SMITH'S EFFORTS STILL ARE FUTILE

(Continued from First Page.)

which brought out little that had not been known and already developed at the senatorial inquiry at Washington.

The attendance of spectators was small. A group of sailors, survivors of the sea tragedy, who arrived here on the Lapland from New York, and had been subpoenaed to testify, were objects of interest.

When the court opened, Lord Mersey, who heads the commission, granted permission to President Lewis, of the Seamen's Union, and to an attorney for the Imperial Mercantile Guild to participate in the proceedings. The union is a new organization, composed of 4,000 Southampton sailors. Two hundred and twenty-eight of its members were employed on the Titanic, and of these only seventy-seven survived. The officers of the Titanic are members of the guild.

May Last Several Weeks.

The inquiry is likely to extend over several weeks and will be devoted largely to technical details. The court to-day displayed the greatest interest in the iceberg warnings which the Cunard liner Caronia and the White Star steamer Baltic sent to the Titanic on the day of the disaster, April 14. Lord Mersey inquired particularly on this point, finally asking:

"Am I right in supposing that she ran right into the region where the ice was after a warning that ice was there had been received?"

"Yes," replied the Attorney-General.

Sir Rufus said that the Titanic's capacity was 3,547 persons, and that she carried fourteen lifeboats, two cutters, four collapsible lifeboats, accommodating a total of 1,167 persons, and 5,560 lifebelts. On her first and last voyage the vessel carried 1,316 passengers and 892 persons in her crew. She was fitted with fifteen bulkheads and a number of watertight doors, being designed to float in the event of any two adjoining compartments being flooded, under which condition the top of the bulkheads would be two and a half or three feet above the water.

The Titanic's speed, the Attorney-General said, on April 14 was twenty-one knots an hour, which speed was lessened up to the time of the collision. During that day the Caronia and the Baltic had sent wireless messages to the Titanic stating that icebergs, "growlers," and "fielders" were on her track. Nevertheless, continued Sir Rufus, "after dark the Titanic ran right ahead at twenty-one knots, the night being clear, but with no moon."

He said that he had served notice upon Sir Robert Finlay, chief counsel for the White Star Steamship Company, who is representing the line at the present inquiry, that the government considered this fact of extreme importance so that Sir Robert might bring evidence to the contrary if he had it.

Points Dwelt Upon.

Sir Rufus announced that particular attention would be given to these three points: The Titanic's speed after the warnings of ice had been received; the insufficient number of lifeboats for the persons carried by the steamer; and the construction of the water-tight compartments. He gave a detailed analysis of the numbers saved and lost by classes and sexes, and indicated that he considered that the disproportionate number of first-class passengers rescued should be a matter of inquiry.

"One striking figure," he said, "is that all except five women of the first-class were saved or had an opportunity of being saved, some refusing to leave their husbands. One fact that stands out is that a very large number of men of the first-class were saved. It may be necessary later to analyze these figures more closely."

It was extremely difficult, the Attorney-General said, to ascertain exactly what occurred between the moment of collision and the sinking of the liner. It appeared that there was no panic. The men took their boat stations according to the list. All the lifeboats were lowered except the collapsibles, concerning all of which there was no accurate evidence; but most of the boats did not have a complement of persons. But for the wireless equipment of the vessel it was doubtful if anybody or many would have been saved. Lord Mersey wished to know how many officers' warnings of the ice had been communicated. Sir Rufus could not answer more definitely than probably the chief and first officers.

Lord Mersey also wished to know whether the vessels of other nationalities were compelled to carry more lifeboats than British ships. Sir Rufus could not say positively as to this, but said that evidence on the point would be offered.

Seamen Testify.

The evidence of the seaman witnesses heard this afternoon was unimportant. A. Jewell, a lookout, stated that the first intimation that ice was in the vicinity of the Titanic was received in the crow's nest at 9:30 o'clock on the night of the disaster, when the officer on the bridge telephoned orders that the sharpest watch must be maintained. Jewell did not see any ice up to 10 o'clock that evening, when he went off duty. J. Scarrott, able seaman, raised a smile among the spectators on describing how he stopped the rush of foreigners who tried to enter his boat.

