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DEATH LIST LARGER THAN REPORTED?

A DISPATCH SAYS THAT 2,000 ARE LOST.

Renewed Apprehension Felt as a Result.—Message Received From the Carpathia.—Ship is Expected to New York Thursday Night.—Ship Chartered to Look for Bodies.—Has Cargo of Coffins and Ice.—Major Butt Had Premonition of His Death.—All on Board Carpathia Well.—Apprehension That Number Saved is Not as Large as First Reported.

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.

New York, April 17.—The Cunard Line officials announced today that they had received a wireless message from Carpathia at 11 o'clock last night. She is 596 miles east of Ambrose channel light, and will be off Sandy Hook about nine o'clock Thursday night. She will probably anchor down the bay and come to dock Friday morning. The message said all on board were well.

New York, April 17.—The peculiar secretive tactics of the White Star Line adopted since the accident, has continued today, when after issuing supplementary list of rescued, the company denied that it had been so received.

The general passenger agent said the list was compiled by checking up data received yesterday, which had been relayed to land by the Olympic. This followed a demand that information be made public regarding the condition of survivors aboard the Carpathia, all of whom are known to have suffered greatly from exposure after rescue. "We are not in communication with Carpathia and have not been since yesterday," said the officials to Henry W. Taft, brother of the President, who called at the White Star line offices at 10 o'clock this morning, and said that the President commissioned him to find out whether Major Butt went down with the Titanic and said that the President was also anxious to learn the fate of Francis Millett and H. K. Behr. The officials said there was no further information. It was unofficially stated at the Cunard line offices today that the fate of the Titanic was known here Monday morning. It was said that on Monday morning a prominent New Yorker appeared at the Cunard offices and declared that a "person in authority" had received a message tell of the disaster. He was urged to make the news public, but declares it "must be suppressed," the story said.

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 everyone. 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. Haddock was ordered to proceed on his voyage. Not until then was the use of the wireless for any other purposes permitted.

Newport, R. I., April 17.—The Scout cruiser Salem, said by wireless today that she is proceeding toward Carpathia at the rate of 15 knots an hour.

Halifax, April 17.—Commercial cable company's ship Mackay Bennett, has been chartered by the White Star Company to explore the scent 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.

New York, April 17.—Marconi wireless offices here to-day said they had received a wireless from Cunard liner Franconia saying she had communicated with the Carpathia and later a vessel reported as follows: "Have about 700 saved, from Titanic more than 2,000 lost." This report is at variance with other stories received and telegraph officials are inclined to believe that figures have been misread.

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 purposefully 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.

New York, April 17.—The National Electric Signaling Co.'s station, south of Brooklyn, picked up a message from Scout cruiser Salem at noon, reporting the position of the Carpathia then as just south of Cape Sable, making 13 knots an hour.

Washington, April 17.—At the White House it was announced today that no revenue cutters will act as convoy for Carpathia. Scout cruisers Chester and Salem will perform that duty. Secretary MacVeagh told President Taft that the officials of the Cunard line opposed sending revenue cutters with newspaper men aboard, as survivors desired to be undisturbed.

Only a faint hope remains that any of the 1,302 passengers and crew who have been missing since the giant Titanic sank have been picked up by trans-Atlantic liners. The 868 survivors rescued from life boats by the Cunarder Carpathia, now on her way to New York, are the only known saved.

The brief meagre wireless messages that came to hand today practically extinguished hope that some of the ill-fated passengers have been picked up at sea by the steamships Virginian and Parisian of the Allan line. Both of these steamers sent word that they have some of the Titanic's survivors on board.

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 masts 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 head-way 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.

The picture that inevitably presents itself, in view of what is known of men like John Jacob Astor, master of scores of millions; Benjamin Guggenheim, of the famous family of bankers; Isador Straus, a merchant prince; William T. Stead, veteran journalist; Maj. Archibald Butt, soldier; Washington Roebling, noted engineer—of any of all of these men stepping aside and bravely, gallantly, remaining to die that the place that he otherwise might have filled, could perhaps be taken by some saboteur, shawl-enveloped illiterate and penniless peasant woman of Europe.

