

ISMAI DODGES QUERIES; IS REBUKED BY COURT

Witness's Lack of Frankness in Responses Complained Of by British Attorney General.

JUSTIFIES TITANIC'S SPEED

Lord Mersey Opines That Iceberg Could in No Way Have Been Seen in Time to Avoid Collision.

London, June 4.—J. Bruce Ismay made the remarkable admission at the British court of inquiry to-day that it had been planned to drive the Titanic at full speed during a few favorable hours of her maiden trip, and that he considered captain Smith fully justified in going at full speed through the ice region, so long as weather conditions made it possible to see ice ahead.

Lord Mersey, president of the court, repeated the question whether the witness thought the captain was justified in his action, adding "at either day or night?"

Ismay replied in the affirmative. In the course of his evidence he told the court that the chief engineer had arranged before the steamer left Queenstown for New York that, the weather being favorable on either Monday or Tuesday, the vessel would be driven at full speed for a few hours.

Lord Mersey interrupted, saying: "I can answer that. He had no right at all."

The attorney also examined the witness regarding an interview with Alexander Carlisle, director of Harland & Wolff, shipbuilders, in which Mr. Carlisle said he had prepared plans for the accommodation of forty lifeboats on the Titanic, which the company rejected.

Mr. Ismay said that he had never heard of the plans.

Question for Lord Mersey.

Atorney: "If those in charge of the ship had warned the passengers that the ship was sinking, could not more have been saved?"

Lord Mersey: "That is a question for me to decide."

Lord Mersey expressed the opinion that if forty men had been on the lookout they could not have seen the iceberg in time to avoid a collision, and that glasses would not have helped them.

Mr. Ismay said he thought the Titanic was unsinkable. The attorney for the Seamen's Union was examining the witness concerning the running of the ship when Lord Mersey interrupted and said that the witness was not responsible for running the ship and had no right to interfere. He might have suggested more speed, but that was all.

Atorney for the Dockers' Union: "The message from the Baltic related to navigation?"

Mr. Ismay: "Yes."

Atorney: "Then why did you keep it in your pocket for five hours?"

Mr. Ismay: "I did so thoughtlessly."

Atorney: "Didn't you think, as managing director of the company, responsible for the number of boats aboard, you should have been the last, except the captain, to leave the ship?"

Mr. Ismay: "I do not."

Lord Mersey: "That is not a question that should have been asked. You may make that remark in your speech, but do not ask the question."

Atorney: "Why did you not try to get other people on deck?"

Mr. Ismay: "I presumed others were sending them up."

Lord Mersey to the attorney: "Your point is that he should have remained on the ship until she went to the bottom; there is no answer to that."

The attorney for the White Star company will examine Mr. Ismay to-morrow. Re-examination by Sir Rufus Isaacs will follow, after which the designers of the ship will give evidence.

Very few of the public were present, interest in the case having been on the wane, and the fact that Ismay was to be called to-day not having been known in advance.

At the afternoon session Sir Rufus Isaacs examined Ismay regarding his experiences after the ship had struck, which were related much as they had been before the Senatorial committee at Washington. Some new points, however, were brought out.

