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1595 LIVES LOST.

GREAT PASSENGER STEAMER GOES DOWN AT SEA.

The Titanic of the White Star Line Strikes an Iceberg, 90 Feet High.

New York, April 19.—The Titanic disaster, as written into history by all of the 745 survivors, accounts for the loss of 1,589 persons at sea off Newfoundland banks early Monday morning and the subsequent death of six persons who had been rescued, bringing the total list of lost to 1,595.

These official figures magnify greatly the estimates which came by wireless. The stories that survivors tell make it certain that this disaster was the greatest ocean travel has ever known. The facts coming to the surface in the flood of narratives are that 1,595 persons met death; that there is practically no hope that this total will be curtailed by a single additional survivor; that several men of wealth and world-wide prominence are among those perished; that the only women not saved are those who chose to die in their husbands' embrace; that nearly all the survivors saw the Titanic sink and heard the band playing "Nearer My God to Thee," amid the shrieks of those whom the sea claimed as the vessel sank in 2,000 fathoms.

The Titanic struck an iceberg about 90 feet high, which ripped the liner's side open and made the watertight compartments useless. While the vessel was gradually sinking the icy water reached her steaming boilers, causing an explosion which sent her to the bottom.

Among the hundreds on the decks when the Titanic sank were Col. John Jacob Astor, Maj. Archibald Butt, President Tuff's military aid; Benjamin Guggenheim, Jacques Futrelle, George D. Widener, Henry B. Harris, and scores of persons as well-known.

Isadore Strauss was among them, with Mrs. Strauss, who refused to leave her husband behind, when she had the opportunity to save her life.

Major Butt was one of the heroes. With an iron bar in hand he is said to have stood at the sternage passage-way defending women and children from the maddened men in that part of the ship. Mr. Astor met death after seeing his bride safe in the lifeboat.

It was only because the Titanic's lifeboats were barely one-third the complement of the ship in passengers and crew that hundreds of despairing passengers went down. J. Bruce Ismay, managing director of the White Star Line, and one of the few prominent men who escaped, is said by some passengers, was one of the first to get into the lifeboats. Mr. Ismay denied this.

The Titanic survivors were still suffering from exhaustion and exposure on water, before they were picked up by the Carpathia.

Surviving passengers agree that the "unbelievable" happened. For the voyage had been uneventful, except for the fact that it was being made on the largest vessel, and the passengers exhibited keen interest in the daily speed bulletins. All accounts agree that the Titanic on the night of the disaster, was going from 21 to 25 knots an hour. Quartermaster Moody who was at the helm said the ship was making 21 knots, and that the officers were under orders to keep up the speed in the hope of making a record passage, and these orders were being carried out in the face of knowledge that the steamer was in the vicinity of great icebergs sweeping down from the north.

It was a clear, starlight night, the survivors described the weather, and the great ship sped through quiet seas with confidence that even though an iceberg should be seen, the vessel could be controlled. This confidence is emphasized in the stories of nearly all survivors, that when the crash came there was practically no excitement.

Many who felt anxious to go on deck to inquire as to what had happened were but little perturbed when they learned that the ship had "only struck an iceberg." It appeared to be a glancing blow. At first there was no indication of a serious accident. A group of men at a card table in the smoking room sent one of their number to the lookout window. When he returned with the announcement that the ship grazed an iceberg, the party continued the game; but it was never finished.

The stoppage of the engines was noticed more than the collision. The over-confident passengers were not brought to a realization that the collision might mean serious danger until the call ran through the ship, "All passengers on deck with life belts on." Captain Smith, it is said, was not on the bridge when the collision occurred, but when hurriedly summoned by his first officer he took charge of what seemed to be a hopeless situation in a resolute manner.

One of the stirring narratives of the scenes following the collision was told today by L. Beasley, a Cambridge University man, one of the second cabin passengers. "The steamer lay as if waiting for orders to go on again, when some trifling matter had been adjusted," he said. "But in a few minutes we saw the covers lifted from the boats and crews alerted to them standing by ready to lower them to the water. Presently we heard an order: All men stand back, and all ladies retire to next deck below, smoking room deck, or B deck. The men, standing away, remained in absolute silence, leaning against the railing, or pacing slowly up and down.

