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NEARLY 2,000 PEOPLE DROWNED Largest Ship in the World Goes to the Bottom of the Sea.

THE CARPATHIA WAS ONLY BOAT THAT ARRIVED IN TIME TO MAKE AN RESCUES.

Many Prominent People Among Those Drowned.—Carpathia With Survivors on Board Now Rushing to New York.—Excited Crowds Through New York and London Streets Seeking News of Relatives.—Virginian Arrived Too Late to Aid in Rescue.

Nearly 2,000 persons sank to death early Monday when within four hours after she crashed into an iceberg the mammoth White Star liner steamer Titanic, bound from Liverpool to New York, on her maiden voyage, went to the bottom of the New Foundland banks. Of the approximately 2,300 persons on board, the giant liner, some of them of world wide prominence, only 400 are known to have been saved.

The total monetary loss caused by the sinking of the ship, however, is certain to run to many millions more, but the total amount cannot even be conjectured. It is generally understood that the vessel had aboard diamonds of great value estimated as high as \$5,000,000, and also a large amount of bonds. The amount of freight carried according to a White Star official tonight would not reach over \$500,000.

The Titanic carried 3,342 bags of mail of unknown value which it is hardly likely was saved.

Untold wealth was represented among the passengers of the Titanic, there being on board at least six men, each of whose fortunes might be reckoned in tens of millions of dollars. A rough estimate of the total wealth represented in the first class passenger list would reach over a half billion dollars.

The wealthiest of the list is Colonel John Jacob Astor, head of the famous house whose name he bears, who is reputed to be worth \$150,000,000. Mr. Astor was returning from a tour of Egypt with his bride, who was Miss Madeline Force to whom he was married in Providence on September 9.

The Titanic was insured at Lloyds for \$5,000,000, according to advices from London. The cost of building the great liner has been estimated at \$10,000,000, although Vice President Franklin of the White Star Line insisted tonight that her value was not over \$8,000,000.

The Titanic was the biggest boat in the world, she had on board more than 2,000 persons—1,470 passengers and a crew of 860 men. A large percentage, if not the majority of the passengers, were Americans. She was 882 feet long and has 46,328 tons displacement. She was launched last May. This was her maiden trip.

The Titanic was 15 stories high. The floors were named the bottom, double bottom, bed plates, lower orlop, lower, middle, main, saloon, upper, promenade, upper promenade, boat and sun decks and extra compass platform. She had four forward and the height was 175 feet.

The Titanic left Southampton last Wednesday on her maiden voyage for New York. She had then 1,300 passengers, 318 of them in the first cabin.

She had trouble at the start because of her great suction. As she was leaving her pier there was a sound as if of a mountain battery being discharged, and a rush of passengers to the port rail followed.

As the big 45,000-ton steamship passed out into the stream she had sucked the water between herself and the quay to such an extent that seven huge hawsers with which the American liner New York was drifting helplessly, stern first, toward the Titanic.

The biggest vessel afloat reversed her engines and in a few minutes her headway was stopped and tugs that had rushed to the New York prevented a bad smash between the liners.

Nothing could show more plainly the heroism of the crew and the men passengers who stood by the doomed ship, facing practically inevitable death, and sent the women and children away in the lifeboats. Some would have to be left; that was a certainty. Hundreds in fact were left. But to all appearance the men who were left stayed behind deliberately, calmly, stepping aside to let the weaker ones get in the boats with safety.

"Sinking by the head. Have cleared boats and filled them with women and children."

This was the final message these brave men sent the world, for it was directly afterward that their wireless signals sputtered and then stopped altogether.

Search for bodies in the vicinity of the disaster will be taken up by the White Star line from Halifax, where the cable steamer Makay-Bennett has been chartered to proceed to the scene and remain until further orders searching for bodies that may come to the surface.

New York, April 17.—Renewed apprehension that the number saved is not as large as the White Star officials insisted came today as a result of a dispatch to Marconi Company that two thousand are lost. As the day wore on it seemed almost certain that some one has been maintaining a censorship over the wireless. Captain Rostron, of the Carpathia, sent a wireless to the owners here as soon as he reached the scene and found the Titanic sunk. The message was suppressed nearly twenty-four hours. Suggestions of powerful influences preventing the news from reaching the world while the stock market was open Monday, are being made in several places today. It is even intimated that misleading wireless messages were sent out to give the impression that the Titanic was safe would be upheld during hours the European and American markets were open.

