

BLAME PLACED ON CAPTAIN

William Alden Smith Addresses Senate on Titanic Disaster.

BOARD OF TRADE IS CENSURED

Vessel Was Not Properly Inspected, Crew Not Properly Drilled and Inspection Lax—Owners Held Back News.

(Continued from Page One.)

of special knowledge of nautical affairs, nevertheless I am of the opinion that very few important facts which were susceptible of being known, escaped scrutiny. Energy is often more desirable than learning, and the inquiry serves a useful purpose to the state.

"In the construction of the Titanic," continued the senator, "no limit of cost circumscribed their endeavor, and when this vessel took its place at the head of the line, every modern improvement in shipbuilding was supposed to have been realized; so confident were they that both owner and builder were eager to go upon the trial trip.

"Not Ready for Crisis." "When the crisis came, a state of absolute unpreparedness afflicted both passengers and crew and, in their despair, the ship went down, carrying as needless a sacrifice of noble women and brave men, as ever clustered about the Judgment Seat in any single moment of passing time.

A Remedy No Family Should Be Without

No matter how healthy a human being may be it is safe to say that not many months ago passed without some obstruction of the bowels, in other words, constipation, even if only temporary. The bloating, the distention may start after the evening meal. If a laxative is not taken that night it is certain that sleep will not be sound, and you will awaken unrefreshed.

of England its painstaking chastisement of the British Board of Trade, to whose laxity of regulation and hasty inspection the world is largely indebted for this awful fatality. Of contributing causes there were very many. In the face of warning signals, speed was increased and messages of danger seemed to stimulate it to action rather than to persuade it to fear.

"The Titanic rushed onward on its true course—no recognized as appropriate and agreed upon by marines as the international highway for westward vessels, yet dangerous at this season of the year, when the Labrador current may be bearing vast masses of ice across the track of ships—scores of these towering glaciers planted themselves in the very pathway of this ship and were so large and so numerous that, in the absence of fog, they should have been easily discernible by the lookout. If, as he says in his testimony, he had been supplied with glasses.

"Captain Smith knew the sea and his clear eye and steady hand had often guided his ship through dangerous paths, for forty years storms sought in vain to vex him or menace his craft. His indifference to danger was one of the direct and contributing causes of this unnecessary tragedy, while his own willingness to die was the expiating evidence of his fitness to live; those of us who know him well—not in anger, but in sorrow—fit one specific charge against him, overconfidence and neglect to heed the oft-repeated warnings of his friends; but, in his horrible dismay, when his brain was affire with honest retribution, we can still see, in his manly bearing and his

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"Distracted by the sudden appearance of danger," said the speaker, "he turned aside the prow, the part best prepared to resist collision, exposing the temple to the blow; at the turn of the bilge the steel encasement yielded to a glancing blow so light that the impact was not felt in many parts of the ship, although representing an energy of more than a million foot tons, said to be the equivalent of the combined broadsides of twenty of the largest guns in our battleship fleet fired at the same moment, with a blow so deadly many of the passengers and crew did not even know of the collision until tardily advised of the danger by anxious friends, and even then official statements were clothed in such confident assurances of safety as to arouse no fear.

Senator Smith said that awful force of the impact must have indicated to master and builder that the ship was doomed. He commented caustically upon the failure of the ship officers immediately to give general alarm or to establish some orderly routine.

Officers Lost Heads.

"Concerning the conduct of the ship's officers," he said: "Haphazard, they rushed by one another on staircase and in hallway, while men of self-control gathered here and there about the decks, helplessly staring at one another or giving encouragement to those less courageous than themselves. Lifebelts were finally adjusted to all and the lifeboats were cleared away, and although strangely inefficient in number, were only partially loaded and in all instances unprovided with compasses and only three of them had lamps. They were manned so badly that, in the absence of prompt relief, they would have fallen easy victims to the advancing ice flow, nearly thirty miles in width and rising sixteen feet above the surface of the water. Their danger would have been as great as if they had remained on the deck, as if they had broken hull, and if the sea had been these top targets with over 700 exhausted people would have been helplessly tossed about upon the waves without food or water.