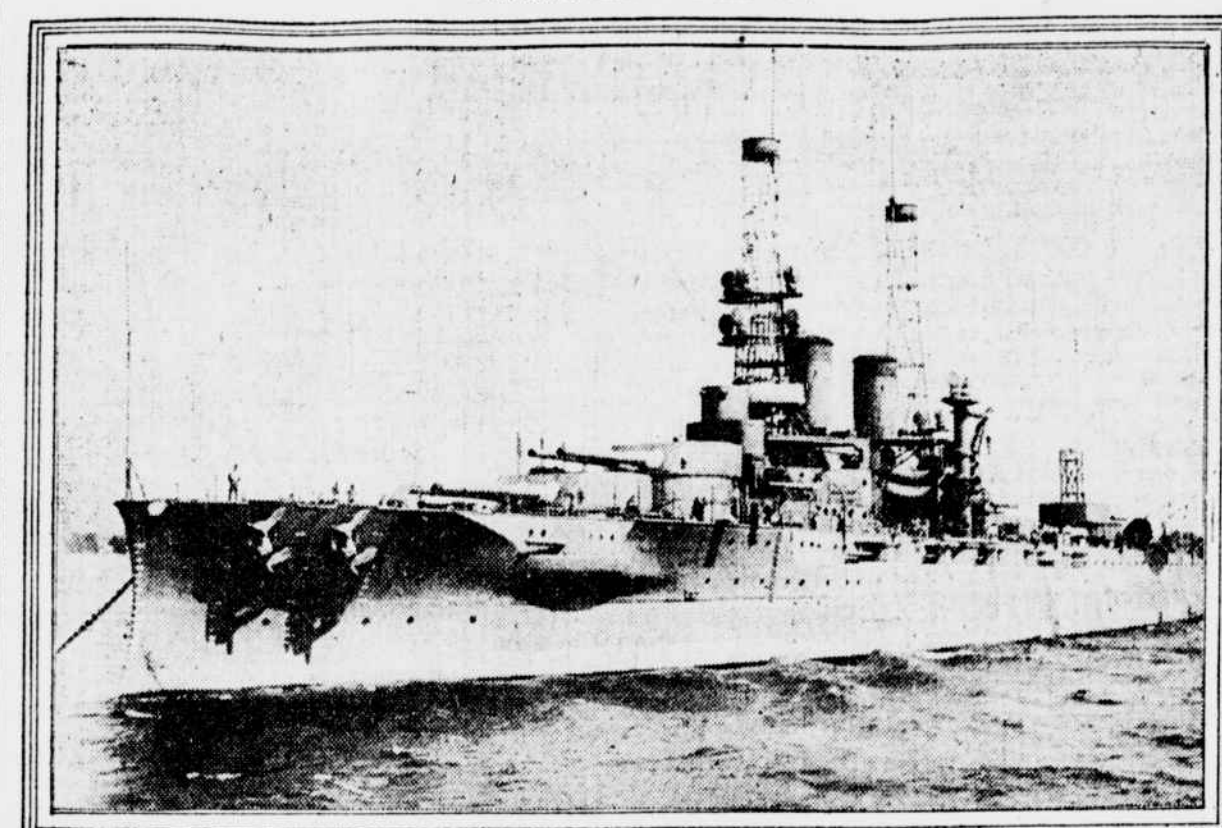
The witness said that he realized that the ship was sinking an hour and a half after she struck, but he did not tell anybody, and after helping those women and children who were on deck into the boats did not go below to find others.

Last to Enter His Boat.

Nobody, Ismay said, could have got into his boat after he entered, as it was being lowered at the time. His boat rowed toward a light, which he believed was that of a sailing ship. It was not the Californian's light, as she was on the other side of the Titanic.

Ismay explained the relations between the White Star and the International Mercantile Marine Company. Asked by Lord Mersey why the American company, which really owned the steamers of the various companies in the combine, preferred to have them under the British flag, the witness replied that as the vessels were built in England they could not have American register. He also explained that the combine held only a controlling interest in the Leyland Line, to which the Californian belonged, in-

Which struck the edge of a reef while preparing for speed trials and was saved from probable serious damage by the construction of her compartments.



NEW-YORK TRIBUNE, WEDNESDAY, JUNE 5, 1912.

may said that until 1895 all lookouts on the White Star vessels were supplied with marine glasses. Since then the matter had been left to the discretion of the captains.

At this point the attorney for the Seamen's Union inquired: "What right had you as an ordinary passenger, as you have described yourself, to dictate to the captain concerning the speed of his ship?"

Lord Mersey interrupted, saying: "I can answer that. He had no right at all."