Copyrighted by United Press, by Roy W. Howard, general news manager, United Press, aboard Olympic, wireless to Cape Race, land lines to New York.—The bodies of at least some of the Titanic victims will be brought probably to Boston aboard Leyland liner, California. Wireless advices reaching us from the scene of disaster say that some of the bodies have been recovered. Olympic is proceeding eastward. She could do nothing. The disaster shocked every one. Ship's orchestra is hushed. After remaining almost stationary most of Tuesday and relaying by wireless from the Carpathia, a list of the survivors, Capt. Hallock was ordered to proceed on his voyage. Not until then was the use of the wireless for any other purposes permitted.

Halifax, April 17.—Commercial cable company's ship Mackay Bennett, has been chartered by the White Star Company to explore the scene of the Titanic disaster, and search for bodies. It left this afternoon carrying 80 men and a cargo of coffins, and ice, for embalming purposes. It is denied here that Vincent Astor has chartered sailing ship Seal to search for his father's body. It is known that a half dozen fishing ships are within 200 miles of the wreck and it is believed here that some of these may have later passed the scene. Any one of these may arrive to-day with news.

Washington April 17.—Six weeks ago, when Major Butt determined on a European trip to regain his health, his premonition that he might not return alive caused him to make his will, it was learned here today.

New York, April 17.—Positive denial that J. P. Morgan, Jr., knew of the Titanic sinking early Monday, and that Morgan personally demanded a force suppression of the news until after the stock market had closed, was made by Vice President Franklin, of the White Star Line today. Morgan is director of the company. Franklin claimed that neither he nor Morgan knew that the Titanic had sunk until 6:30 Monday night. Franklin denied that the line purposely withheld news of the disaster. It was declared that the line is doing everything it could to recover the bodies and had sent steamer our for that purpose. Franklin said he had heard Wall street rumor that J. J. Astor is saved, but had nothing confirming it.

Programme of Closing of Wincoff High School.

Sunday, April 20th, sermon to school, Rev. W. T. Albright.

Monday, April 21st: 10 a. m., recitation contest; 3 p. m. declamation contest; 8 p. m., concert by primary and intermediate grades.

Tuesday 8 p. m., drama, "Red Acre Farm," by High School.

Rev. J. A. Baldwin, of Charlotte, is a visitor here today.

SOME OF SURVIVORS IN A BAD WAY

PART OF ST. LUKE'S HOSPITAL RESERVED FOR PATIENTS.

Ismay Don't Want to Land Here.—Carpathia Will Dock in New York at 9 O'clock Tonight.—Ismay Refuses to Give Store of Disaster to the World.—Thought Accident Might Have Been Avoided.—Relief Fund for Survivors.—Titanic Was Going Too Fast.

New York, April 18.—Confirmation of the fact that some at least of the Titanic's survivors are in a bad way physically is seen when the White Star Line people today accepted the offer of St. Luke's Hospital to set aside all of the new addition to the hospital, which opened today, to accommodate sixty patients. Ambulances will wait at the Cunard dock tonight to convey the sick or injured there. It is rumored that Bruce Ismay, officer of the White Star Line, sent a wireless message to the captain of the Cedric at the time of sailing at noon to wait in the lower bay until the Carpathia arrives so he can return to England immediately. The rumor is unconfirmed, but it is believed that Ismay is desirous to escape being interviewed on this side. Flags in buildings and steamers here are at half mast. Relief funds for survivors and dependents of crew who lost their lives, has been started, and within a few hours totaled more than \$5,000.

Carefully Guarding Details of Disaster.

Newport, R. I., April 18.—The navy yard today picked up a code message from the Carpathia to the White Star Line officials, which is believed to have contained details of Sunday night's tragedy. The fact that they are couched in private code shows how carefully Ismay is guarding the details of the disaster.

Carpathia Will Dock at 9 O'clock Tonight.