All hope that some of the Titanic's survivors might be on board either the steamer Parisian or the Virginian had to be abandoned late yesterday when it was definitely learned that neither steamer had picked up any one from the big liner.

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

Icebergs so Near Sea Level That It is Hard to See Them.

Mr. J. H. Welsford, a Liverpool ship owner, who reached New York yesterday said in regard to the icebergs:

"I have crossed the ocean nearly a hundred times, but never before have I seen ice so far north and in such a great body."

"An interesting feature of the field was the fact that the sea, although presenting a surface like glass, was mountainous. A thick fog necessitated frequent stops, and when the fog temporarily lifted bergs were discernible off both port and starboard. The most impressive features were the numerous 'growlers'—large bergs that had melted on top until almost awash by the sea. In bad or failing lights they were extremely difficult to discern and very dangerous because of the quantity of ice below the water line."

Lee Bests Rixey in Last of Series on Carolina Soil.

Charlotte, April 16.—North Carolina tightened her grip upon the collegiate baseball championship of the South this afternoon by defeating Virginia 4 to 0. It was the third and last game of the annual spring series on Carolina soil and today's victory put the sturdy Tar Heel lads in the position where they have all to gain and only a division of honors to lose by the result of the final game to be played in Charlottesville, Va., Friday. A victory there will give the Chapel Hill nine three out of four and bring one of the greatest athletic triumphs the State University has ever achieved over its strongest rival.

For Highway Across Continent.

Kansas City, Mo., April 17.—Delegates appointed by the governors of twelve States and by the mayors of numerous cities responded to the roll call at the opening of the National Old Trails' convention in this city today. The purpose of the convention, which will continue in session several days, is to formulate plans for the construction of an improved highway across the continent following as near as practicable the route of the Cumberland Pike, the Boone's Lick road, the Santa Fe trail and the Sunset Route.

It Looks Somewhat Like It.

Greensboro News. Says the Concord Tribune: "Governor Kitchin is a good governor; he has filled the position with dignity and credit to the State, but if his administration has been known to stand out boldly for any particular movement we have never heard of it." Before the election it was going to be known as the trust buster, if you remember, but even with that abandoned, don't you think it has stood out boldly for William W. Kitchin as a candidate for the Senate?

Charlotte and Mooresville are endeavoring to get the Southern Railway to make a change in the present schedule of one of the two passenger trains on the North Carolina Midland Railroad. They want a train run from Winston-Salem to Charlotte, leaving the former city early in the morning and returning at night.

Miss Shirley Montgomery will return tonight from a visit to Greensboro and Winston-Salem.

THE HUNGRY SEA.

"Man marks the earth with ruin, his control Stops with the shore; upon the watery plain The wrecks are all thy deed, nor doth remain A shadow of man's ravage, save his own, When for a moment, like a drop of rain, He sinks into thy depths with bubbling groan, Without a grave, unknell'd, uncoffin'd and unknown."

—Byron.

CITY ALDERMEN MEET.

Chief Boger Commended for Work in Furr Case.—Property to Be Advertised for Taxes.—Tax on Plumbers Taken Off, Also Tax on Vehicles Meeting Trains.—Better Service Demanded From Street Car Company.

With the effulgent rays of carnival lights shining through the windows upon them and the stirring strains of a brass band coupled with the spellers' shouts and the hubbub and roar of a carnival throng ringing with deafening effect in their ears, the city parents raised privilege taxes, lowered privilege taxes, discussed law enforcement, rapped on vagrants, discussed the street car service and considered other matters at an adjourned meeting in the court room of the city hall last night.