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BELGIUM ON VERGE OF A REVOLUTION

Continued from first page.

of the masses of the people in the great urban and manufacturing centers.

The Socialist leaders now, however, declare that they made a mistake in entering into a coalition with the Liberals at the recent election. Henceforth they will struggle separately.

The favorite cries of the manifestants are those demanding the administrative separation of the Flemish and the Walloon provinces. Some of the newspapers report a growing sentiment among the working classes in the Walloon districts of the southeast in favor of the annexation of their provinces to France.

The new Chamber of Deputies will contain 101 Clericals, 44 Liberals, 39 Socialists and 2 Democrats. This means a Clerical majority of 16 over the Opposition coalition. There are a number of new seats this year, of which the Socialists captured four, though most of them went to the Clericals.

Paul Hymons, the Liberal leader, today issued an appeal to the Liberals not to resort to violence but to continue the fight within constitutional limits. It is believed that any spread of the agitation will result in trouble among the Socialist working classes.

The caustic character of the message sent to Consul Letcher by General Orozco is attributed to the State Department to the fact that the rebels are chafing under the irritation of defeat and are desperate. It was declared to-day, however, that no further representations would be made to the rebel chief with respect to affording simple protection to American lives and property, as the demands contained in the messages conveyed by Consul Letcher covered nearly every contingency, and nothing more could be added.

Officials of the State Department would not discuss probable action in the event of the demands made several days ago being still ignored, but it is well known that adequate means of enforcing the representations are available. The War Department is in readiness to cross the border on a moment's notice. It is not believed that any action is probable, however, that such action will become necessary.

Information was received to-day that service on the Pan-American Railway has been resumed and that conditions below Juichitan are much improved. Traffic had been interrupted by the depredations of the rebels.

Ambassador Henry Lane Wilson, who is on his way to Washington from Mexico City, naturally will discuss the Mexican situation with the Secretary of State, but it is authoritatively stated that he was not summoned to the capital for that purpose. He is, however, expected to leave Juichitan and incidentally had in mind taking up matters relating to the boundary controversy.

Chihuahua, Mexico, June 4.—General Pascual Orozco, chief of the revolution in Northern Mexico, today formally sanctioned an attack on Mexico City by Emiliano Zapata, rebel leader in the south.

An emissary from Zapata was today informed by Orozco that he would permit the proposed attack on the Mexican capital provided the southern leader would not molest foreigners and could dominate the situation.

The sending of the envoy to Orozco confirms the earlier assertions of the rebels in the north that they are acting in unison with those in the south against President Madero.

Definite advices reached here to-night that Generals Campa and Argumedo, with 2,000 rebels, are harassing the rear of General Huerta's federal army.

Homer A. Scott, an El Paso photographer; Sam Drebin, of Philadelphia; Tracey Zimmerman, of Lamar, Mo., and Jack Zimmerman, of Pulaski, Penn., the last three mentioned being machine gunners for rebels, arrived here today after nearly a month's sojourn with Campa's column. They came as part of an escort to fifty federal prisoners taken during the many skirmishes in the vicinity of Torreon.

HEARS OF BAD CONDITIONS

State Department Told of Rebel Activity at La Maya.

Washington, June 4.—While there have been no radical changes in conditions in Cuba in the last twenty-four hours, reports to the State Department indicate that in some sections the negro insurrection has become more serious.

The La Maya and Pinar del Rio, an American concern, at La Maya, has reported that its property has suffered by the destruction of fields, buildings and stock, and that the rebels are increasing in numbers.

From the consul at Sagua la Grande came information that the revolutionists in that section are laying down their arms and are surrendering daily to the authorities.

Conditions were reported better in Daiquiri by the Spanish-American Iron Company. Many employees have returned to work.

Consular reports to the State Department are that the Calabrier district is quiet and that no revolutionary force is known to be there. The consul at Cienfuegos states in his latest dispatch that his section is quiet.

