

# CAPTAIN SMITH IS BLAMED

(Continued From Page One)

was room in lifeboats for only 1,176 persons and because of lack of orderly discipline the boats took off only 704 persons, 12 being rescued from the water.

Officers of the White Star line "battled with the truth" after receiving information from their Montreal office Monday morning following the accident.

Senator Smith condemned "antiquated shipping laws and obsolete administrative boards" and asked that all nations act together in shipping reforms. "New laws," he said, "will best testify our affection for the dead."

Captain Rostron, of the rescue ship Carpathia was praised by Senator Smith and he urged that congress recognize his valor.

At the outset, Senator Smith defended the course of his committee in holding British subjects to secure their testimony without delay, and briefly answered criticism of his lack of nautical knowledge.

"Our course was simple and plain—to gather the facts relating to this disaster while they were still vivid realities," he said. "Questions of diverse citizenship gave way to the universal desire for the simple truth. It was of paramount importance that we should act quickly to avoid jurisdictional confusion and organized opposition at home or abroad. We, of course, recognized that the ship was under a foreign flag, but the lives of many of our countrymen had been sacrificed and the safety of many had been put in grave peril, and it was vital that the entire matter should be reviewed before an American tribunal if legislative guidance was to be taken for future guidance."

"Without any pretension to experience or special knowledge of nautical affairs, nevertheless I am of the opinion that very few important facts which were susceptible of being known escaped our scrutiny. Energy is often more desirable than learning, and the inquisition 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."

**Absolute Unpreparedness.**  
"When the crisis came a state of absolute unpreparedness stupefied 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."

"We shall leave to the honest judgment 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 her to action rather than to persuade her to fear."

"The Titanic rushed onward on her true course—one recognized as appropriate and agreed upon by mariners as the international highway for west-bound 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's Expiation.**  
"Captain Smith knew the sea and his clear eye and steady hand had often guided his ship through dangerous paths; for 40 years storms sought in vain to vex him or menace his craft. His indifference to dangers 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 knew him well—not in anger, but in sorrow—file one specific charge against him: overconfidence and neglect to heed the oft-repeated warning of his friends; but, in his horrible dismay,

when his brain was aflame with honest retribution, we can still see, in his manly bearing and his tender solicitude for the safety of women and little children, some traces of his lofty spirit. "The mystery of his indifference to danger, when other and less pretentious vessels doubled their lookouts or stopped their engines, finds no reasonable hypothesis in conjecture or speculation; science in shipbuilding was supposed to have attained perfection and to have spoken here last word; mastery of the ocean had at last been achieved; but confidence seems to have dulled the faculties usually so alert. With the atmosphere literally charged with warning signals and wireless messages registering their last appeal, the stokers in the engine room fed their fires with fresh fuel, registering in that dangerous place her fastest speed."

"Nature gave a warning of approaching peril so significant that passengers in stateroom and steerage shot out the chair and spoke to one another of the sudden cold. Sailors off the Grand Banks know the importance of the thermometer, which is almost as necessary to their safety as the compass. Even the quartermaster, Hichens, who regularly took the temperature of the water from the sea, said: 'It suddenly became bitter cold,' and added that the first order received by him from Second Officer Lightoller at 8 o'clock Sunday evening was to take his compartments down to the ship's carpenter and inform him to look to his fresh water, that it was about to freeze."

Senator Smith declared that the command of the officer of the watch to avert the disaster actually exposed the most vulnerable part of the Titanic to the ice when the shock came. "Distracted by the sudden appearance of danger," said the speaker, "he sharply turned aside the prow, the part best prepared to resist collision, exposing the temple to the blow; at the stern of the bridge the steel encasement yielded to a glancing blow so slight 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 20 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 the 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's officers immediately to give general alarm or to establish some orderly routine. "Concerning the conduct of the ship's officers he said:

**Boats Badly Managed.**  
"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. Lifeboats were cleared away, and although strangely insufficient 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 floe, nearly 30 miles in width and rising 16 feet above the surface of the water. Their danger would have been as great as if they had remained on the deck of the broken hull, and if the sea had risen these toy 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 500 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 discipline?"

"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 reported to have 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 station and quickly deserted the ship with a recklessness and indifference to the responsibilities of their positions as culpable and amazing as it is impossible to believe. And some of these men say they 'hid by' in their partially filled lifeboats and listened to the cries of distress until the noise quieted down and surveyed from a safe distance the unselfish men and women and faithful fellow-officers and seamen, whose heroism lightens up

## A PERMANENT CURE FOR CHRONIC CONSTIPATION

Although those may dispute it who have not tried it, yet thousands of others, who speak from personal experience, assert that there is a permanent cure for chronic constipation. Some testify they were cured for as little as fifty cents, years ago, and that the trouble never came back on them, while others admit they took several bottles before a steady cure was brought about.

The remedy referred to is Dr. Caldwell's Syrup Pepsin. It has been on the market for over a quarter of a century and has been popularized on its merits, by the person taking another. The fact that its strongest supporters are women and elderly people—the ones most persistently constipated—makes it certain that the claims regarding it as a permanent cure for constipation have not been exaggerated.