"The boats were lowered from a deck. When they were to the level of B deck, where the women were collected, the women got in quietly with the exception of some, who refused to leave their husbands. In some cases they were torn from their husbands and pushed into the lifeboats.

"All this time there was no trace of disorder; no panic or rush for the boats; no scenes of women sobbing hysterically. Every one seemed to realize so slowly that there was imminent danger. When it was realized we would be presently in the sea, with nothing but our life belts to support us until we were picked up by passing steamers it was extraordinary how calm every one was and how complete the self-control.

"One by one the boats were filled with women and children, and lowered and rowed away into the night. Soon word went around among the men, 'Men are to be put in the boats on the starboard side.' I was on the port side and most of the men walked across the deck to see if this was so. Presently I heard a call: 'Any more ladies?' I saw one more come. One of the crew said then: 'You better jump.' I dropped in, falling to the bottom as they cried: 'Lower away!'

Mr. Beasley said the lifeboat was nearly two miles away from the Titanic two hours later, when they saw the liner sink. The other survivors nearer the ship heard "Nearer, My God, to Thee," played by the band as the liner sank. Suddenly there was a mighty roar, and the ship, already had submerged, buckled and apparently broke in two, by the force of the explosion caused when water reached the hot boilers. The bow sank first. For fully five minutes the stern was poised almost vertically in

the air when suddenly it plunged out of sight.

With the last hope gone of seeing loved ones alive, many women in the life boats seemed indifferent whether they were saved. They were nearly a thousand miles from land and with no knowledge that a ship of succor was speeding to them. There seemed scant hope of surviving in the little boats. There were sixteen boats in the procession, which entered upon the terrible hours of suspense.

The Carpathia, which received the Titanic's distress signals, reached the scene of disaster about 7 o'clock, and picked up the lifeboats' occupants. The Carpathia's passengers who were bound for a Mediterranean cruise, showed every consideration for the survivors, many giving up their cabins to them. The rescued were in all conditions of dress and undress, and women on the Carpathia vied with each other in supplying missing garments.

H. Haven, of Indianapolis, said that the Titanic was going at high speed when she struck. "A large section of the plates on the starboard side ripped off and water poured in. There was a great rush for the lifeboats when it became known there was danger. So precipitate was the rush that many leaped overboard. The lights continued burning, although the ship sank lower and lower. When we were distant from the sinking ship and saw figures of hundreds of people on deck at railings several explosions occurred in the ship. The Titanic buckled amidship. We saw people sliding off into the water both before and after. Then the boat settled by the bow, the lights went out and that was the last we saw of the Titanic."

But for the heroic and self-sacrifice of Captain Smith and other Titanic officers, the sea would have claimed an even greater toll when the ship sank. "Be British," shouted the captain. Every man, it is said, obeyed the command and faced death calmly. The survivors said they remained at their posts and died like men.

Philips, the first marconi operator aboard the Titanic, stuck to his post until the last and jumped from the sinking ship, was taken aboard the life raft and died before the rescuers reached him according to the story told by Thomas Whitley, who said: "Philips was on an overturned lifeboat with me. He was dead when taken aboard the Carpathia. There were four burials at sea, one sailor, two firemen and one Philip. There was panic for a time aboard the ship, and the other officers had to use revolvers. The chief officer shot one man and then shot himself. It was a black berg we struck."

Before the Carpathia reached the pier over \$10,000 was available for the woman's relief fund to care for the destitute steerage passengers, mostly women and children.

Arrangements have been made to care for them as long as necessary. The survivors were removed to temporary homes provided by the committee. Those suffering from exposure were removed to hospitals.

Members of the stock exchange gave \$20,000 for the survivors' relief.

Dazed, yet nerved to the highest pitch by the ordeal through which they were passing, women survivors of the Titanic were calm when the Carpathia reached the scene. Some lifeboats were being rowed by women.

Gilbert M. Tucker, one of the survivors, said today that the most distressing scenes was husbands kissing their wives goodbye and seeing the latter cling to them, begging the privilege of dying with them.