Chief of Police Boger appeared before the board and asked the city to pay a reward of \$25 that he offered on his own responsibility for the capture of Horace Furr. Mr. Boger stated that he had worked hard on trying to work up the case against the storebreakers and that he had also been subject to severe censure.

He said that he traced the man to Georgia and in order to make sure the officers there would keep a vigilant watch for him he offered this reward. After making a number of remarks commending the chief for his success in rounding up the men, the board ordered the reward paid.

The board ordered all property that had been advertised for sale on which taxes had not been paid to be sold May 1.

The tax on fire works was raised from \$100 to \$200.

The special tax of \$10 on plumbers was taken off by a vote of three to one. A motion to this effect was made by Alderman Propst, who contended that it would give other plumbers an opportunity to bid upon work on the same basis as local plumbers. Messrs. Propst, Barrier and Bruton voted for the motion and Alderman Brown against it.

At this point the question arose as to closing a number of places at certain hours of the night. Mayor Wagoner and the board in discussing the matter made some strong remarks about vagrants. Mayor Wagoner said there were men—and white men too—loafing on the streets who ought to be made to go to work and that the vagrancy laws should be enforced.

The tax on carriages, omnibuses and other vehicles that meet the trains was taken off. The board took this action in view of the fact that the hacks and omnibuses did not make much since the street car was started and that they were of great convenience at certain times.

At this point a motion was made to the effect that the street car company notify the livery stables and hack drivers thirty minutes before train time if the car was not going to meet the train.

Mayor Wagoner said that the people here had a right to demand something of the street car company. "We gave them a franchise and then ex-

tended the franchise upon their own request and have done everything they have asked us to do and in return they have made the street car service of this town a joke throughout the State," he said.

The question of oiling the streets came up for consideration. No definite action was taken but it was the apparent sentiment of the board that the city would pay the expense of putting down the oil if the property owners would furnish it.

Conference on the Negro.

Tuskegee, Ala., April 17.—A score of missionary societies and numerous foreign countries are represented by delegates at the International Conference on the Negro, which assembled at Tuskegee Institute today for a three days' session. The general purpose of the conference is to discuss the work that is going on in Africa and elsewhere for the education and upbuilding of Negro people.

Booker T. Washington presided at today's session of the conference and among the speakers were F. Z. S. Peregrino, an editor of Cape Town; Rev. Isaiah Goda Sibusu, president of the Ethiopian church at Queens-town, South Africa; Rev. Mark C. Hayford, of Gold Coast, Africa; Rev. D. D. Martin, of Atlanta, representing the Stewart Foundation for Africa, and Dr. Cornelius H. Patton, home secretary for the American Board of Commissioners for Foreign Missions.

Illinois Woodmen Protest.

Elgin, Ill., April 17.—Delegates representing many of the Illinois local camps of the Modern Woodmen of America met in convention here today to make formal protest against the action of the recent national convention in Chicago at which the insurance rates of the order were increased.

Use the Penny Column—it pays.

Use the Penny Column—it pays.

SHIP THOUGHT UNSINKABLE DUE TO MANY BULKHEADS.

Marine Architects Can't Conceive How Head-on-blow Could Have Opened All Thirty Watertight Compartments.

New York World. Although reputed to have been the most luxuriously fitted up and equipped with every conceivable comfort and convenience, the feature of the Titanic which absorbed the chief attention after the news of the collision came was the number and strength of her bulkheads. Were these sufficiently numerous and stout to hold back the inrush of water and afford sufficient flotation power? was a question which every one was asking.

The plans of the giants credit her with thirty watertight compartments, and marine architects to whom they were shown yesterday could not conceive how any head-on blow could have crushed the bow back sufficiently to let in enough water to sink the liner. The many compartments into which the vessel was divided were fitted with steel doors, and from a central station operated from the bridge the doors of all of them could be closed almost instantly.

