

THE BRUNSWICK NEWS

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PRICE FIVE CENTS

THE TITANTIC SINKS AT SEA

GREATEST OF SHIPS IS LOST

HUGE LINER STRIKES ICEBERG
AND MEETS WITH
DISASTER.

Loss of Life Placed at 1825—While
675 Souls Escape to Other Ships.
Titanic Was the Largest Steamship
Afloat.

HALIFAX, N. S., April 15.—The White Star liner Titanic, the largest steamer in the world, on her maiden trip, suffering severe weather and a collision with an iceberg and bad put for aid, put in near here last night and since that time has been loudly clamoring for help. It was believed all day that she could be saved and that her passengers would be spared. The Cunard liner Carpathia first reached the Titanic and succeeded in rendering much assistance, taking aboard several hundred people.

The Virginian of the Allan line later came to the assistance of the distressed liner and aided in every possible way. Other smaller ships rushed to the scene of the disabled liner, but all in vain and finally after heroic efforts of her crew and many passengers who fought to save the ship, she went down.

In the mad fight for life it is now estimated that 675 of the crew and passengers were saved. It is stated that the crew and passengers numbered 2,500 souls, hence it is estimated that at least 1,825 were lost in the awful disaster.

The Titanic cost \$10,000,000 and was insured for \$5,000,000. She was the largest vessel afloat and measured nearly 900 feet, with a breadth of 85 feet.

TRIED TO BEACH TITANTIC.

HALIFAX, N. S., April 15.—P. M.—The Canadian government marine agency here at a late hour this afternoon received a wireless dispatch that the Titanic is sinking. The message came via the cable ship Mina off Cape Race. It said that the steamers towing the Titanic were endeavoring to get her into shoal water near Cape Race for the purpose of beaching her.

Passengers Transferred.

New York, April 15.—Wireless dispatches received up to noon today showed that the passengers of the monster White Star liner Titanic, which struck an iceberg off the Newfoundland coast last night, were being transferred aboard the steamer Carpathia, which left New York on April 13 for Naples. Twenty boatloads of the Titanic's passengers were transferred aboard the Carpathia.

Allowing forty to sixty people as the capacity of each lifeboat, some 800 or 1,200 people have already been transferred from the damaged liner.

Another liner, the Parisian of the Allan company, which sailed from Glasgow for Halifax, on April 6, is already close at hand and assisting in the work of rescue.

The Baltic is also near the scene, and the Olympic apparently is not far away, as the wireless information concerning the transfer comes from Captain Haddock of the Olympic. Latest reports indicate that the transfer of passengers is proceeding successfully and safely. The sea is smooth and the weather calm.

Virginia Towed Titanic.

Montreal, April 15.—The local office of Horton Davidson, one of the Titanic passengers, has received the following dispatch:

"All passengers are safe and Titanic taken in tow by the Virginian." The officials of the Allan line said at noon today that they were without information and did not expect to hear from the Virginian until she got near Halifax. They added that now that her wireless apparatus is out of touch with land.

Officials of the White Star line had

received no word here at noon other than that from the press dispatches of the reported accident to the Titanic.

Was On Her Maiden Trip.

New York, April 15.—The Titanic, which was on her maiden trip, was in charge of Captain Smith, who was on the bridge of the big Olympic when that boat collided with the British cruiser Hawke last September. The Titanic carried a big passenger list. The passenger list is a notable one, including Mr. and Mrs. John Jacob Astor, Alfred Gwynne Vanderbilt, Major Archibald Butt, aide to President Taft; D. F. Millet, the artist; Mr. and Mrs. Isador Strauss, J. W. Widener of Philadelphia; J. Bruce Ismay, managing director of the White Star line; C. M. Hays, president of the Grand Trunk railway; Benjamin Gugenheim, W. T. Stead and others.

Most Startling News.

Steamship men here today characterized the disaster as "the most startling news which has come in from the sea since the advent of the wireless."

The first heard of the accident was about 1 o'clock this morning, when a bulletin from Montreal stated that the Allan Line offices there had received a wireless from Captain Gammell of their steamer Virginian, stating that the Titanic was calling for assistance after a collision with an iceberg. The Virginian's captain added that he was heading his boat for the Titanic, whose position was said to be about 350 miles south of Cape Race, N. E.

Immediate inquiry by the Associated Press, in an urgent dispatch to the Marconi station at Cape Race was answered soon afterward in the following words:

Associated Press Dispatch.

"At 10.25 last night the steamship Titanic called C. Q. D. and reported having struck an iceberg. The steamer said that immediate assistance was required. Half an hour afterwards another message came, reporting that they were sinking by the head and that women were being put off in the lifeboats."

"The weather was calm and clear, the Titanic's wireless operator reported; and he gave the position of the vessel at 41.46 north latitude and 50.14 west longitude. The Marconi station at Cape Race notified the Allan line Virginian, the captain of which immediately advised that he was proceeding for the scene of the disaster."