New York, April 19.—At the home of Wm. H. Forre, father of Mrs. John Jacob Astor, a member of the family said last night that Mrs. Astor had visited her father

COUNTY CORRESPONDENCE

Items of Interest in Various Neighborhoods Sent in by Our Friends

GRANITE QUARRY. April 19.—Miss Lelia Miller, of near Salem church, is spending the week with her many friends at Granite Quarry.

Carl Walton left for Albemarle Sunday where he will cut granite. Miss Mattie McCombs returned home today from a visit to her friend, Miss Bessie Miller, in the country.

The Brown, Wiley & Kerns Monumental Company have completed their new shed and are now moving in their machinery.

A young merchant at Mr. and Mrs. Chas. H. Lyerly's.

James Heilig has opened a beef market next door to McCombs & Lyerly's store.

The empty houses here are being filled very fast by the foreign block makers who are moving here to make blocks.

There will be Holiness preaching by Rev. C. A. Ludwick the 4th Sunday night at Granite Quarry.

There are lots of block, curbing and crushed stone being shipped from here every day, besides the large amount of local shipments. Our freight agent, E. L. Williams is kept quite busy and is one of the best agents we have ever had at Granite Quarry.

Douglas Dunham has bought a fine little black pony and a buggy.

The road force is finishing up the new road from Granite Quarry to Faith. They are at the tail end now.

for a few moments after landing from the Carpathia, and then departed for her home, the Astor residence, on upper Fifth avenue. Mrs. Astor was said to be as well as could be hoped for in view of her ordeal, but in absolutely no condition to discuss details of the disaster.

On landing from the Carpathia, the young bride, widowed by the Titanic's sinking, told members of her family what she could recall of the circumstances of the disaster.

Of how Colonel Astor met his death, she had no definite conception. She recalled, she thought, that in the confusion as she was about to be put into one of the boats, the colonel was standing by her side. After that, as Mr. Biddle recounted her narrative, she had no very clear recollection of the happenings until the boats were well clear of the sinking steamer.

Mrs. Astor, it appears left in one of the last boats which got away from the ship. It was her belief that all the women who wished to go had been taken off. Her impression was that the boat she left in had room for at least fifteen more persons.

The men for some reason, which, as she could not and does not now understand, did not seem to be at all anxious to leave the ship. Almost everyone seemed dazed.

"I hope he is alive somewhere," the young woman said of her husband to her father as she left the latter to go to the Astor home.

Almost A Miracle.

One of the most startling changes ever seen in any man, according to W. B. Holclaw, Clarendon, Tex., was effected years ago in his brother. "He had such a dreadful cough," he writes, "that all our family thought he was going into consumption, but he began to use Dr. King's New Discovery, and was completely cured by ten bottles. Now he is sound and well and weighs 218 pounds. For many years our family has used this wonderful remedy for Coughs and Colds with excellent results." It's quick, safe, reliable and guaranteed. Price 50 cents and \$1.00. Trial bottle free at all druggists.

NEAR LOWERSTONE CHURCH

April 20.—The health of this community is very good at this writing.

Mrs. Deny, Mrs. C. W. Harrington and children were welcome visitors at Mrs. E. L. Sifford's Thursday evening.

The people in this community were delayed in planting their crop on account of the recent rain.

J. Lawson Klutz has moved his saw mill onto Ben. Brown's place, near Organ church.

B. C. Eagle and family visited at Mrs. Eagle's mother's Sunday and Monday.

Mrs. H. A. Trexler, Miss Daisy and Clarence visited Mr. and Mrs. I. L. Hoffner Sunday evening.

Miss Emma Best visited her friend Miss Bessie Hance Sunday evening.

Mrs. J. F. Misenheimer, who has been on the sick list, is improving very much her many friends will be glad to learn.

Mr. and Mrs. John Griffin, Myrtle, Mrs. L. I. Canble, Beulah, Olah, and James, were welcome visitors at Mrs. E. L. E. Sifford's Sunday evening.

Charlie Shoe is almost through planting cotton seed.

Mrs. E. L. E. Sifford visited Mrs. S. A. Misenheimer Friday evening.

M. A. Wilhelm's servant left him last Friday morning, leaving Mr. Wilhelm in a bad condition.

Beulah Canble and James visited at Mrs. Ellen Sifford's.

Mrs. Ellen Sifford visited Mrs. I. L. Hoffner last Friday.

