

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 his 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.

Sir Rufus Isaacs, the Attorney General, who was examining the president of the International Mercantile Marine Company, asked if that would necessitate additional boilers being lighted, Ismay said that it would.

Additional Boilers Were Lighted. The Attorney General pointed out that the Titanic, had testified that additional boilers were lighted on Sunday morning.

Ismay also said that a wireless dispatch which Captain Smith had handed him on Sunday had indicated to him that the Titanic would reach the ice region on Sunday evening. The collision occurred shortly before midnight Sunday night.

The witness said that there was nothing in their mail contracts to compel the company's vessels to steam at the rate they usually did in crossing the Atlantic, and that there was no penalty for delay.

Ismay insisted that he had nothing to do with the navigation of the ship, but Sir Rufus continued to press him regarding the speed of the Titanic and the warnings of ice in her path received from other vessels. The witness's answers were not always clear, which at one point led Lord Mersey to remark sharply:

"Answer the questions!" The Attorney General also complained that the witness was not frank. The attorney for the White Star protested that Sir Rufus's remark to this effect was uncalled for. Ismay said that he had not attached importance to the captain's action in handing him the message from the steamer Baltic regarding the ice, and that he had not had any conversation with any officer with respect to the message.

For Mr. Ismay's Information. "Why did the captain hand it to you?" asked the Attorney General. "For my information," was the reply. Examined as to the speed of the vessel with a view to show that he had something to do with it, Ismay persisted that he had spoken to no one about the speed after his conversation with the chief engineer, A. C. Benson. He admitted that the vessel had not been slowed down after the warnings of ice had been received, and said that he had not expected the captain to slow down so long as there was nothing to prevent the men seeing the ice.

Sir Rufus: "What was the use of going at full speed through the ice at night?" Ismay: "I suppose they wanted to get out of the ice. They would not want to wait and take a chance of fog coming down. They were justified on a clear night in going through as quickly as possible, and even might have increased the speed to get out of the ice field."

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.

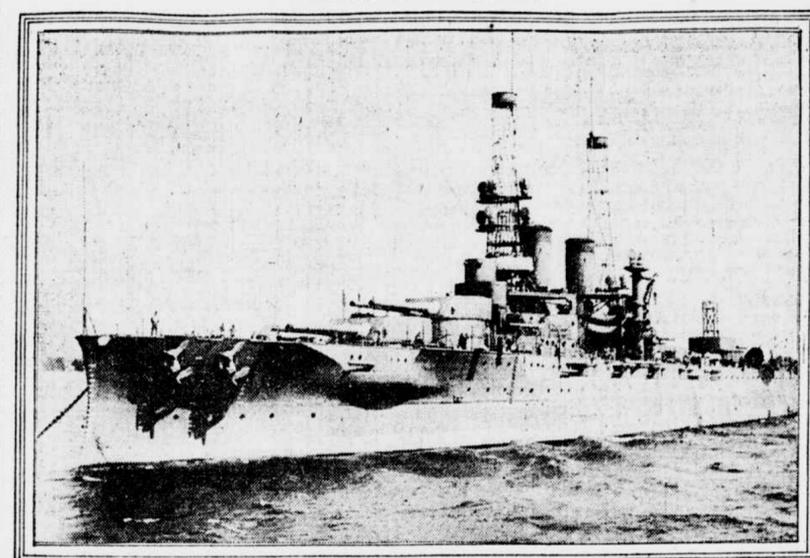
Last to Enter His Boat. Nobody, Ismay said, could have got into his boat after he entered, as it was being lowered at the time. His boat rowed toward a light, which he believed was that of a sailing ship. It was not the Californian's light, as she was on the other side of the Titanic.

Ismay explained the relations between the White Star and the International Mercantile 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 registers. He also explained that the combine held only a controlling interest in the Leyland Line, to which the Californian belonged.

European Visitors will find the European Columns of the New-York Tribune a reliable guide to the best shops, hotels and resorts.

Consult These Columns Before Sailing and much valuable time will be saved for sightseeing.

THE NEW BATTLESHIP ARKANSAS. 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.



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.

(From The Tribune Bureau.) 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 Monday 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 Pechelet, 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 was no inner compartment, 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 to-day 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 while proceeding 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-one 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 unreported.

Officials insist 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.

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 the Pope, from whom they received the warmest praise. They also sang for Cardinal Merry del Val, the Papal Secretary of State.

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 had just visited. He expressed the hope that the Belgian representation at the exposition would be of a magnitude commensurate with the importance of the occasion.

HEARS OF BAD CONDITIONS

State Department Told of Rebel Activity at La Maya.

(From The Tribune Bureau.) 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 Liberty Company, an American concern at La Maya, has reported that its property has suffered by the destruction of fields, buildings and stock. The company states that conditions are getting worse and that the rebels are increasing in numbers.

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.

Reports to the State Department are that the Calabrian 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.

TWO YEARS FOR DUELLING.

Hastatt, Germany, June 4.—Steff Surpion Brunnig, who killed E. Brandt, formerly in a revolver duel on May 1, was to-day sentenced to two years' imprisonment.

VALET BACK TO DANNEMORA SURE OF EARLY FREEDOM.

Stouter than when he came from Dannemora Prison, Foule, who had been sentenced to a life term for burglary, was today released by Judge Johnson.

He left the Fomba prison in Roskilde, where he had been held since the charge of a W. McCabe at 8 o'clock and was taken to the Grand Central Station in a taxicab. There were not many present about the building when Brandt departed, but the few that had assembled greeted the prisoner with cheers as he came down the steps and wished him good luck.

Brandt told reporters that he was sure that the Court of Appeals would "render a just decision" and that he would soon be a free man.

The former valet seemed cheerful. He said that he had much rather be back at Dannemora than waiting here in uncertainty. As the taxicab left the prison Brandt waved his hands at the men who cheered him.

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