FAIR ENVOYS LEAVE BRUSSELS

Lisbon Next Stopping Place of Panama-Pacific Commissioners.

Brussels, June 4.—The special commission of the Panama-Pacific Exposition was received in audience to-day by King Albert, who showed deep interest in the exposition plans and pictures of San Francisco, which he once visited. He expressed the hope that the Belgian representation at the exposition would be of some magnitude.

The commissioners will next visit Lisbon, where they will have a conference with the Portuguese government.

MEXICAN REBELS LOSING

Such Is Opinion of State Department Officials at Capital.

OROZCO'S PLIGHT DESPERATE

Insurgent Leader Formally Sanctions Zapata's Proposed Attack on Mexico City.

Washington, June 4.—Rebels in Mexico are rapidly losing ground, and the end of the revolution, under the leadership of General Orozco at least, is not far distant, in the opinion of officials of the State and War departments who have followed events on both sides of the struggle for the last three weeks.

General Orozco is nearing the end of his resources, it is reported from the vicinity of his operations, and is becoming desperate to an extent that forbids difficulties from which he will be unable to extricate himself unless he makes material changes in his tactics and methods of prolonging the struggle.

One report is to the effect that he has become decidedly insistent in his dealings with Consul Letcher, while another rumor from Chihuahua, which does not have the stamp of official confirmation, is that the rebel leader is drinking excessively and that his personal habits have become a subject of criticism among the men who have supported him.

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THE ARKANSAS HITS ROCKS AND ESCAPES

Newest American Battleship Runs 44 Feet Over a Reef in Penobscot Bay.

ACCEPTANCE TRIALS GO ON

Naval System of Small Compartments in the Hull Saves the Great Ship from Serious Harm.

Washington, June 4.—Because the Navy Department insists on subdividing the hulls of its war vessels into a large number of small compartments, the great battleship Arkansas was ready to make the first of her builders' acceptance trials to-day, instead of lying on the bottom of Penobscot Bay.

The Arkansas, the largest completed battleship in the world, was passing through Two Bush Channel entrance to Penobscot Bay on Sunday afternoon, when she touched bottom and scraped over a rocky reef for more than forty feet. This was learned by the members of the naval inspection board when they reached Rockland, Me., to conduct the official trial of the Arkansas.

Captain Pecheur, president of the trial board, reported to the Navy Department to-day that the ship struck the rocks about one-quarter of her length abaft the bow on the port side, just under the turn of the bilge and again close to the keel. She bounced along on this reef for forty-four feet, most of the way just below the forward boiler rooms.

At that point the ship's structure is divided into a great number of small compartments which extend only half way across the bottom of the ship, and which are supposed to be filled with oil, in some cases, and in others with spare fresh water for the boilers.

The value of the naval system of subdivision of the hull into a large number of small compartments is believed to have been demonstrated by the accident, for the blow to the Arkansas is thought to have been just such a clip as the heel of the iceberg inflicted on the bottom of the Titanic.

At the point where the Titanic was struck there were no inner compartments, not even coal bunkers, but only the thin skin of the ship. Naval constructors said to-day that had the Arkansas not been sub-divided doubtless she would have gone to the bottom also.

The Arkansas was able to go out again today to finish her trial with eight compartments probably full of water, leaving the damage to be repaired later, unless it is discovered that the ship's lines have been so distorted as to reduce her speed below the point of acceptance.

The Arkansas has not been turned over to the government by the New York Shipbuilding Company, of Camden, whose employees were in charge of the vessel when she struck. Therefore the company will make good the damage. The repairs will probably consume about a month.

Rockland, Me., June 4.—In spite of the fact that she ran on an uncharted reef and injured her outer bottom while on her way into this harbor on Sunday afternoon, the new battleship Arkansas was able to meet all requirements in her speed trials to-day, and was prevented from completing the day's programme only by darkness.