"I had to use a bit of persuasion," he said, "and the only thing handy was a boat's tiller, with which I knocked them down."

Scarrott said he told the chief officer of the incident, and that the latter fired off his revolver between the lifeboat and the ship's side to warn the men who were crowding about the boats.

Scarrott's evidence showed that most of those remaining on the ship when she went down met death almost instantly. After the lifeboat, of which he was one of the crew, had transferred its passengers to other boats, it returned to the scene of the disaster. The crew had to row through a mass of wreckage and dead bodies—"unfortunately dead bodies"—said the witness, to reach a man who still was alive and clinging to a piece of wreckage. Of four persons picked up from the water, three died in the boat.

Neither of the witnesses saw any lights after the launching of the lifeboat until the Carpathia, the rescuing ship, was sighted.

The wreck commission will visit Southampton on Monday to make an inspection of the White Star Line steamer Olympic.

Bet Causes Stabbing.

William Hendricks, colored, was stabbed through the hand with a knife yesterday afternoon by an unidentified negro while attending the ball game at Lee Park. The cutting was said to be the result of an argument between Hendricks and his assailant over a bet on the game. He was treated by Dr. R. E. Watts, ambulance surgeon of the City Hospital.

Must Support Family.

E. W. Wash was arraigned in Police Court yesterday morning on the charge of failing to support his wife and children. He was ordered by Justice Crutchfield to pay her $8 a week for twelve months.

FELL INTO ROCK PILE

Bridge Worker's Right Arm Broken by Twenty-Foot Fall.

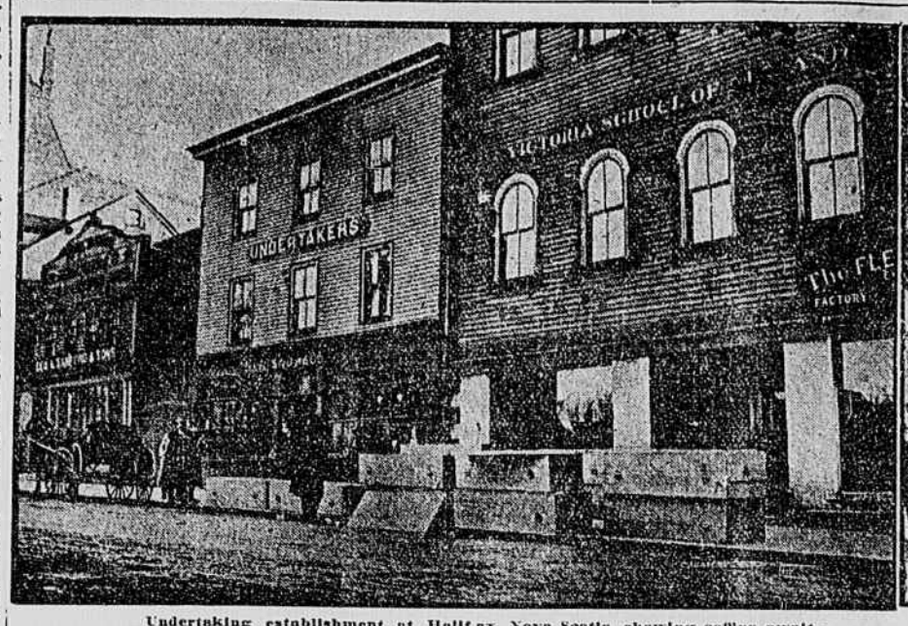
While at work on an abutment yesterday afternoon about 2:30 o'clock on Mayo's Bridge, W. H. Gill, of 1418 North Twenty-first Street, about forty years old, fell twenty feet and landed in a rock pile. His right arm was broken and he was badly injured about the back and hip. After he had been treated by Dr. R. E. Watts, ambulance surgeon of the City Hospital, he was removed to the Memorial Hospital.

