauffeur who was following Becker, the conspirators Rose, Webber and Vallon, to the so-called Harlem conference signed an affidavit stating that he did not take them to Harlem at all. When they were arrested, he made him our witness on the second trial we found him employed by the District Attorney in the capacity, if you please, of a detective to detect automobiles in return."

Mr. Cockran ended his argument at 2:30 o'clock, having talked two hours and forty minutes. Assistant District Attorney Taylor began his argument immediately.

MALONE DENIES STATEMENT
Did Not Say That the Ordnua Was Not Attached.

Dudley Field Malone, Collector of the Port, denied this afternoon the statement attributed to him that he had mentioned he found no proof that the Cunard liner Ordnua was attacked by a German submarine. Count von Bernstorff, the German Ambassador, was represented as saying Mr. Malone had so informed him.

"I have not at any time," said Mr. Malone, "discussed the Ordnua report with anybody directly or indirectly, except with the proper officials of the United States Government, and the statement printed by an evening newspaper is absolutely without foundation."

"I do not believe Count von Bernstorff ever made any such statement and if anybody made it for him he made a statement which is utterly false."

Yaquez Amshak Mexican Troops.
GUAYMAS, Mexico, July 25 (by radio to San Diego, Cal.).—It is reported here that Mexican soldiers sent to Guaymas against the Yaqui Indians were ambushed by the latter yesterday and ten soldiers, including the Chief of Police of Guaymas, were killed and four wounded. The Indian casualties are not reported. Guaymas and the Yaqui Valley are quiet.

DIED.
MULLER.—Mrs. Mae A. (nee Yess), sister of Dorothea Moore, suddenly July 25, 1915.

Funeral services on Tuesday, 9 P. M., at Funeral Parlor of Fred. Riker, 120 7th av., Brooklyn, July 26, 1915.

O'BRIEN.—On Saturday, July 24, 1915. Funeral from Leon E. Bailey's Funeral Parlor, 534 W. 42d St., on Tuesday, July 27, at 10 A. M. Requiem mass at Holy Cross Church.

PRESIDENT ORDERS FULL INQUIRY INTO CHICAGO TRAGEDY

Seeks to Fix Responsibility and Prevent Another Such Disaster.

CORNISH, N. H., July 25.—President Wilson ordered to-day a thorough investigation by the Department of Commerce into the sinking of the excursion steamer Eastland in the Chicago River, with a consequent loss of many hundred lives.

Acting Secretary Sweet of the department sent him word that the cause of the disaster will be looked into, and the President directed that nothing be left undone to fix the responsibility.

The President sent a telegram to Mayor Thompson of Chicago expressing profound sympathy and sorrow over the loss of life.

In conversation with friends he expressed horror over the entire affair. Although he is keeping his mind open as to whether any one was responsible for the loss of life, he is convinced that everything possible should be done to prevent a recurrence of the disaster.

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MULLER.—Mrs. Mae A. (nee Yess), sister of Dorothea Moore, suddenly July 25, 1915.

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Special for Monday
CHOCOLATE COVERED MARMALADE—A collection of the most toothsome fillings, made from best quality fruit, and encased in our trademark chocolate. POUND BOX 10c

Special for Tuesday
SUGAR PEPPERMINTS AND WINTER GREENS—These delicate, pink and white, button shape disks of delight are made from the finest quality of peppermint and wintergreen. POUND BOX 10c

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50 CORTLANDT STREET
Closes 11 p.m. Daily
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Closes 11 p.m. Daily
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Closes 10 p.m. Daily
200 N. 5TH STREET
Closes 11:30 p.m. Daily
47 1/2 DUTTON ST., W.L.B. 13
Closes 11:30 p.m. Daily

290 BROADWAY
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14 NASSAU STREET
Closes 6:30 p.m. Daily
200 WEST 157TH STREET
Closes 10 p.m. Daily
137 WEST 34TH STREET
Closes 11:30 p.m. Daily
140TH ST. & 2D AVENUE
Closes 11:30 p.m. Daily
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Closes 11:30 p.m. Daily

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