New York, April 18.—The White Star people posted a bulletin today saying that the Carpathia with the Titanic survivors would dock at 9 o'clock tonight. Because Bruce Ismay, managing director of the White Star Line, refused permission, story of disaster is withheld from the world. Ismay, who was saved with the women and children, plainly established a censorship over Carpathia's wireless. The commander of the scout cruiser Chester reported officially to Washington that when he asked the Carpathia for a story of the disaster he curtly refused, despite the fact that it was explained that President Taft wanted to know. This has resulted in bitter criticism of Ismay. It is feared when the real story becomes known it will show that the accident might have been avoided had the Titanic slowed down in the ice.

New York, April 18.—The Carpathia reported at ten o'clock this morning that she is seventy-five miles east by south of Block Island, and 140 miles from Ambrose channel light.

Titanic Was Going at Fast Speed When She Struck.

Halifax, N. S., April 18.—It was believed today that following the arrival of the steamer Parisian, and the receipt of many wireless dispatches, that when the Titanic was wrecked she was proceeding at a fast rate of speed. Captain Hains and Wireless Operator Sutherland, of the Parisian, insisted that the night was clear. Captain Smith was undoubtedly holding to his course and making good time. If this was so, it would account for the magnitude of the tragedy, as the Titanic must have struck the iceberg a fearful blow, shattering the entire forward structure.

Washington, April 18.—Commander Chandler of the Salem today sent a wireless message to Secretary Meyer as follows: "Your telegram of inquiry regarding Major Butt and others received, relayed to Chester and acknowledged. I later sent a second inquiry. Just learned that original message was not received by Chester. I am now trying for Carpathia direct to inquire. Conditions are unfavorable, with many stations interfering with each other. The Salem proceeded to Bradford Thursday for coal, thence to Boston."

Commander Decker of the Chester, sent a message to the Navy Department saying that the Chester is proceeding to Delaware bay.

Impact Jarrred the Machinery Loose. Halifax, N. S., April 18.—Sailors believe that the impact of the collision of the Titanic with the iceberg

must have jarred the machinery loose. The Titanic was in total darkness from the outset if this is the case. The task of lowering the life boats and getting the passengers into them must have been fearful. It is also believed that all the reserve sailors were asleep in forward quarters, as well as the steerage passengers in the hull and must have been crushed to death when the bow rolled back before anvivable iceberg.

It is not believed all the boats were launched by the crew. Even picked, experienced men were green, as the boat davits were new and hard to handle. Newspapers here today charge that some one is withholding news. They say Carpathia should have been sent to this harbor.

Messages Sent With Difficulty.

New York, April 18.—With every wireless station along the coast trying frantically to secure some information from the rescue ship Carpathia, communication conditions were at the worst and messages sent were received with the utmost difficulty. In addition enormous pressure of business, weather condition bad, and the heavy static current in the air interfered with the operation of instruments. First direct communication between Carpathia and New York shortly after 11 o'clock, when Marconi office picked up messages exchanged between liners George Washington and the Carpathia. Up to that time operators had called Carpathia repeatedly without securing an answer. The White Star people denied the rumor that the Baltic rescued 200 Titanic passengers.

Carpathia Ship of Sorrow.

New York, April 18.—The Carpathia is a ship of sorrow, with the company almost mad with grief, according to Vice President Franklin, of the White Star Line, who protested this afternoon that definite information regarding the Titanic disaster is still unavailable. "I've received absolutely no details. Up to the present time we know nothing about what happened. Everyone aboard the Carpathia is so overcome with grief that they can't tell connected stories of the disaster," declared Franklin. "I had a code message from Ismay, but there is not light on the tragedy. I have no reason to believe that he plans to take the Cedric, as the boat is not to be held. No yachts or private boats will meet her. She will come to the pier at top speed and dock immediately."

Mrs. Astor Dangerously Ill.

New York, April 18.—Wall street news bureaus have posted copy of messages which they say have been received from Captain Rostron, of the Carpathia, by wireless. They purport to say that none were saved from the Titanic excepting those aboard the Carpathia. John Jacob Astor is not aboard and Mrs. Astor is dangerously ill. A hundred survivors are now in the ship's hospital. Two hundred sailors of Titanic's crew were asleep in their quarters at the time of the smash and crushed to death. The vessel was in darkness within four minutes after the crash, message says. The New London wireless station said at noon today that the Carpathia was sixty miles off Nantucket shoals.

Captain's Wife Issues Statement.