J. H. Chappell, of 1806 Fairfield Street, had his instep broken when a piece of iron fell on his feet while at work at the Richmond Branch of the American Locomotive Works. He was treated by Dr. Watts and taken to the Virginia Hospital.

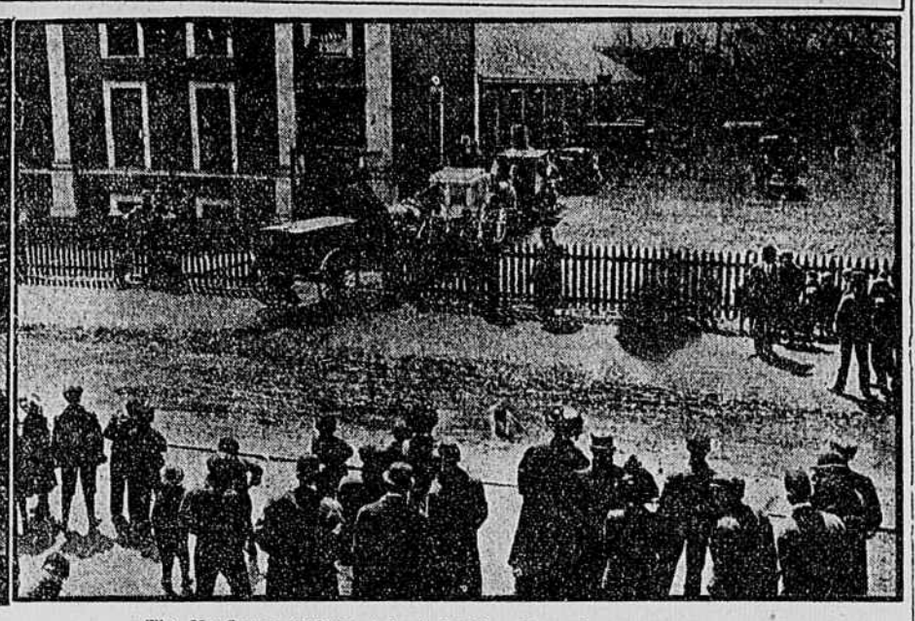
Sidney Martin, of 1165 North Twenty-seventh Street, lost one finger and two were badly mashed when his hand was caught in a press at a printing house in Governor Street. His wounds were dressed by Dr. Watts.

E. L. Williams, of Truck No. 3, stationed at Engine House No. 10, was slightly hurt when a "trip" pole fell on his head yesterday afternoon. Williams had been exercising two horses, and in returning to their stalls one of the animals struck the pole and caused it to fall.

INCIDENTS IN AFTERMATH OF TITANIC DISASTER



Undertaking establishment at Halifax, Nova Scotia, showing coffins awaiting the bodies of the Titanic victims that were recovered by the Mackay-Bennett.



The Mayflower curling rink at Halifax, N. S., showing hearses and wagons waiting in line to convey the bodies of those who were identified away from the rink, which was pressed into service as a morgue.

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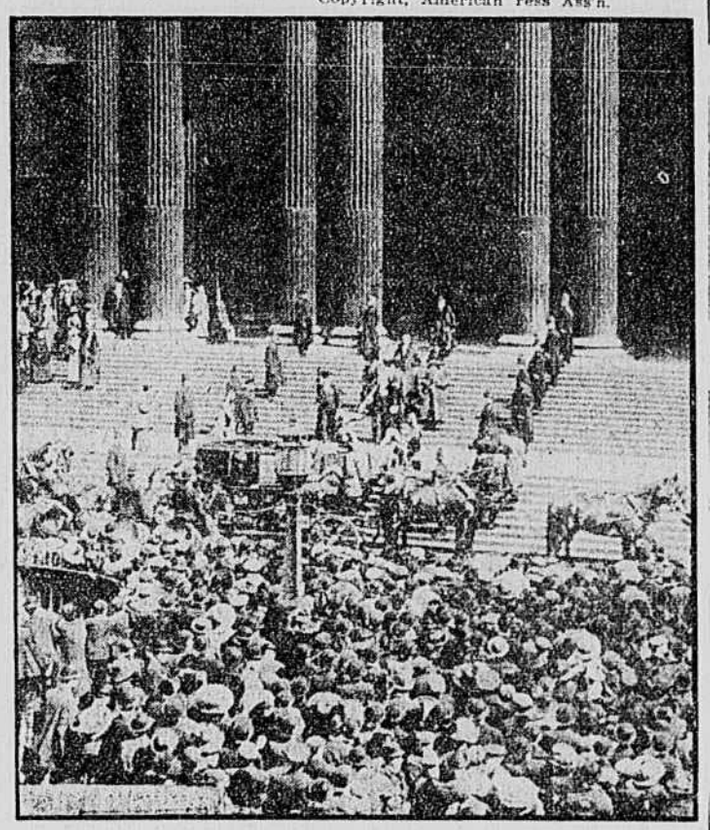
Ambassador Whitelaw Reid and Mrs. Reid leaving St. Paul's Cathedral, London, after attending the Titanic memorial service there.