During the day's trials the Arkansas met with a second accident, an interior one, which necessitated the cutting out of the low pressure turbines. Officials declared the accident not to be of a serious nature. It was explained that on one of the ship's sixteen knot runs the turbines began to "squeal," an indication that all was not right, and immediately the engine was cut out.

Officials on the Arkansas were disinclined to talk of the accident of Sunday when the ship anchored in the harbor to-night. They admitted that the vessel struck a reef well preceding at about thirteen knots. The vessel struck forward under the first engine room, denting the outer bottom, composed of three-quarter inch steel, for a distance of nearly fifty feet, and shearing off scores of rivets.

The vessel listed for a few minutes, but soon righted itself, and proceeded to anchor without stopping for an examination. It was admitted to-night that the pumps were started, but it was declared this was done only to empty the compartments already filled with water so that an examination might be made, and not because of any serious leak.

Unofficial stories told by members of the crew and others differ considerably. It is declared by some that the vessel is leaking badly and that the pumps are being worked constantly.

It is admitted by all that had the injury to the hull been a little higher up the accident would have been of a much more serious nature. The reef on which the ship struck is said by fishermen to be about twenty feet under water at low tide. The Arkansas draws twenty-eight and a half feet, but at the time of the accident the tide was well up. Officials exonerate the pilot, Captain Charles A. Blair, of Bath, who was in charge at the time, of all blame, as the reef is uncharted and unprotected.

Officials state to-night that the battleship would in the regular course of events go into dry dock before being turned over to the government, but that the accident probably would not hasten her docking.

The Arkansas started off for her trials early this morning. She had made three runs about the course at ten knots, three at twelve knots and was just starting on her sixteen knot runs when the accident to the turbine happened. After a delay of several hours the sixteen knot runs were completed and three each at seventeen and at eighteen knots were made. The engine developed 17,000 horsepower and, according to officials, everything was satisfactory. The ship will go out again to-morrow for three runs at the contract speed of twenty and a half knots and three at full speed.

Captain Roy C. Smith, who is to command the Arkansas when she is put in commission, was on board to-day.

CHICAGO BOYS SING FOR POPE

Paulist Choristers Presented at the Vatican by Bishop Kennedy.

Rome, June 4.—The Pope to-day received Bishop Kennedy, rector of the American College in Rome, who presented the sixty Paulist choristers of Chicago and Father William F. Finn, who accompanied them. The boys sang for Pope Pius, from whom they received the warmest praise. They also sang for Cardinal Merry del Val, the Papal Secretary of State.

MONEY PROBE TO-MORROW

Pujo Committee to Start Hearings in This City.

Washington, June 4.—The scope of the investigation of the "money trust," will be shifted to New York on Thursday, when the House Committee on Banking and Currency will start its probe of the New York Clearing House Association and the New York Stock Exchange.

It is understood that the New York hearings will be held to enable the committee to mark time while awaiting the action of the Senate on the Pujo resolution giving the House committee inquisitorial powers over national banking associations. Scores of national banks have refused to supply the Pujo committee with the information desired and the "money trust" investigators confess themselves unable to proceed with the main part of the inquiry.

Buffalo, June 4.—Robert L. Frer, president of the Fidelity Trust Company, of this city, to-day reiterated his determination not to respond to the inquiries of the House committee investigating the so-called "money trust," and defied Chairman Pujo to compel him to disclose the company's business.

The sessions of the Pujo committee in this city will be held in Room No. 28 in the Custom House to-morrow, Friday and Saturday. One of the first witnesses will be William Sherer, for many years manager of the New York Clearing House Association. Mr. Sherer has not been in good health for several months, and it was going to his inability to make the journey to Washington that the committee decided to hold some of its early sessions here.

A. B. Hepburn, president of the Clearing House Association, is expected to be a witness this week, as the committee's purpose apparently is to begin its work with an investigation of the relations between the Clearing House and the banks, a relationship upon which Samuel Untermyer, counsel to the committee, laid much stress in his letter to Chairman Pujo, made public on Monday.

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