

SOME ASTOUNDING REVELATIONS MADE

MEN ON LIFE BOATS LET FRAIL WOMEN FULL CARE.

Bruce Ismay Took Stateroom On Carpathia, While Women Slept in Passageway. Investigation Begun And Ismay is a Witness. Charged That Loss of Titanic Due to Criminal Carelessness.

New York, April 18.—Some astounding revelations as to conditions aboard the Carpathia were made today by Mrs. Lucien P. Smith, a bride of a few weeks who is widowed by the Titanic disaster and will probably be laid before the congressional investigation committee, according to a declaration today by Representative Hughes of West Virginia.

INVESTIGATION STARTED.

Ismay a Witness—Says Titanic Was Going Full Speed When She Struck.

New York, April 18.—Bruce Ismay was first witness at beginning of investigation today. He said he was 50 years old, and an officer in White Star liners. He declared that he was not officially designated by directors to accompany the Titanic on her maiden voyage.

New York, April 18.—After summoning Bruce Ismay to appear as witness today before the senate investigating committee, Chairman William Allen Smith said: "We will not fail to give the American public all the facts. We are not going to use clubs on these witnesses but we are going to get the truth."

New York, April 18.—Ismay later testified that he saw passengers in the Titanic jump before she sank, but didn't recognize them. Senator Smith asked what were the circumstances under which he left the Titanic.

WAS THE CAPTAIN DRUNK?

Was in Restaurant With Millionaires For Three Hours Last Sunday.

New York, April 18.—Captain Smith was on the Titanic at a dinner party with Bruce Ismay and a number of millionaires for three hours last Sunday night in the liner's restaurant. Despite the fact that the captain had received numerous warnings by wireless of ice ahead, was directly charged today by Major Arthur Penches, of Toronto, officer in the Queen's Own Rifles, of Canada, and president of a big chemical company.

Rev. J. W. Simpson has received an invitation to preach the annual sermon at the commencement at Lincoln College. Mr. Simpson declined the invitation on account of a previous engagement.

DEATH OF MRS. ALEXANDER.

One of Concord's Best and Oldest Women Goes to Her Reward. Funeral This Afternoon.

Mrs. J. M. Alexander died last evening at 7:30 o'clock after an illness extending through several months. She had been in feeble health for several months and for the past few days her condition grew worse.

The funeral will be held this afternoon at 4:30 o'clock at the home on North Union street and will be conducted by Rev. J. H. West, pastor of the deceased, assisted by Rev. T. W. Smith, a life long friend of the family.

THREATENED STRIKE OF RAILROAD ENGINEERS.

Worst Strike in History of the United States Is Imminent.

New York, April 18.—Unless the managers of the railroads in the territory east of Chicago and north of the Ohio river reconsider their flat refusal to advance the wages of engineers by 8 o'clock tonight, the worst strike in the history of the United States may be precipitated, according to the ultimatum delivered to the railroads today by Grand Chief Stone of the engineers.

Cabarrus Building and Loan.

The annual meeting of the stockholders of the Cabarrus County Building & Loan Association was held last night at the city hall. The reports of the officers showed the affairs of the association to be in excellent shape and a steady growth made.

Butt, on Titanic, Had King's Note to Taft on Tripoli.

Washington, D. C., April 18.—Up on the fate of Major Archibald Butt, who is believed to have gone down with the Titanic, may depend the course of the Tripoli war. It is known that Major Butt, who was the President's military aide and enjoyed his confidence in personal as well as political affairs, was bearing an autograph letter from King Victor of Italy to the President when the Titanic hit the iceberg.

Still Hunting for Outlaws.

Bristol, Va., April 18.—Judge N. P. Oglesby, attorney for the members of the Allen gang now in jail at Roanoke, has returned from Hillsville, where he has been for several days making investigations preparatory to the trials of the outlaws. He says the detectives are still in the mountains about Hillsville, prosecuting an aggressive search for Sidna Allen and Wesley Edwards.

The Palace of Wonders at the Carnival.

Nobody should miss paying a visit to this wonderful show. It is the most classical production that has ever been on a carnival ground. It caters entirely to the refined element, representing the famous paintings and sculptures of the world's greatest painters and sculptors, including Michael Angelo in a most mysterious and bewildering manner.

Mr. George H. Entledge was a passenger on train No. 7 yesterday afternoon enroute from Tennessee to his home in Charlotte. Mr. Entledge is traveling for the Washington Electric Company and has just completed a six weeks' trip to Texas.