A great throng assembled in St. Paul's Cathedral, London, for a Titanic memorial service, the ship having taken down with it not only Americans, but also many Britons.

William V. Astor, son of the late John J. Astor, in Halifax, whither he had gone to direct the removal of his father's body, which was recovered from the sea by the Mackay-Bennett.

This Will Interest Mothers

Mother Gray's Sweet Powders for Children, a certain relief for feverishness, headache, bad stomach, teething disorders, move and regulate the bowels and destroy worms. They break up colds in twenty-four hours. They are so pleasant to the taste children like them. Over 10,000 testimonials. Used by mothers for twenty-two years. They never fail. Sold by all druggists, 25c. Sample mailed free. Address Allen S. Olmsted, Le Roy, N. Y.

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EXTENT OF DISASTER CANNOT BE FORETOLD

Waters Still Rising, Levees Barely Holding, Hundreds of Square Miles of Land Flooded, Lives Threatened and Thousands Homeless.

New Orleans, May 3.—Panicky conditions prevailed to-day throughout the flood-threatened territory along the Mississippi River from the Red River and Bayou des Glaizes south to the Gulf, and in the territory already stricken conditions grow worse. The river continued to rise rapidly at all points south of the Red River, and throughout the day telegraph and telephone wires throughout the vast section west of the Mississippi River from the Red River and Bayou des Glaizes to the Gulf of Mexico were loaded with thousands of messages telling of threatened breaks in the levees and giving warning to the people to make preparations for any emergency.

A flash went out from the town of Morganza shortly after noon saying that the big Morganza levee, three miles east, had broken. This bit of alarming news later proved untrue. This enormous levee was still holding to-night. A telephone message to-night from Hyland, just south of the big levee, stated there was considerable apprehension over the situation at that point.

On the east side of the river, twenty miles north of Baton Rouge, the protection levee at Bayou Sara went out, and to-night the town is under from eight to fifteen feet of water. There was no loss of life.

At Baton Rouge a hard fight is being waged to hold the front levee. The Grand Bay Levee, above New Roads, is in bad condition, and further down there are dozens of weak levees which seem to invite the floods.

Considerable alarm is felt for the people around Melville, in the Atchafalaya district, which is threatened by flood waters from every side. The last news received from there to-night stated there was slight prospect of being able to save all the people in all the territory south of Melville because of a lack of boats and failure of the victims to receive earlier warning of the critical situation.

The last train on the Texas and Pacific Railroad east of Melville was operated this afternoon and took out several hundred refugees.

The question of housing and feeding the refugees from the flooded district is becoming more serious. The people of Louisiana and Mississippi have contributed thousands of dollars to the relief fund, besides great quantities of clothing, food supplies, etc. The Federal government is disbursing several hundred thousands of dollars in weekly rations, but more funds will be needed than are in sight.

A san indication of the seriousness of the situation, a telegram was received here to-night from Jena, in La Salle Parish, stating that meningitis had broken out among refugees there. The sanitary problem will be even moreg rave after the flood waters begin to recede.