Lewis Nixon, the eminent naval architect, who designed the battleship Oregon and her class, was seen last night after the news of the sinking of the Titanic had been received. When asked if he had any theory to account for her foundering he said the only one that occurred to him was that the vessel must have been travelling at half speed, or perhaps more, and smashed into some tremendous berg, smothered by a fog.

Setback Party Last Night.

Mr. and Mrs. J. F. Goodman entertained a number of friends at a setback party last night at their home on North Union street. Mr. and Mrs. Goodman's guests were: Mr. and Mrs. E. J. Braswell, Mr. and Mrs. W. E. G. Robinson, Mr. and Mrs. D. L. Bost, Mr. and Mrs. G. L. Patterson and Mr. and Mrs. E. C. Barnhardt. After the game delightful refreshments were served.

Use the Penny Column—it pays.

FOUND DEAD IN BED.

Mr. W. B. Gibson, of No. 8, Died Some Time During the Night of Heart Disease.

Mr. N. B. Gibson was found dead in bed this morning at his home, on Mr. W. W. Auten's farm in No. 9 township, near Georgeville. Mr. Gibson's death was discovered by his son-in-law, Mr. T. W. Hearn. Mr. Hearn spent the night at the home of the deceased, and when he went to his bed this morning he found that he was dead. Mr. Gibson was apparently in good health yesterday. He spent the day plowing and appeared in good spirits last night. He had been a sufferer from heart trouble for some time and his death is attributed to this cause.

He was 55 years old and is survived by a wife, two daughters and one son. The funeral will be held tomorrow afternoon at 4 o'clock and the interment will be made in Center Grove cemetery.

WHAT ABOUT THE GAS PLANT?

Probable That Work Will Begin On It in a Short Time.

Although nothing definite has been heard for some time from Mr. Sidney Kenny, of Philadelphia, who was granted a franchise about a year ago for a gas plant here, it is known that he is making plans for establishing the plant. The Citizens Bank & Trust Company has received an inquiry from Bachman & Co., bond dealers of New York, asking them to act as trustees under bond issue for the gas bonds. The bond dealers also requested the bank to send full information concerning Concord.

This message indicates that Mr. Kenny is arranging to establish the gas plant and it is very probable that he will begin work in a short time.

Hon. W. C. Newland, of Lenoir, has authorized the following: "A number of friends have asked me to become a candidate for the office of Secretary of State, but inasmuch as I had been in the race for governor up to a few weeks ago and withdrew in the interest of party harmony, it would, in my opinion, be inconsistent to be a candidate for the office of Secretary of State."

SUMMER PARASOLS

Thursday, Friday and Saturday.

Beautiful is the only word that will express this showing of Spring Parasols, underpriced, Thursday, Friday, Saturday, and all next week, 19c up to \$7.50.

- Children's 35 cent Japanese Parasols, white, light blue and pink 19 cents
- Children's Parasols, all colors 25 cents
- 75c Children's and Misses Parasols, solid colors and plaids, worth up to \$1, sale price 48 cents
- Misses Silk Parasols in pretty combinations, worth up to \$2, sale price 75c, 98c and \$1.25
- Ladies Pongee Parasols in plain and combination colors, underpriced \$1.25, \$1.48. Worth up to \$2.00

The variety of colors, the most stylish shape and handles are to be found in this lot of ladies parasols. No two alike. Underpriced \$1.88, \$2.95, \$3.48, \$4.95 up

It is a pleasure for us to show you.

BUTTONS

We are showing a new and complete line of pearl and crochet buttons. White and all colors.

GORDON HOSE

Our Ladies No. 717 silk hse hose, looks and wears like a 3 for \$1 hose. Black, white, light blue and pink. Price per pair 25 cents

NEW LOT OF BON TON, ROYAL WORCESTER AND ADJUSTO CORSETS.

Every pair guaranteed \$1 to \$5. WE HAVE YOUR SIZE.

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A thrilling baseball romance by one of the best known writers on sports in the country—

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We will print the first installment of this great story of the national game in a few days.

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