H. A. Barnhardt is contemplating building a new barn on his farm near Lowerstone church very soon.

I. L. Hoffner is contemplating putting new pailings around his yard.

Little Miss Maxie Fisher visited her cousin Miss Lula Sifford last Saturday night.

Mrs. Jacot Yates of Divernon, Illinois, is visiting James Yates. She expects to stay about two months. When she returns her daughter, Miss Ruth, who has been staying with her grandfather and grandmother, is going with her.

Miss Fannie Best visited her friend Miss Lula Sifford last Thursday evening.

Miss Nannie and Floyd Griffin have been visiting in Salisbury.

Misses Beulah and Olah Canble who have been visiting their grandmother, returned last Saturday.

What has become of Columbus of Organ and Somebody of Frog Town? Haven't the frogs woke them up yet? Wake up every writer of THE WATCHMAN and let's make it one of the prosperous years this year. CHAP.

It Looks Like A Crime

to separate a boy from a box of Bucklen's Arnica Salve. His pimples, boils, scratches, knocks, sprains and bruises demand it, and its quick relief for burns, scalds, or cuts is his right. Keep it handy for boys, also girls. Heals everything healable and does it quick. Unequaled for piles. Only 25 cents at all druggists.

PARK'S ACADEMY.

April 15.—Marvin Barger, son of James Barger of Faith visited A. A. Castor's Saturday and Sunday.

There arrived at Mr. and Mrs. John Miller's a young farmer.

George Shuping and family visited at Alfred Goodman's near Union church, last Sunday and Monday, 7th and 8th.

Somewhat body made a grave near Calvin Pethel's last Saturday put up a foot board and a head board and fixed it up like a grave. Written on the head board, Pecksville, then made a cross on it

and said: At rest, you must not move these boards. Departed this life Easter Monday. All may get married but that will never hurt me. Then there was a picture of a hand pointing toward the ground with the words: Never bother me.

Miss Beulah and Willis Shuping visited at W. A. Shuping's Saturday night and Sunday.

Friday, April 5th, quite a number of relatives and friends gathered at M. A. Overonsh's and gave to Mrs. Overonsh a birthday dinner. Between 75 and 100 were present. After dinner many presents were given to her by her children, grandchildren and relatives.

Mr. and Mrs. Reode Casper visited at James Barringer's Saturday night and Sunday.

Miss Tommy Clark spent Sunday night at A. A. Castor's

George Sifford, who has been working at High Point, spent Easter Sunday and Monday with his mother, E. D. A. Sifford.

Mr. and Mrs. Lewis Jesse spent last Sunday evening at Charlie Miller's.

Paul Beaver, who has been working in the bolt room at Spencer, resigned last Wednesday. He intends to join the standing army very soon.

Jake Stirewalt, son of Walter Stirewalt of Kannapolis, has been visiting at Eq. George Slough's.

Miss Effi, Beardshardt and Arch Hileig, colored, were married last Wednesday.

Mr. and Mrs. Ebert Brown, of Columbia, S. C., visited at John Brown's last Sunday.

G. M. Shuping has opened his millinery department.

Will Beaver of near Lowerstone church, visited his brother, Curtis Beaver Saturday night and Sunday.

Mr. and Mrs. Daniel Powless have been sick for the past week but they are able to be out again now.

Rev. T. L. Nobles preached an interesting sermon Sunday and announced that on the third Sunday of this month, at 8 a. m., they will meet and organize a Sunday school at Rock Grove M. E. church. HAPPY.

Salisbury People Should Try This.

McPherson & Co., druggists, states that any one who has constipation, sour stomach or gas on the stomach, should try simple buckthorn bark, glycerine, etc., as compounded in Adler-i-ka, the new German Appendicitis remedy. A SINGLE DOSE brings relief almost INSTANTLY and Salisbury people are surprised how QUICKLY it helps. This simple remedy antisepticizes the digestive organs and draws off the impurities. McPherson & Co., druggists.

Ten Thousand People Treated For Hookworm Disease in Three Months.