"The Virginia at midnight was about 170 miles distant from the Titanic and expected to reach that vessel about 10 a. m. today."

Nothing could have caused much greater alarm than this report did in New York this morning. The Titanic is the biggest boat in the world. She had on board more than 2,000 persons—1,470 passengers and a crew of 800 men. A large majority of the passengers are American.

UNDERWOOD CLUB IS CALLED FOR

LOCAL SUPPORTERS OF THE MAJORITY LEADER TO MEET
TOMORROW NIGHT.

Believing that the best interests of the country would be conserved by the nomination of Hon. Oscar Underwood by the democratic national convention to be assembled in Baltimore in June, we, the undersigned citizens of Brunswick, join in a call for a mass meeting to be held at the city hall on Wednesday evening, April 27, at 8 o'clock, for the purpose of forming an Underwood club.

(Signed) F. D. Aiken, H. F. Dunwoody, E. C. Butts, C. H. Leavy, L. Ludwig, G. H. Cook, J. H. Hopkins, J. D. Hirsch, F. E. Twitty.

That's the call!

The people of this city are beginning to feel the touch!

They have reached the conclusion that it is about time the South was demanding her own and that Underwood is the man with which to make that demand. In consequence of which a mass meeting of the people of the city is to be held at the city hall on Wednesday evening next for the purpose of organizing an Underwood club in Brunswick.

Every citizen of Brunswick who is in sympathy with the candidacy of Mr. Underwood is cordially invited to the meeting. Permanent organization will be effected; addresses will be made and the evening should be a pleasant one.

FOR COMING OF THE G. C. & P. CITIZENS MEET

SPECIAL COMMITTEE HOLDS SESSION IN THE CITY HALL
YESTERDAY.

Proposition of President Lisman Submitted—Committee Perfects Permanent Organization and Handle the Matter.

The special committee named at the mass meeting held on Friday evening last, to consider the proposition of the Georgia Coast & Piedmont extension to this city, was held in the mayor's office at the city hall at 4 o'clock yesterday afternoon. Several of the committeemen were not present at the meeting because of absence from the city, still considerable enthusiasm was manifested by those members present and an organization was perfected. Those in attendance were Messrs. F. D. Aiken, H. F. Dunwoody, G. H. Cook, C. H. Leavy, J. Hunter Hopkins, L. H. Haym, L. Ludwig, E. C. Butts and J. D. Hirsch. E. C. Butts was elected temporary chairman and J. D. Hirsch temporary chairman of the meeting. It was then suggested that a permanent organization for the handling of the matter be formed and on motion the following gentlemen were elected to the following positions: President, Albert Fendig; vice president, F. D. Aiken; secretary, F. E. Twitty, H. F. Dunwoody, vice chairman of the Advance Association, and L. Ludwig, the chairman of the citizens' meeting of Friday night, were on motion of F. D. Aiken added to the special committee.

Chairman Butts then read the formal proposition of President Lisman, which was discussed at length by the committee and it is believed that the situation is such that quick action can be had on the matter.

The G. C. & P. Proposition.
The letter of President Lisman, in which the whole position of the railroad is outlined, is as follows:

Brunswick, Ga., April 13, 1912.

Hon. Eustace Butts, Mayor, and Chairman Citizens Committee.
Dear sir: The Georgia Coast and Piedmont railroad will definitely agree to build into Brunswick, subject to the following conditions:

No. 1. The company must first obtain from the railroad commission of the state of Georgia, a formal authorization to issue certain securities. An informal authorization to issue similar securities was given in January, 1911.

No. 2. The company must be able to acquire the necessary freight terminals at a reasonable cost.

No. 3. The company wants a franchise from the city to go down the east side of Bay street as far as the Union depot, naturally subject to the legal rights other railroads may have. The company also wants a franchise to go down the west side of Bay street as far as George street if necessary. This right-of-way, which only needs to be fifteen feet wide, would probably be mostly on private property, but the company wants to obtain the right to cross the streets. The right to go down Oglethorpe street to connect with the Mutual Light and Water company plant, also the right to cross such other streets as may be necessary to reach Bay street from the city limits, the exact line of which will be designated by our engineer.

No. 4. We wish to obtain from the county commissioners and the citizens of Brunswick, free right-of-way from the south bank of the Altamaha river to the city line, also a fifteen foot right-of-way from the point at or near the A. B. & A terminals on the westerly side of Bay street to the foot of George street.

We also want the citizens to construct the grade in accordance with reasonable requirements of our engineer from said south bank of the Altamaha river to the city line, and along the above mentioned streets, also to furnish ties, delivered and laid on the right-of-way spaced in the usual manner about two feet between the centers, of standard ties, and to furnish the labor to lay the rails.