CARPATIA ARRIVES IN NEW YORK

BRINGS THE FIRST NEWS OF THE TERRIBLE DISASTER.

Titanic Went Down With Her Band Playing—Only 745 Are Saved. Six Died After Being Rescued. Titanic Had on Every Ocean of Ocean—Terrible Suffering of Those in Lifeboats—Some Women Refuse to Leave Their Husbands—None of the Corpses Will Ever Be Recovered—Captain Smith Stuck to His Ship.

New York, April 19.—The Cunard liner Carpathia, a ship of gloom and sorrow, came into New York last night with first news direct from the great White Star liner Titanic, which sank off the Grand Banks of New Foundland early on Monday morning last.

Of the great facts stand out from the chaotic account of the tragedy, these are the most salient. The death list has been increased rather than decreased. Six persons died after being rescued.

The list of prominent persons lost stands as previously reported. Practically every woman and child, with the exception of those who refused to leave their husbands, were saved. Among these last was Mrs. Isidor Straus, survivors on lifeboats saw lights on stricken vessel glimmer to the last, heard the band playing and saw the doomed hundreds on her deck and heard their groans and cries when the vessel sank.

Not only was the Titanic tearing through the April night to her doom with every ounce of steam crowded on, but she was under orders from the general officers of the line to make all the speed of which she was capable. This was the statement made tonight by J. H. Moody, a quartermaster of the vessel and helmsman on the night of the disaster.

He said the ship was making 21 knots an hour and the officers were striving to live up to the orders to smash the record. "It was close to midnight," said Moody, "and I was on the bridge with the second officer, who was in command. Suddenly he shouted, 'port your helm.' I did so, but it was too late. We struck the submerged portion of the berg."

Of the many accounts given by the passengers, most agreed that the shock when the Titanic struck the iceberg, although ripping her great sides like a giant can opener, did not greatly jar the entire vessel, for the blow was a glancing one along her side. The accounts also agree substantially that when the passengers were taken off on the lifeboats there was no serious panic and that many wished "to remain on board the Titanic," believing her to be unsinkable.

The most distressing stories are those giving the experiences of the passengers in lifeboats. These tell not only of their own suffering, but give the harrowing details of how they saw the great hulk of the Titanic stand on end, upper uppermost, for minutes before plunging to the bottom. As this awful spectacle was witnessed by the generally saw many of those whom they had just left behind leaping from the decks into the water.

The ship's string band gathered in the saloon near the end, the narrative says, and played "Dear My God to Thee." The crash against the iceberg which had been sighted only a quarter of a mile distance, came almost simultaneously with the click of the levers operated from the bridge which stopped the engines and closed the watertight doors. Captain Smith was on the bridge a moment later, summoned all on board to put on life preservers and ordered the lifeboats lowered.

The first boats had more male passengers as the men were the first to reach the deck. When the rush of frightened men and women and crying children to the decks began, the "women first" rule was rigidly enforced. Officers drew revolvers, but in most cases there was no use for them. Many of those with life preservers were seen to go down, despite the preservers, and dead bodies floated on the surface, as the lifeboats moved away from the sinking Titanic. Mrs. Isidor Straus refused to leave her husband's side, and both perished together. Bodies of Victims Will Never Be Recovered. "The bodies of the victims of the Titanic disaster are at the bottom of the deep, never to leave it," declared Professor Robert W. Wood, of the chair of experimental physics of Johns Hopkins University, today. "It is altogether impossible that any of the corpses will ever return to the surface of the water, as is the case with bodies drowned in shallow water. At the depth of two miles the pressure of the water is something like 6,000 pounds to the square inch, which is far too great to be overcome by buoyancy ordinarily given drowned bodies by the gases that are generated in time." Spoke to Titanic Sunday Midnight. The Allan liner Tunisian, which arrived at Liverpool today, reports that she spoke to the Titanic by wireless at midnight on Saturday night, and wished the new ship good luck. The Tunisian replied, "Many thanks." The captain of the Tunisian reports that his ship entered a huge ice field 887 miles east of St. John's. He carefully threaded his way through the field for twenty-four hours and then stopped all night. Finally he steered southward for a distance of sixty miles. The captain, who was on the bridge for thirty-six hours, says he saw 200 icebergs. Official List Saved and Lost. The following tabulation of the passengers and crew on board the Titanic, together with those saved and lost, has been compiled from the figures in the statement issued by the committee of passengers: Approximate number of passengers aboard: First class, 330; second class, 320; third class, 750; officers and crew, 940; total, 2,340. Number of passengers saved by Carpathia: First class, 210; second class, 125; third class, 200; total passengers saved, 535. Members of crew saved: Officers, 4; seamen, 39; stewards, 96; firemen, 71. Total members of crew saved, 210.