It is not violent like cathartic pills,

when his brain was aflame with honest retribution, we can still see, in his manly bearing and his tender solicitude for the safety of women and little children, some traces of his lofty spirit. "The mystery of his indifference to danger, when other and less pretentious vessels doubled their lookouts or stopped their engines, finds no reasonable hypothesis in conjecture or speculation; science in shipbuilding was supposed to have attained perfection and to have spoken here last word; mastery of the ocean had at last been achieved; but confidence seems to have dulled the faculties usually so alert. With the atmosphere literally charged with warning signals and wireless messages registering their last appeal, the stokers in the engine room fed their fires with fresh fuel, registering in that dangerous place her fastest speed."

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these tragedies and recalls the noblest traditions of the sea."

**Tributes to Wireless Operators.**  
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 together 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 her rescue, Senator Smith said:

**The Californian.**  
"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 Blinn, the inspector, the apparatus on the Californian was practically new and easily turned 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 7:51 Monday evening a message from their own office, officially signed, containing the positive assurance of the safety of the passengers, was sent to a half-crazed father at Huntington, W. V., 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."

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

"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 shipwrecked 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 own indifference to peril, by his promptness 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 good deeds, which had so often been familiar with his unaffected valor, would henceforth carry the name of Captain Rostron 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 obsolete administrative boards should be pruned of dead branches and less sterile precepts taught and applied."

Senator Smith recommended that lanes of travel should be more carefully defined, strength of ships bows increased, life-saving equipment bet-

tered, and discipline and practice made an exacting. He said buoys 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 already demoralized and decadent.

"But 10 per cent of the men before the mast in our merchant marine are natives or naturalized Americans," he said. "Even England, that 20 years ago had barely 7,000 orientals 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 seas, 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 callings; their rights must be respected, and their work carefully performed; harsh and severe restraining statutes must be repealed and a new dignity given this important field of labor."

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Captain John L. Schon, superintendent of police, issued tonight a statement to "the people of San Diego," asking for the co-operation of "all citizens in preserving order." He expressed the opinion that the police department was competent to cope with any situation that might develop and said that troops, either state or federal, had not nor would be needed. Citizens are asked not to take into their own hands the enforcement of the law.

**ELKS DANCE TONIGHT.**  
The Elks of Missoula will be hosts tonight at a dance, to be given in their temple. The lions given by the Elks this season have earned for the local fraternity an excellent entertaining reputation and tonight's event will be of the class that has always obtained. "It will be a good dance," said Secretary Johnson last evening, "and all preparations have been made for it."

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Look for the name "Martha Washington" and for the Mayer trade mark on the sole. The genuine comfort shoes are identified this way and a million women have learned to be cautious because substitutes are offered everywhere. The substitutes imitate the looks of the genuine, but fail to duplicate their comfort-giving qualities. So if you want the real Mayer Martha Washington Comfort Shoes—look for the name "Martha Washington" and the Mayer trade mark, which insure against making a mistake.



Women who wear Mayer Martha Washington Comfort Shoes know what genuine comfort and restful relief these shoes afford and how they banish the aches and pains of sensitive, tired feet.

Your dealer has the genuine, or can get them for you. Refuse substitutes as the genuine are sold in this town. If you cannot find where, write to us for the dealer's name.

**No buttons—no laces**  
Mayer Martha Washington Comfort Shoes are made of soft, pliable leather over a special comfort last, and conform to the shape of the foot. No buttons or laces. Slip on and off at will. The elastic at the sides yields with the foot and permits plenty of room, insuring a smooth, glove-like fit and dressy appearance. You can get them in all sizes and three heights.



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A comedy drama par-excellent.

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A wonderfully thrilling plot built on a very unique romance.

**SHERIFF JIM'S LAST SHOT**

Strong reminder of the pioneer days.

**THE BEST ALWAYS**

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Program for Tonight and Thursday:

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An exceptionally dramatic story introducing for the first time in motion pictures the world-famous dictograph.

**"WINTER LOGGING IN MAINE"**

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**"FOR HIS MOTHER'S SAKE"**

A heart-rending drama that will please the most critical spectator.

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Peoria.....\$59.95	Peoria.....\$61.90
Des Moines.....\$52.40	Des Moines.....\$54.35
St. Paul, Minneapolis, Duluth Superior, Omaha, St. Joe, Kansas City.....\$49.80	St. Paul, Minneapolis, Duluth Superior, Omaha, St. Joe, Kansas City.....\$51.75

Proportionately low rates from other Bitter Root and Main Line points.

On sale June 1, 7, 8, 10, 11, 14, 15, 20, 21, 22, 29; July 3, 12, 20; August 1, 2, 23, 31; September 4, 5. Going limit, 10 days from date of sale; final return limit, October 31. Stopovers allowed in either direction within limits at and west of St. Paul, Duluth and Missouri river points. Diverse routes permissible.

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Proportionately low rates from other Bitter Root and Main Line points.

On sale daily beginning June 1, up to and including September 15; final return limit October 31. Stopovers permitted at all points, on either going or return trip within final limit of October 31.

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VIA  
**Northern Pacific Railway**  
"Route of the Great, Big, Baked Potato."  
Further details as to routes, service, etc., will be gladly furnished on application at Local Ticket Office, Bell 37, Ind. 773.  
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