

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 Story of Disaster to the World.—Thought Accident Might Have Been Avoided.—Belief Faded for Survivors.—Titanic Was Going Too Fast.

New York, April 18.—Confirmation of the fact that some at least of the Titanic 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. Ambulance 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 woman 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 Hays 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 inquiry. 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 Jarr'd 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 onset if this is the case. The tank 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 stowage passengers in the hold and must have been crushed to death when the bow could back-heave.

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.

Message 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 weighed 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. Hays Was Drowned.
Montreal, April 18.—A wireless from Mrs. C. M. Hays, 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.

Patrols in List of Survivors.
London, April 18.—The list of survivors of the Titanic disaster is 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 contained 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 may still speed on this submerged projection at the time when the captain thought he was giving the berg a berth of half a mile. Some say he led to this explanation of the collision because of the speed of the Titanic.

Mr. John M. Ross, of Charlotte, is

"TOYS AND SPLINTERS IN SEA'S GRIM GRIP."

"And under the winter stars still throng,
From brown throats, white throats, merry and strong,
The knights and the ladies raised a song,
A song—nay, a shriek that rent the sky,
That leaped o'er the deep—the grievous cry
Of the hundreds living that now must die.
The ship was eager and sucked athirst,
By the stealthy stab of the sharp reef pierced;
And like the moil round a sinking cup,
The waters against her crowded up.
With prayers in vain and curses in vain,
The White Ship sundered on the midsea-main
And what were men and what was ship
Were toys and splinters in the sea's grim grip."
—From Rossetti's "White Ship."

RAN HER BOTTOM ON ICEBERG

Only Way to Sink Ship Was by Ripping Giant Hole Below Her Water Line.

Admiral Webster has an article in yesterday's Richmond Times-Dispatch, in which he gave a graphic theory as to how the disaster to the Titanic occurred, why the collision happened, and the reasons for such tremendous loss of life, as follows: "The foundering of the giant White Star liner is the greatest disaster in the history of the marine," said Admiral Webster. "To one who has spent his life on the sea the terrible story appeals most vividly, and I can picture the closing scenes of the accident almost as certainly as if I had been on board. Imagine the sudden crash, the rending of timber and the shiver of the great bulk from stem to stern—abouts of men, shrieks of women, curses and prayers, running of feet to and fro, and the mad scramble for life boats and anything that would float a body.

"It seems inconceivable to the landsman that during the four-hour interval, from the time of the collision to the sinking of the boat, the entire list of passengers and crew was not stowed into the life boats and saved from destruction. From the speed with which the Titanic sank after the accident it is a safe presumption that for the last two hours of the four the great ship was in total darkness, thus making the mustering of the 2,000 persons into boats a tedious business.

"The Titanic sank as quickly as is possible for a ship of her size, thus showing that the hole torn in her bottom must have been cavernous. The water would, of course, rise first in the lower part of the hull reaching and putting out of commission the boilers and engine fires within one or two hours. When the boilers failed and the steam gave out then the lighting system would fail; after that the wireless apparatus. We can be sure of the darkness during the last two hours because of the gradual failing of the wireless. The first call of S. O. S. came distinctly and clear, the net message was not so strong, and each one following became weaker and weaker, until finally nothing could be distinguished. This meant nothing less than the rising of the water in the hull, the extinction of the fires, the failure of the boilers, and darkness.

"In time of accident it is hard enough to preserve discipline on board ship under the best circumstances, daylight and a calm sea; but when light fails, when the water is cold and the winds wild, when there are women and children to throw brave men into confusion and the ship sinking fast, hours and hours are necessary to safely stow away 2,000 souls into life-boats and get the little crafts to a place of safety. For when a great hulk like the Titanic sinks there is an almost irresistible suction exerted on any object within a radius of 300 yards, so it is possible that a number of life boats, filled with sleeping souls, were dragged down to the bottom in the rush of water that followed the disappearance of the Titanic. Certainly, some were lost in this way.

"Then in addition, the water in the iceberg region is at a very low temperature. It would have been impossible for anyone to survive ten hours in that sea. Those who jumped from the Titanic, or were perhaps shoved out of the lifeboats, were frozen in the water long before the Virginian got within rescue range."