Total saved, passengers and crew, 745. Total number perished, 1,595. First and second cabin passengers, 650. First and second cabin passengers saved, 335. Total cabin passengers lost, 315. The Titanic took with her to the bottom of the Atlantic men distinguished both in the United States and Great Britain. Some were known the world over. A financier, a mine owner, an artist, a railroad president, a theatrical manager, an editor, an author and a merchant are in the list of victims.

Captain E. J. Smith, commander of the Titanic, stuck to his ship. He was last seen standing on the bridge as the great hulk plunged into the deep. The rescued passengers tell a thrilling story of the captain's last stand in his position of command, fully realizing that his ship was lost and calmly waiting for the last moment. Figures from the highest official source supplied today by one of the most prominent British naval designers show that 960 souls was the greatest number that could possibly be saved with the apparatus carried on the Titanic.

Capt. Charles A. McAllister, engineer-in-chief of the revenue cutter service expressed the belief that the mass which sent the Titanic to the bottom was a salt water iceberg and not a polar berg of glacial formation. He pointed out that the ratio of ice above water in such an iceberg is only one-ninth of its bulk; in other words with only nine feet visible, there would be eighty-one feet of solid rock-hard ice submerged.

Captain Smith and all the principal officers heroically stuck to their posts to the end, encouraging, directing and assisting to the extent of carrying fainting women and children from the decks and births to the gang ways, and helping them to the boats, returning, even when the waves were practically submerging the ship, to the rescue of passengers, absolutely regardless of self. "They worked like Trojans while it was possible to save a single one of the passengers, while death, sure and swift, stared them in the face. It is said that the captain and every officer, except the six who manned the boats with the subordinate members of the crew, went down with the ship while life was within their reach, if they had disregarded their duty to the passengers and escaped, they alone knowing how near the ship was to sinking after striking the iceberg.

What effect the accident will have on travel from America is a question eagerly asked on every hand. The feeling at present is that it must cause a very large number of Americans to stay at home this summer, which would be calamitous not only to the steamship interests but to resorts throughout Europe. The steamship lines do not expect the effect to be lasting, and point out there are already large advance bookings for the next four months.

Memorial Service. Owing to the appalling accident to the Titanic the mid-day service Sunday at All Saints Episcopal church will be a "Requiem" Celebration of the Blessed Sacrament. All members of the congregation are requested to come and remember in prayer those on whom this fearful calamity has turned into mourners. W. H. Ball, rector. Mr. K. L. Craven and family have moved from the Lilly house to their new home on West Depot street.

POLES ARRIVE AND FORCE OF HANDS IS PUT TO WORK.

Storage Battery Car to Be Operated Also—Work Will Be Rushed on Line in Business Section—New Car Soon to Be in Operation.

The poles for the trolley lines arrived this morning and a force of hands is now at work placing them along the car line. A phone message from Manager Hole of the street car company at Salisbury, this morning stated that a force of line men would be sent here at once to complete putting in the trolley system.

The city has notified the street car company that the work of putting down the asphalt in the business section is ready to be started. It had been previously agreed between the city and the street car company that this work and the work of putting down the track in this section be done in conjunction. This will save time and inconvenience to the public and money to both, and will relieve the street from being blocked off on two occasions instead of one. The street car company and the city will both rush the work as fast as possible and it is likely that it will be completed within a week or ten days after the work is started.

By this time the trolley wires will be up and the new cars put in operation. Manager Hole plans to put a new car in operation here, very probably one similar to the cars now in operation at Greensboro. The storage battery car will be continued in operation and with the addition of the trolley cars much better street car service may be expected by the people here.

Another Inquest Tonight. The coroner's jury will hold another inquest over the death of the unknown colored baby found in an old barn on Bell avenue last Friday evening, at Coroner Isenhour's office tonight. So far no evidence has been secured as to who committed the crime. The officers are putting forth their best efforts in the case and yet have no hope of bringing the perpetrators of the deed to justice.

Mrs. M. B. Stieckley spent yesterday in Salisbury.

NO FALLING OFF IN OCEAN TRAVEL.

People Not Deterred by Fate Which Overtook Great White Liner.

New York, April 18.—That the disaster to the Titanic has not seriously affected travel by the ocean ferry is illustrated by the departure tomorrow of three steamships—the North German Lloyd liner George Washington, for Bremen; the Hamburg-American liner Moltke, for Hamburg; and the White Star liner Cedric, for Queenstown and Liverpool.