Southampton, England, April 18.—Mrs. Eleanor Smith, wife of the Captain of the Titanic, today issued the following statement: "To my poor fellow sufferers: My heart overflows with grief for you. I am laden with sorrow that you should be weighted down by this terrible burden that has been thrust upon us. I pray God will be with us, and comfort us all."

Three Year Old Boy Only Survivor of Family.

It developed at the White Star offices today that the three-year-old boy aboard the Carpathia is the only survivor of the family of H. J. Allison, a wealthy merchant of New York. Allison's wife and daughter refused to enter Titanic's life boats until Allison could accompany them. He placed the boy with the nurse in one of the first boats. When W. J. Allison, a brother of the drowned man, heard this he swooned and was assisted to his home.

Mr. Hayes Was Drowned.

Montreal, April 18.—A wireless from Mrs. C. M. Hayes, wife of the president of the Grand Trunk railroad, says her husband is not aboard the Carpathia. This confirms the original belief that he is a Titanic victim.

Investigation to Be Made at Once.

London, April 18.—An immediate searching inquiry into the Titanic disaster was promised in the House of Commons today by President Sidney Huxton, of the Board of Trade, which controls sea going vessels.

Futrelle in List of Survivors.

London, April 18.—The list of survivors of the Titanic disaster as given out by the White Star line offices here contains the names of both Mr. and Mrs. Jacques Futrelle, of Boston. Previous lists published here con-

tained the name of Mrs. Futrelle only.

There is no safeguard, no human knowledge that is able to forestall collision with icebergs. In this case, it is evident that the Titanic was running very fast at the time of the disaster, running to make a new transatlantic record, for the captain chose the northern course, which although the shortest, is the most dangerous at this time of year on account of icebergs. Almost unprecedented ice in the North made the bergs more numerous than usual this season, and it is not at all improbable that at the very moment of collision the Titanic was in sight of five or six bergs.

Running in the night, as she did, it is reasonable to suppose that the Titanic ran full speed on this submerged projection at the time when the captain thought he was giving the berg a berth of half a mile. Seamen are led to this explanation of the collision because of the speed with which the Titanic sank. To sink in four hours there must have been a rip in the bottom of the ship extending almost from stem to stern, just such a tearing of the plates as would result from running on a floe. No matter how big the ship, the thickness of the bottom plates is practically the same on all steamers—about one inch or a little more.

Going on her way after a careful search, the Parisian reported that the weather was cold, and that even if there had been persons adrift on wreckage they would in all probability have perished before they could have been picked up.

Boats were rowed so far away that their occupants couldn't make out the Titanic as she slowly filled. How long the occupants of the boats waited before the Titanic went under is not known exactly, but Phillips' messages indicated that the boats had been lowered almost at once after the ship struck. It was at 2:20 a. m. when she finally foundered.

It was long after daylight when the Cunarder Carpathia, which was more than 200 miles east of the Titanic when she caught the appeal for help, got to the scene and found the twenty boatloads of exhausted, grief-stricken people. The sea was covered with wreckage, the odds and ends wrenched loose when the Titanic struck and floated when she foundered.

It is supposed that many clung to pieces of debris until cold and weakness released their hold.

Some idea of the immensity of the vessel can be gained from the fact that in her double bottom alone there were 500,000 rivets, 1 3/4 inches in diameter, and the weight of them amounted to 270 tons. The plates in the bottom weighed 4 1/2 tons each and were 36 feet long.

Two suites on the Titanic were \$4,350 each for the single trip. These apartments, which were called the Regal Suites, were just abaft the grand companionway on the B deck. They consisted of sitting-rooms, sleeping chambers, baths and wardrobes, with a "front garden," a wide private promenade extending the whole length of the suite and having its own sea rail.

The occupant of one of these suites could smoke, read, loll, exercise or do as he chose on his own deck with all the privacy he could enjoy on his own piazza at home.

The Lloyds Company will have to pay \$5,000,000 for the loss of the Titanic alone, that being the amount of insurance carried by the vessel.

With officers and crew numbering \$60, the Titanic was capable of carrying 3,000 to 3,500 passengers—cabin and steerage. She was built to be the last word in size, speed, power and sea luxury.

It is an interesting fact that the Titanic, if stood on end, would have been higher than any skyscraper in the world.