"One witness swore that two of the three stewards in her boat admitted that they had never had an oar in their hands before and did not even know what the oarlock was for. The lifeboats were filled so indifferently, and lowered so quickly that, according to the uncontradicted evidence, nearly 100 people were needlessly sacrificed to want of orderly discipline in loading the few that were provided. And yet it is said by some well-meaning persons that the best of discipline prevailed. If this is discipline, what would have been disorder?"

"Among the passengers were many strong men who had been accustomed to command, whose lives had marked every avenue of endeavor, and whose business experience and military training especially fitted them for such an emergency. These were rudely silenced and forbidden to speak, as was the president of this company, by junior officers, a few of whom, I regret to say, availed themselves of the first opportunity to leave the ship. Some of the men, to whom had been entrusted the care of passengers, never reported to their official stations, and quickly deserted the ship with a recklessness and indifference to the responsibilities of their positions as culpable and amiable as it is impossible to believe.

"Some of these men say they 'aid' by their partially filled lifeboats and listened to the cries of distress until the noise quieted down, and emerged from a safe distance the unskillful men and women and faithful fire officers and seamen, whose heroism lightens up this tragedy and recalls the noblest traditions of the sea."

Wireless Operator Praised. Tributes to the valor of Phillips and Bride, the wireless operators on the Titanic, were paid by Senator Smith. He said that the final exit of the Phillips boy was "not so swift as to prevent him from pausing long enough to pass a cup of water to a fainting woman." The senator showed that had not the underpaid wireless operator on the Carpathia prepared for bed with his receiver still on his head, the Titanic's distress signals never would have been received by the rescue ship.

"When the world weeps over a common loss," said Senator Smith, "all nations should take steps wisely to regulate wireless telegraphy and see that operators are fairly paid." He condemned the "reign of silence" concerning the details of the disaster.

In condemning the failure of the Californian to learn all about the disaster before the Titanic sank, and go to its rescue, Senator Smith said: "The steamship Californian was within easy reach of this ship for nearly four hours after all the facts were known to Operator Cottam. The captain of the Carpathia says he gave explicit directions that all official messages should be immediately sent through other ships, and messages of passengers should be given preference. According to Binnis, the inspector, the apparatus on the Californian was practically new and easily tuned to carry every detail of that calamity to the coast stations at Cape Sable and Cape Race, and should have done so.

"The course taken was singularly in accord with the reticence of the officials of the White Star company, who knew at 2:30 Monday morning," said the senator,

"what was supposed to have occurred and yet, at 7:30 Monday evening a message from their office, officially signed, containing the positive assurance of the safety of the passengers was sent to a half-crazed father at Huntington, Va. nearly two hours after their admitted familiarity with the details of the disaster. It is little wonder that we have not been able to fix with definiteness the author of this falsehood."

Censure for Lord. Senator Smith reviewed the testimony of Captain Lord, showing that the Californian came within four miles of the doomed vessel and that he went to his room to lie down while signal rockets were being fired.

"Failure of Captain Lord to arouse the wireless operator on his ship," who easily could have ascertained the name of the vessel in distress and reached her in time to avert loss of life places a tremendous responsibility upon this officer from which it will be difficult for him to escape," said Senator Smith.

Contracts Two Captains. "Contrast, if you will, the conduct of the captain of the Carpathia in this emergency and imagine what must be the consolation of that thoughtful and sympathetic mariner, who rescued the shipwreck and left the people of the world his debtor as his ship sailed for distant seas a few days ago. By his utter self-effacement and his knightly sympathy, he rendered a great service to humanity. He should be made to realize the debt of gratitude this nation owes to him, while the book of deeds, which had so often been familiar with his unaffected valor, would henceforth carry the name of Captain Rostrom to the remotest period of time.

"The lessons of this hour," said Senator Smith in conclusion, "are indeed, fruitless and its precepts ill conceived if rules of action do not follow hard upon the day of reckoning. Obsolete and antiquated shipping laws should no longer encumber the parliamentary records of any government, and overripe administrative boards should be pruned of dead branches and less sterile proposals taught and applied."

Senator Smith recommended that lanes of travel should be more carefully defined, strength of ship's bows increased, life saving equipment bettered, and discipline and practice made an exacting. He said boys should be carried to mark temporarily the place of the ship's burial in case of accident; and men of strength and spirit there must be, won back to a calling demoralized and decadent.