Ty Cobb, in Huff, Leaves Detroit.
Chicago, Ill., April 17.—Ty Cobb has left the Detroit club in a huff. The greatest of all players had a row with the management of the Chicago Beach Hotel yesterday, and when the club would not leave and go to some other hotel Ty refused to play in the afternoon against the White Sox, and in the evening he packed his trunk and took the 10:40 train to Detroit.

Ty was assigned to a room next to the railroad tracks, and complained that he could not sleep because of the noise. He asked to be changed to the other end of the hotel, and says he was refused.

Mr. Ed. Walter, the clever ad man of The Tribune, resumed his work today at noon, after being confined to his home for several days on account of illness.

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 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

HERE ALL NEXT WEEK.

Harry Lindley's Stock Company at the Opera House.
Harry Lindley's Stock Company will play at the Concord opera house all next week. The Durham Herald says of it:

Harry Lindley's Stock Company opened a five nights' engagement at the Academy last night to what was perhaps the largest house in point of numbers in many seasons. The entire lower floor was sold and the galleries were comfortably crowded.

The first play of the week was "The Country Girl," which was presented in a manner that seemed to please the audience. The bill for tonight is "Across the Desert." The plays will be changed nightly.

Matinees will be given on Wednesday and Saturday at which, in addition to the regular bill, will be presented Mr. Lindley's one act drama, "The Daughter of the Confederacy." Mr. Lindley has been visiting Durham not infrequently for thirty years, but visited this section before that time, having been with Johnson's army when it surrendered at the Bennett place, six miles above the city.

The company plays the entire week with the exception of Thursday night, when it gives way to "The Lion and the Mouse," and popular prices prevail.

Organization for Social Work.
New York, April 18.—Organization for social work is the general subject selected for discussion at the semi-annual meeting of the New York Academy of Political Science, which began a two days' session today at Columbia University. Prominent among those who are to present papers or addresses at the meeting are Cardinal Farley, Rabbi Hirsch of Chicago, Bishop Hendrix of Kansas City, Dr. Graham Taylor of the University of Chicago, Dr. Grenfell, the Laborator missionary, and Mrs. Florence Kelley, of the National Consumers' League.

To Prison for 10 Years for Killing Boy With Auto.
Newark, N. J., April 18.—Daniel A. Dugan, son of Judge Dugan, of Orange, N. J., was convicted of killing a boy by his automobile on Christmas day was today sentenced to serve ten years in State's prison.

Friends of Mr. B. M. Gilio, will be glad to know that he was able to be out driving this morning, after being confined to his home with pneumonia for several weeks.

ELKS NOTICE.
Special meeting tonight at 8 o'clock. Initiation. R. E. CLINE, Sec.

W. Gould Brokaw, the well-known New York millionaire, is making extensive improvements on his large estate recently purchased in Long Creek township, Mecklenburg county.

South Atlantic League Is Off.
Jacksonville, Fla., April 18.—With a circuit unchanged from last year the South Atlantic League started its 1912 pennant race today with the preliminary promise of a successful season. All of the teams are reported in good shape. Jacksonville, Macon and Savannah have new managers. In the initial contests the champion Columbus team plays in Macon, Columbia in Albany and Savannah in Jacksonville. A schedule of 120 games will be played during the season.

Summer Union Suits

KNIT, LOW NECK,
GAUZE WEIGHT,
TIGHT AND OPEN KNEE,
25c.
EXTRA SIZES, 35 CENTS.
THREE SUITS—\$1.00
Swiss Ribbed Combination Suits
L. N. N. S. T. E.
50 cents suit.
Gauze vests of every description,
5 CENTS UP.
'Phone 325
FISHERS

CAPITAL \$100,000
SURPLUS 35,000

New Accounts
Large or Small
Welcomed at
This Bank.

Concord National Bank.

FOUR PER CENT Interest Paid on Time Deposits.

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, 18c 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 45 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, \$1.45. 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 \$1.98, \$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 lisle 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.

H. L. Parks & Co.