During the first three months of 1912, in spite of the terribly cold weather, ten thousand sufferers in the State from hookworm disease have been treated. Ten thousand North Carolinians have already during the present year been improved in health, made more comfortable, happier and fitted to become producers. All of them received free treatment in the county dispensaries. They represent men, women, and especially children of the following counties: Johnston, Craven, Carteret, New Hanover, Beaufort, Bertie, Edgecombe, Chowan, Gates and Martin.

The county Dispensaries for free examination and treatment of hookworm disease are now in progress in the counties of Wake, Greene, Edgecombe and Martin.

Puts End To Bad Habit.

Things never look bright to one with "the blues." Ten to one the trouble is a sluggish liver, filling the system with bilious poison, that Dr. King's New Life Pills would expel. Try them. Let the joy of better feelings end "the blues." Best for stomach, liver and kidneys. 25 cents at all druggists.

Confederate Veteran's Special Train to Macon, Ga., Monday-May 6th, 1912.

For the accommodation of Veterans and all others going to the Confederate Veteran's Reunion at Macon, Ga., the Southern Railway has arranged to operate a special train leaving Charlotte, N. C., at 8:00 p. m., Monday, May 6th, via Atlanta, arriving at Macon, Tuesday morning, May 7th at 7:00 a. m. Will also operate a special train from Raleigh, N. C., and intermediate points on same date.

These special trains will consist of first class coaches, standard Pullman sleeping cars and Pullman tourist sleeping cars. The berth rate Charlotte to Macon in standard Pullman cars is \$2.00 for lower berth and \$1.00 for upper berth. Berth rate in tourist cars is \$1.00. Each berth will accommodate two people. By using this special train you leave Charlotte after supper and arrive at Macon in time for breakfast. Passengers from all branch line points can use the reduced rate tickets on all regular trains to Charlotte, Blacksburg and other junction points in connection with the special trains. A great opportunity for persons going to Atlanta and other points to make trip at small cost. Reduced rate round trip tickets will be sold from Macon to many points of interest within a radius of five hundred miles during the Reunion.

Following round trip rates will apply from stations named. Rates on same basis from all other points on Southern Railway.

Charlotte	.....	\$6.00.
Concord	.....	\$7.00.
China Grove	.....	\$7.45.
Blacksburg	.....	\$8.00.
Rock Hill	.....	\$6.10.
Statesville	.....	\$7.80.
Mooresville	.....	\$7.00.
Shelby	.....	\$6.80.

The reduced rate tickets will be sold to Macon, Ga., May 5-7 and 8th, with final limit May 15th, by depositing ticket with joint agent at Macon and payment of fifty cents. Stopovers allowed at all points and many other points on either going or return trip at both within limit of ticket.

Pullman reservations should be made in advance.

R. H. DeBurta, division passenger agent, Charlotte, N. C.

The Danger After Grip

lies often in a run-down system. Weakness, nervousness, lack of appetite, energy and ambition, with disordered liver and kidney often follow an attack of this wretched disease. The greatest need then is Electric Bitter, the glorious tonic, blood purifier, and regulator of stomach, liver and kidneys. Thousands have proved that they wonderfully strengthen the nerves, build up the system and restore to health and good spirits after an attack of Grip. If suffering, try them. Only 50 cents. Sold and perfect satisfaction guaranteed by all druggists.

Why The Parcel Post Will Come.

It is inconceivable how any intelligent class of men can honestly believe that better and more transportation facilities can really be an injury to the country. If the parcel post will be a benefit to the country at large, then the opposition of the retail merchants is actuated by motives of selfishness. It is certain that the number of people served by the parcel post is greater than the number of these merchants. It is so difficult to see how it can hurt these merchants unless it benefits their customers who are greater in number. If it hurts the merchants and benefits a greater number of farmers and others, why is it not a good thing for the Nation as a whole? Is not the basic principle of our form of government, the greatest good to the greatest number?—The Progressive Farmer.

Of Great Benefit to Salisbury.

Salisbury people have found out that a SINGLE DOSE of simple buckthorn bark, glycerine, etc., as compounded in Adler-i-ka, the new German Appendicitis remedy, relieves constipation, sour stomach or gas on the stomach almost INSTANTLY. This simple mixture antisepticizes the digestive organs and draws off the impurities and it is surprising how QUICKLY it helps. McPherson & Co., druggists.