"But 19 per cent of the men before the mast in our merchant marine are natives or naturalized Americans," he said. "Even England, that twenty years ago had barely 7,000 Originals on her merchant ships, now carries over 70,000 of that alien race. Americans must re-enlist in this service; they must become the soldiers of the sea, and, whether in the lookout, on the deck, or at the wheel, whether able or common seamen, they should be better paid for their labor and more highly honored in their calling; their rights must be reposed, and their work carefully performed; harsh and severe restraining statutes must be repealed, and a new dignity given this important field of labor."

Children are much more likely to contract the contagious diseases when they have colds. Whooping cough, diphtheria, scarlet fever, and consumption are diseases that are often contracted when the child has a cold. That is why all medical authorities say beware of colds. For the quick cure of colds you will find nothing better than Chamberlain's Cough Remedy. It can always be depended upon and is pleasant and safe to take. For sale by all dealers.

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Decoration Day Specials. We place on sale tomorrow, Wednesday, several specials in our women's suit department that are bound to meet with your approval. \$5.00 WOMEN'S SUMMER DRESSES, \$3.50 Lawn tissue, high waist effect, all sizes, in all new popular colors, special \$3.50. 10.00 WOMEN'S DRESSES, \$5.00 A large assortment of dresses at this price, made in the very newest styles, materials lawn tissue, linen, ginghams, and chambray, all colors and sizes, special \$5.00. \$10.00 WHITE LINGERIE DRESSES, \$5.00 Exceedingly pretty dresses of white Persian lawn, trimmed with lace—you could not buy the material alone at the price we ask for the finished garment—special \$5.00. NEW LINEN COAT SPECIAL Every woman will be delighted at the opportunity of buying those regularly \$7.50 linen coats for auto or street wear—special \$5.00. PURE LINEN SKIRTS Wednesday special \$2.98, \$3.90 and \$4.90. Nebraska Clothing Co. FARNAM & FIFTEENTH STS. WILL CLOSE AT NOON DECORATION DAY.

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Rapid City Store Damaged by Fire

RAPID CITY, S. D., May 28.—(Special Telegram)—Swept by a fierce gale, fire partly destroyed the large building of Tom Swamey, pioneer merchant, here and for a time threatened to be dangerous. The fire apparently started from spontaneous combustion in a pile of slickers and entailed a loss of \$20,000. It is fully covered by insurance. The clothing department was wiped out.

FULLERTON PASTOR GOES TO NEW CHARGE AT RED OAK

FULLERTON, Neb., May 28.—(Special)—Rev. James K. Driver, who has been pastor of the First Presbyterian church of this place for the past eighteen months, recently tendered his resignation and has accepted the pastorate of the First church at Red Oak, Ia. Dr. Driver came here from Villigen, Ia. The church has extended a call to Rev. W. H. Cooper, who was formerly a pastor here, but at the present time resides at Hastings and is the pastor evangelist and Sunday school missionary of Hastings and Nebraska City Presbyteries.

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For generations Sage and Sulphur have been used for hair and scalp troubles. Almost everyone knows the value of such a combination for keeping the hair a good even color, for curing dandruff, itching scalp and falling hair, and for promoting the growth of the hair. Years ago the only way to get a Hair Tonic of this kind was to make it in the home, which was troublesome and not always satisfactory. Nowadays, almost any up-to-date druggist can supply his patients with a ready-to-use product, skillfully prepared in perfectly equipped laboratories.

An ideal preparation of this sort is Wyder's Sage and Sulphur Hair Remedy. In which Sage and Sulphur are combined with other valuable remedies for scalp troubles and thin, weak hair that is losing its color or coming out. After using this remedy for a few days, you will notice the color gradually coming back, your scalp will feel better, the dandruff will soon be gone, and in less than a month's time there will be a wonderful difference in your hair. Don't neglect your hair if it is full of dandruff, losing its color or coming out. Get a fifty cent bottle of Wyder's Sage and Sulphur from your druggist and use what a few days' treatment will do for you. All druggists sell it, under guarantee that the money will be refunded if the remedy is not exactly as represented. Sherman & McConnell Drug Co. agent.

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