The cost of the Titanic is supposed to have been about \$10,000,000. If, as is said, the ship is resting two miles below the surface of the ocean, it will be impossible to recover any part of the \$1,000,000 worth of valuables, not only cargo, but jewels, gold and bonds which went down, for there has been invented no kind of diving apparatus which will resist the pressure of water at anything approaching that depth.

The total property losses caused by the sinking of the Titanic are estimated to be something near \$20,000,000.

One woman is known to have refused to go into the life boats, choosing to say with her husband and die. The most wonderful discovery ever made for the prevention of loss of life is the wireless telegraph. The moment the first message, "Save Our Ship," was flashed out from the ship in distress, every ship within 500 miles started to the rescue.

Mr. Cameron MacRae, of Chapel Hill, is a business visitor here today.

SURVEY TO BE MADE BY POPLAR TENT

ENGINEERS OF NORFOLK SOUTHERN IN CONCORD.

Road Cannot Be Built Within Five Miles of Southern Tracks for More Than Ten Miles.—Announcement of Route Selected to Concord to Be Made Soon.—To Inspect Proposed Depot Sites.

Messrs. D. W. Lum, of Washington, J. M. Clark and W. C. Cram, of Raleigh, chief engineers of the Norfolk Southern Railroad, arrived in Concord late yesterday evening from Charlotte, making the trip by private conveyance through the Poplar Tent section of the county. Mr. Lum left on train No. 38 for Washington, but Messrs. Clark and Cram spent the night here. Mr. Clark left this morning for Albemarle via Mount Pleasant and Mr. Cram returned to Charlotte.

The engineers made the trip through from Charlotte for the purpose of inspecting the Poplar Tent section. To those familiar with the situation this section has always been considered the most feasible line for the road from here to Charlotte. The engineers were evidently highly pleased with this route as a survey from Charlotte here via Poplar Tent will be started at once.

Another fact that tends toward the adoption of this route is that the charter of the Raleigh, Charlotte & Southern road, under which the Norfolk Southern is operating, provides that its lines shall not come within five miles of the North Carolina Railroad for a greater distance than ten miles. This fact makes it plain that the route from Charlotte to Concord will in all probability pass through the Poplar Tent section.

This distance from here to Charlotte by this route is approximately 20 or 21 miles. Should the road adopt this route it would run through a section of the richest and most valuable farming lands in North Carolina being situated in both Mecklenburg and Cabarrus counties.

Mr. Clark went from here to Albemarle via Mount Pleasant. A survey has already been made of this route and by the time the route from Charlotte to Concord is surveyed it is very probable that a definite announcement will be made of which of the several routes in this section will be adopted.

It is also learned that Mr. Lum and other officials of the Norfolk Southern will return to Concord at a later day and inspect the various proposed locations for the depot here. The fact that three of the chief men of the Norfolk Southern's engineering corps are inspecting the different routes to and from Concord is positive proof that the railroad is doing things and big developments may be expected at any time.

Death of Mrs. J. F. Goodman, of No. 3 Township.

Mrs. J. F. Goodman died this morning at 1 o'clock at her home in No. 3 township, after an illness of short duration of pneumonia.

Mrs. Goodman was 53 years of age and is survived by a husband and nine children, Misses Lucy, Anna Belle, Emma and Margaret and Messrs. Locke, Clarence, Ed and Walter, of this county, and Jason Goodman of the United States Navy.

Mrs. Goodman was a devout member of Bethpage Presbyterian church and was a lady of most estimable character and enjoyed the friendship and confidence of friends and neighbors of that section of the county. The funeral will be held at Bethpage church tomorrow morning at 11 o'clock and be conducted by Rev. G. W. Shipley, pastor of the deceased.

Drainage Work Well Underway.

Mr. R. O. S. Miller, who has the contract for draining a section of the creek at the depot, has the work well under way. The recent rain caused no delay as the work was started before that time and Mr. Miller had everything well underway so that the increased waters caused him no concern.

Mr. Miller has a number of laborers, teams, etc., at work and if the weather continues clear the work will probably be completed by Saturday or early next week.

Mr. A. P. Green, who has been visiting his sister, Mrs. Grover Love, has returned to his home in Brief.

Miss Lennie Mann, who has been visiting Miss Edna Correll for a week will return tonight to her home in High Point.