

**WANT ADS**  
3 INSERTIONS FOR 25c  
For Five Lines or Thirty Words.  
ADVERTISERS GET RESULTS.

# THE FAIRMONT WEST VIRGINIAN

"The Home Paper."

PEOPLE WHO BUY ARE REACHED  
—BY—  
THE WEST VIRGINIA  
QUALITY & QUANTITY Circulation

VOLUME VIII FAIRMONT, WEST VIRGINIA Thursday, April 18, 1912. NUMBER 310

## RESCUED TO LAND TONIGHT

**Carthia With Survivors of Titanic Disaster on Board Will Land in New York Harbor To-night at 9 O'clock.**

**Authentic Details of Terrible Catastrophe Cannot Be Ascertained Until the Story is Given Out From the Lips of the Rescued.**

THOUSANDS OF RELATIVES AND FRIENDS WILL SCRAMBLE FOR FIRST GLANCE OF THEIR LOVED ONES WHO ARE SAVED. LONG WAIT ON SHORE TO SOON END. ANXIETY, PROLONGED BY THE HOPE THAT YET SOME OF THOSE REPORTED LOST MAY BE AMONG THE LIVING, WILL IN MANY CASES BE REWARDED BY DISAPPOINTMENT AND INCREASED SORROW.

NEW YORK, April 18.—The Carthia is reported at one o'clock to be then 75 miles east by south of Block Island and about 140 miles from Ambrose Channel light.

NEW YORK, April 18.—Confirmation of the fact that some at least of the Titanic's survivors are in a bad way physically was seen when the White Star Line accepted the offer of St. Lukes Hospital to set aside for the use of those who may need it, all the new addition which opened to-day.

It will accommodate sixty patients and ambulances are in waiting at the Cunard dock to-night to convey the sick and injured women there at once. The Carthia is due to arrive here at nine o'clock.

The officials of the White Star and Cunard steamship lines are making every effort to-day to complete arrangements for the receiving of the survivors on the Carthia.

The desire of thousands of people to be on the pier to meet relatives and friends aboard the Carthia who were rescued from the sunken Titanic has made it necessary that dock passes be limited to only two members of each family concerned.

The Carthia will not be troubled by any customs regulations, as deputy collector of the port, Stuart, has notified the Cunard officials that he would waive all requirements for revenue inspection on board ships.

The Carthia will not be troubled at her pier and, after discharging the Titanic survivors, will immediately resume her voyage with her own passengers, who have been delayed since Monday on their trip to Mediterranean ports.

Early in the day applicants for passes began streaming into the office of Collector Henry. The collector had a list of the survivors and the applicants were required to prove their identity before their requests were granted.

When the Carthia docks, everything possible will be done to facilitate the landing of the distressed passengers. Special representatives of the White Star and the Cunard lines will be on hand to look after the passengers themselves, as well as the baggage they may have, and to see that they are taken care of. This rule will apply not only to the first and second cabin passengers but also to the steerage of the ill-fated vessel.

The Cunard officials announced they would permit no photographers of the press. Although Government officials are willing to allow newspaper representatives to board the ship from revenue cutters before she reaches the dock, the Cunard officials indicated this privilege would not be granted. In that event the full story of the great disaster, except such details as may be received by wireless meanwhile, probably, will not be learned until long after the Carthia has docked.

LONDON, Conn., April 18.—A wireless station here said at noon that the Carthia is sixty miles from the Nantucket shoals.

**A THROG OF ANXIOUS RELATIVES.**  
NEW YORK, April 18.—A throng of anxious relatives and friends of the survivors of the Titanic and of the passengers on the rescue ship, Carthia, besieged the office of Surveyor of Port Henry, clamoring for passes to the pier where the sorrow-freighted steamer will land the melancholy passengers to-night.

The demand is so great that Henry found it necessary to request all people meeting the Carthia passengers to give way to relatives of the survivors of the Titanic.

**Weather**  
Unsettled and cooler to-night; Friday probably fair.

**New Books \$1.08**  
Our stock of copyrighted fiction isn't large but its a very select one; these are all "best sellers."