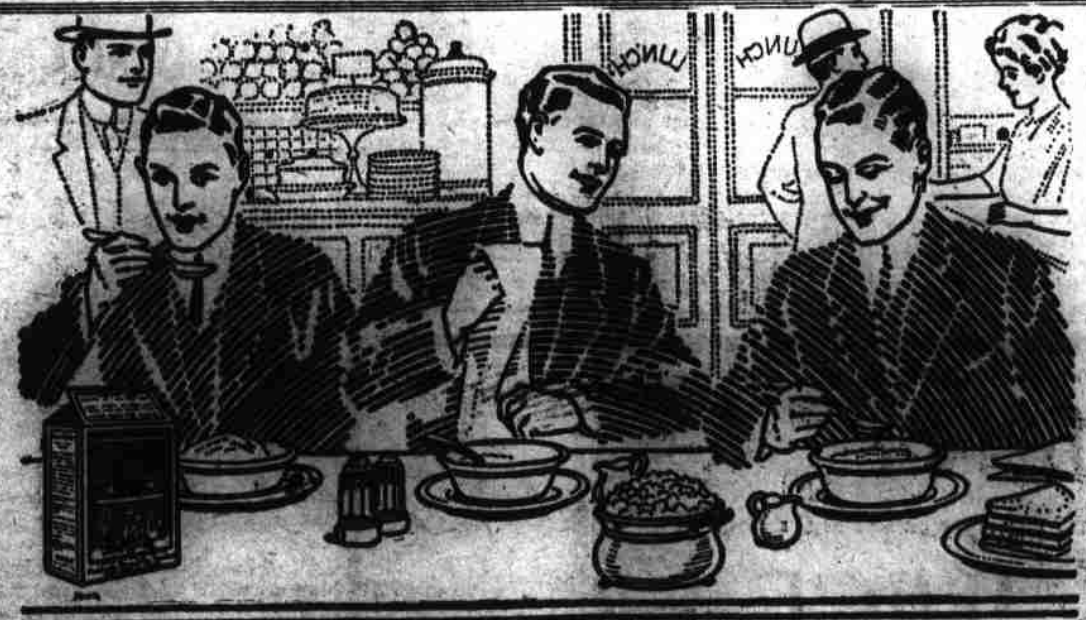
The George Washington has more than her usual mid-April number of voyagers, including a small number who had been booked for the Titanic. The Cunarder Carmania, which sailed today, took away 2,200 who intended to take the Titanic. The Cunarder Mauretania, which sails next Wednesday for Fishguard and Liverpool, will have every first cabin berth filled. She will take about 1,200 of those who had been booked for the Titanic.

The agents of the line said they saw no falling off in the bookings because of the fate of the Titanic. The impression seems to prevail among sea-goers that after a serious accident commanders are likely to be extra careful. April and May are among the most peaceful months for sea-going, and the greatest peril is that of ice-bergs in the fog, but the new routes agreed upon by the lines will take all ships below the latitude of frequent ice and fog.

Another Survey. Albemarle Enterprise. The surveying corps of the Raleigh, Charlotte and Southern is now at work on a new line, starting from Mt. Gleed, crossing the Yadkin river at a point near junction with Rocky river, going some two miles south of Norwood and following the course of Rocky river to a point in Cabarrus at or near Clear creek. It is said a better grade is secured along this route than on any of the several lines surveyed, but the distance is increased several miles, and such a survey would seem to leave either Charlotte or Concord out, and would miss both Albemarle and Mt. Pleasant. Another line north of Norwood going by Porter is to be surveyed, we are told. As yet, much uncertainty prevails as to the real location.

The musical concert to be given at the Elks' Home Monday night by the Troubadours promises to be one of the most delightful of the many entertainments given by the Elks recently. After the concert a dance will be given. The music for the dance will also be furnished by the Troubadours.

Mrs. M. B. Stieckley spent yesterday in Salisbury.



The Toasties Lunch

If you want a clear head—and to feel "fit as a lord" for the afternoon's work, cut out rich foods and join the big army of those who make.

Post Toasties

These golden-brown, crisped bits of corn are delicious, satisfying, and full of wholesome nourishment. Most good eating places serve Post Toasties.

The Memory Lingers

Made by Postum Cereal Co. Ltd., Post Food Factories, Battle Creek, Mich.

Advertisement for The Dollar Mark, featuring a large graphic of the dollar sign and text promoting it as the best mark to make in life, along with information about Citizens Bank and Trust Company.