After we determine upon the dock property we shall acquire, we shall also want the city to give us a 99-year lease on such streets as intersect our wharf at the price of \$100 per annum per street.

No. 5. Also city tax exemption of the company's property and fran-

CITY COUNCIL REJECTS THE PAVING BID

THE BIG IMPROVEMENT WILL
HAVE TO BE POSTPONED
AWHILE.

City Council Balks at Price of the Lone Bidder on the Work and Turns the Bid Down Cold. Delay Will Not Be Long.

The paving of fifteen or more blocks of the city will not be made as quickly as the people of Brunswick would like it. There is a hitch in the proceedings, which were not looked for and the whole matter goes over for a time at least.

Pursuant to resolution, the members of council, acting as a committee of the whole met at the city hall at 8 o'clock last night to open bids for the proposed paving. The full board was present and Mayor Butts, in a very few remarks, stated the object of the meeting. The mayor read the advertisements and the clerk passed over to his desk two sealed envelopes. One of them contained a bid, very foolish and out of place and the other was a bid from the Georgia Engineering company of Augusta. This is the concern which put down the first two blocks of paving, on Newcastle street and its president, F. A. Clark, of Augusta, was present, when the bids were opened.

The Georgia Engineering people submitted a bid of \$1.56 for sand filler, \$1.66 for cement filler, \$1.70 for pitch and \$1.83 for texico, with a charge of 43 cents for curbing. It developed that the bid was about 10 percent in excess of the last bid the company had made and upon which it had done some work for the city, and this, of course, occasioned more or less discussion. President Clark of the bidding firm, was present and he stated that brick cost some \$2 per thousand more than they did in the days of the old contract, that labor had increased, etc., all of which rendered it necessary to advance the price. Considerable discussion followed and many questions were asked Mr. Clark. Finally council offered the contract \$1.60 for the cement job. This was turned down and more argument followed. Later a motion was made that the bid be rejected and the motion prevailed, by a vote of five to three. Those voting for the motion were Aldermen McKinnon, Ludwig, Mitchelson, Cook and Hopkins. Those against it were Aldermen Calman, Leo and Nash. The motion carried with it a proviso to the effect that new bids be advertised under the ordinance of council providing for the paving.

The members who voted against the contract have been those who have always voted for the paving, but they claim that they would not be justified in voting for the contract, when it carries such a large increase in the same work. New bids will be advertised at once and it is believed that the delay in the work will not be for more than a month.

ask these favors because we are poor and it has been a great strain to raise the necessary capital to build the expensive bridges over the Altamaha river, and to acquire the necessary terminals in Brunswick. In fact, in order to do so, the present owners of the Georgia Coast and Piedmont railroad had to subordinate all their capital to the new money, which it has been necessary to raise for the above named purposes. The bonds of the company which are now outstanding have been converted into securities which are bearing interest, only if earned and in view of the fact that the city must surely benefit by the extension, that the taxable value within the city and county is certain to be greatly increased by the construction of the line, it is but fair to ask the city to carry a small share of the burden in the shape of relief from taxation and ample facilities.

We want the right-of-way along two streets because we want to reach all the present existing industries and create facilities for additional industries, warehouses, possible cotton compresses, crescenting plants, etc. We want the facilities to handle this existing business and future business, and the citizens of Brunswick want us to help them create this traffic.

It is also the intention of the com-

BRUNSWICK SENDS BIG DELEGATION

THIS CITY WILL HELP TO MAKE
JACKSONVILLE SAENGER-
FEST A SUCCESS.

The seventh annual Saengerfest of the South Atlantic Federation of German clubs, lodges and singers will meet in Jacksonville this morning and it promises to be one of the largest gatherings of the kind ever held in the South. This organization embraces the German lodges, clubs, etc., of Florida, Georgia and Tennessee. Most of the larger cities in all three of these states are sending delegates to this convention. The lodges of Jacksonville have been arranging for weeks for their visitors and they have prepared a most elaborate program covering Tuesday, Wednesday and Thursday, the convention adjourning on Thursday night. Brunswick sent over several delegates, among whom were from the Sons of Herman, William Nisi, Th. F. Winter, and Max R. Marks. Incidentally, Mr. Winter is treasurer of the grand lodge Sons of Herman, of the three states. Mrs. John Baumgartner and Mrs. Fred Pfeiffer are delegates from the Ladies' Auxiliary association. The party will return to the city Friday morning.

FLOOD RUSHES MADLY ALONG

CREST OF THE TIDE THREAT-
ENS DIRE DANGER IN
ALL LOUISIANA.

Tallulah, La., April 15.—Scenes here today are almost indescribable. High water is everywhere, as far as the eyes can see, and is from ten to fifteen feet deep in North Tallulah. The inhabitants are in need of food supplies, other than those sent here from Vicksburg. Unless immediate relief is received, the suffering of those without places to stay will be intense. Water from the Salem crevasse continued to rise this morning.