The Weather Bureau to-day issued a bulletin forecasting still higher river stages than those heretofore predicted. The rains continue; little sunshine has greeted the people for weeks, and no one can foretell what will be the final extent of the great disaster.

Working Desperately.

Baton Rouge, La., May 3.—Hundreds of citizens, rich and poor, worked all day, and are working to-night side by side with 300 convicts and negroes in a desperate effort to hold the levees against the torrential floods in the Mississippi creeping hourly towards the crest of the protective earthworks about this city.

When the situation became so critical this afternoon every able-bodied man and boy joined the working force. Five hundred cadets of the Louisiana State University responded to the call and joined with schoolboys, Boy Scouts and soldiers working eagerly to do their part in saving the levees.

There are five points of feverish activity. An especial effort is being made to save the city pumping station and water works plant, and about a thousand persons of every calling are assisting in building large mud boxes about this property.

Governor Jared Y. Sanders spent all day superintending the workers. Simon Leblanc, of the Pontchartrain levee board, arrived here on a special train with 150 negroes this afternoon. Hunter C. Leake, president of the board, came in shortly afterwards with a hundred or more men.

Large gangs are building protection levees in different sections of the city.

Mayor Roux has ordered every negro in Baton Rouge, unemployed, arrested and put to work on the levee, but they are few and extremely hard to find.

With this desperate battle against the water going on, the refugees from the Torras district are not neglected, and those coming here are receiving every attention. Two hundred arrived to-day at Port Hudson, where a concentration camp has been established.

The waters from the Torras break are slowly spreading over the open country, taking in town after town, becoming deeper every hour. The situation in this district was made more critical here to-day by the break in the Moreauville levee on the Bayou des Glaizes.

The Teche country is being flooded by the Atchafalaya waters, which today had almost reached Breaux Bridge Junction, on the Southern Pacific.

Bayou Sara is under from ten to fifteen feet of water, and it had the appearance of the entire Mississippi River flowing through the town. The water has reached the second floor of many houses, and ten large houses were to-day seen floating away. Only the town of Bayou Sara and environs are flooded by this break.

Considerable excitement was caused to-day by the receipt at the Governor's office of a message telling of loss of life from a break at Morganza. This, however, proved to be erroneous.

Five Inches in Four Hours.

Brookins, S. D., May 3.—Five inches of rain in four hours formed a lake three miles wide just outside of this city to-day. All bottom lands of the Sioux River are flooded and much damage has been done to early sown grains. The rainfall is the heaviest on record.

CASE AGAIN CONTINUED

Police Trying to Get Evidence Against Alleged Cocaine Vendors.

For the third time the case of Joseph and Harry Bland, colored, was continued yesterday in Police Court, when Justice Crutchfield held them for a hearing on next Friday.

The negroes were arrested some time ago by Detective-Sergeants Wiltshire and Wren as suspicious characters, suspected of felony. It is believed by the police that they were implicated in the wholesale traffic of cocaine between this city and Knoxville, Tenn.

Although officers have been hard at work trying to gather conclusive evidence against the Blands, they have so far been unsuccessful. This is said to be largely due to failure of the Knoxville police to co-operate and work the case from that point.

It is believed that the Blands have been receiving large quantities of "dope" from Tennessee.

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Next Sunday
The Times-Dispatch

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The Great Cardinal

A story full of color, built in the romantic atmphere of the north shores of England centuries ago, when knights were bold and love was often a question of swordsmanship.

By Harriet Prescott Spofford.

The Silk Dress

Not quite a tragedy, and yet bordering so close to it that the sudden angle which surprises the reader seems very much like the good old-fashioned melodrama.

Ellis Parker Butler

in one of his funny skits,

Gummy Squires and the Curse of Wealth

Mr. Butler certainly knows how to spin the arrow on the laugh meter. This is one of his good ones, too.

Wonderfully interesting articles by CARPENTER and by WATKINS.

The "DOOLEY" page (if he feels in the humor).

SHORT STORIES and features; Society at home and abroad.

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