Face to face with the very worst calamity ever known in this section, the white people of Tallulah are taking the crisis with a calmness and determination to fight to the last. In direct contrast the negroes are all excitement in their frantic efforts to save their small belongings from the onrushing flood.

Squealing pigs being led by their dusky owners from the advancing water and barking dogs, excited by the unusual scene combined with the excitement of the negroes, made the scenes enacted on the streets of Tallulah throughout last night one never to be forgotten.

The first water from the Salem levee break near Alsatia showed up in the northern limits of Tallulah about 7 o'clock Sunday morning. By 10 o'clock last night the whole north side of the town was under from four to twelve feet of water, which was still rising. Water is now in nearly all of the business houses north of the Vicksburg, Shreveport and Pacific railroads.

Starvation in Sight.

Nineteenth of the population in the overflowed district are negroes. At best they never have more than the bare necessities of life. Now, with their means of livelihood cut off by the flooding of the big plantations and the closing down of mills here and at other places, want is staring them in the face. There are thousands of these unfortunate people, and it is an impossibility to take care of them. Unless the appeal of Congressman Randall and others to the national government is met promptly, they will surely suffer for food and shelter.

Messages by boat and telephone from Lake Providence indicate there has been no break in the levee near that place.

pany to put down a gasoline flat car which will be able to carry automobiles from the north bank of the Altamaha river from Darien to the south bank at Dent's Landing. This will put Brunswick on the main automobile highway between New York and Florida points.

Yours very truly,
F. V. LISMAN, Prest.

P.S.—The company also agrees to maintain their general offices in Brunswick.

The committee finally adjourned subject to the call of Chairman Fendig, who is out of the city and for that reason it cannot be stated when it will meet again, but as soon as Mr. Fendig returns he will probably issue the call at once.

COMMITTEE TO MEET AGAIN ON THURSDAY NEXT

CHAMBER OF COMMERCE PROPO-
SITION TO BE PUSHED
RAPIDLY AHEAD.

Committee to Appear Before the City Council and County Commissioners and Report Back to Mass Meeting. Meeting Called Later.

Chairman F. E. Twitty of the special chamber of commerce meeting, has called a meeting of this committee in the office of Bennet, Twitty & Reese for 5 o'clock Thursday afternoon, April 18. It will be remembered that one of the largest mass meetings ever held in this city occurred at the city hall on the afternoon of Tuesday, April 2, to consider the question of devising ways and means for the organization of a chamber of commerce in this city to be provided with a paid secretary. At this meeting among other things a splendid address was delivered by Hon. J. F. Gray, executive officer of the Savannah chamber of commerce, as well as some half dozen prominent local business men.

The mass meeting finally recorded itself, as in favor of the movement and a special committee was appointed to take up the question of organization, to appear before the city council and the county commissioners on the subject of appropriations.

This committee as named by Chairman L. H. Haym, who presided over the meeting, is as follows: F. E. Twitty, chairman, L. R. Akin, F. D. Aiken, C. H. Leavy, R. R. Hopkins, Albert Fendig, E. C. Bruce. This is the committee which Chairman Twitty has called to meet in his office on Thursday afternoon. The News understands that the idea of this committee is to look to the question of appropriations and devise ways and means for organization, etc., and to report back to a mass meeting of the people, to be held at a later date.

The purpose of the movement is to provide one great big central trading body, this body to have its paid secretary and to perform the functions of the usual chamber of commerce or board of trade in other cities. The new movement is a most important one and there is no question but what it will be a success.

THE BIG REVIVAL STILL GOES ON

REV. W. G. CRAWLEY IS DRAW-
ING LARGE CROWDS, IN
TWO SERVICES DAILY.

The revival services which have been going on at the Methodist church during the past week conducted by Rev. W. G. Crawley of Oxford, have been drawing unusually large crowds and it is announced the meetings and will continue during the present week. On Sunday at all of the services, and three of them were held, large congregations assembled.

In the forenoon Dr. Crawley delivered a very strong sermon on the subject of "Influence." In the afternoon a meeting for men and young men, was conducted and in the evening a general service was held. The services, as stated above, will continue during this week, meetings being held at 3.30 o'clock in the afternoons and 7.45 in the evenings.

THURSDAY TO BE RECEPTION DAY AT NAVAL STORES PLANT

Hereafter Visitors Will Be Permitted Only on That Day.

The Southeastern Yarn and Naval Stores company announce that hereafter visitors will be permitted in their plant out on L street on Thursdays only.

Heretofore visitors have been permitted to visit the plant on any day during the week, and there has been so many of them that the company has decided to permit them only on one day each week. On all other days the plant will be closed to outsiders and no one will be admitted but the management will be glad to receive visitors every Thursday.