- THE HARVESTER
- STOVER AT YALE
- THE CARPET FROM BAGDAD
- THE REASON WHY
- ROSE OF OLD HARPETH
- THE IRON WOMAN
- WINNING OF BARBARA WORTH
- THE COMMON LAW
- THE ROSARY
- THE HIGHWAYMAN
- MAKING PEOPLE HAPPY
- THE GREEN GOD
- THE LIGHTED MATCH
- WHIRLIGIGS

**Hartley's "Have It"**

## DELEGATES

TWENTY-NINE COUNTIES WILL CHOOSE REPRESENTATIVES FOR STATE CONVENTION.

Either by primaries or convention, twenty-nine counties will select their delegates on Saturday to the State and congressional convention. In another, Calhoun county delegates will be selected in one district, each district selecting one different day. The counties that will select delegates Saturday are as follows:  
Barbour, Braxton, Greenbrier, Grant, Hardy, Jackson, Lewis, Marion, Mason, Monongalia, Marshall, Mercer, Mineral, Monroe, McDowell, Logan, Pendleton, Pocahontas, Putnam, Pleasants, Preston, Randolph, Raleigh, Tucker, Taylor, Tyler, Webster, Wirt and Wezel.

**Y. M. C. A. SHOP MEETING.**  
At the Y. M. C. A. shop meeting at Fairmont Mining Machinery Company's plant to-day at noon the services were much enjoyed. A male quartet consisting of Lamar Satterfield, George E. Miller, George Arms and L. H. Randall sang. Rev. W. L. Carter was the speaker.

**McCrays COLONIAL Theatre.**  
PICTURES OF QUALITY. FRIDAY'S GREAT FEATURE MILDRED HOLLAND IN "THE POWER BEHIND THE THRONE" 2 REELS—2000 FEET 4 OTHER BIG SUBJECTS

## IMPACT THAT SUNK TITANIC LIKE FIRE OF THREE DREADNOUGHTS

WASHINGTON, April 18.—A graphic comparison of the probable impact of the Titanic against the iceberg that destroyed her with the projectile force of the guns on a modern battleship, was made today by Captain Charles A. McAllister, engineer in chief of the revenue cutter service.

"The impact of the Titanic against the iceberg was probably equivalent to the simultaneous fire of thirty 12-inch projectiles or the concentrated fire of three such dreadnaughts as the Florida," said Capt. McAllister.

"The fire of ten 12-inch guns such as the Florida carries, is supposed to be sufficient to put any battleship afloat out of business, if the projectiles should strike simultaneously by 30 such projectiles. The force of the Titanic striking the iceberg much have been approximately 1,000,000 foot tons equivalent to her being struck simultaneously by 30 such projectiles. It is a wonder, in the light of such a comparison, that she floated so long. It is inconceivable that the lignity of man can ever devise a floating structure to withstand such a terrific collision.

## MARINE MEN ARE IN SERIOUS SHAKING HEADS IN WONDERMENT

SAILORS OF FORTUNE IN DANGEROUS WATERS EXPRESS AMAZEMENT AT DISASTER.

## WAS SOUTH OF THE ICE LINE

ICEBERG MUST HAVE BEEN CARRIED OUT FROM USUAL PATH BY A SWIFT CURRENT.

(BY UNITED PRESS)  
HALIFAX, N. S., April 18.—Marine men here, many of the sailors of fortune in the dangerous waters of the northern sea, are shaking their heads in wonderment at the amazing disaster to the Titanic.

Said Captain J. P. Farguhar, of the sailing and whaling ship "Seal":  
"I have sailed these seas for forty years but I cannot explain this disaster. The Titanic must have been running at about 20 knots per hour. If it is true that her plates were torn from how to midships.

The Arctic icebergs scarcely ever get as far south as the point where the Titanic struck. In fact the disaster occurred at a point more than 120 miles south of the ice line marked in the government maps. I judge that this iceberg got into some swift current and instead of swinging to the east as is usually the case, it followed the current south.

"It is incredible that an iceberg of the size of the one that wrecked the Titanic would be entirely submerged. Usually about five per cent. of the bulk of such ice floats above the surface and anything as enormous as this one, it seems to me, must have been exposed above the water at least 50 feet. It is possible that the night was foul and that the watch did not sight the berg. Usually large bergs are first noticed by the heavy fog that surrounds them, vapor made by the chill air over the ice in contact with the warmer atmosphere. Ordinarily the sailors' uncials would have known of the presence of the icebergs by means of the modern method of testing the temperature of the water at frequent intervals.

However, the berg was so far south and east of the ice line on the map, that the Titanic's officers may have been caught off their guard. Doubtless the ship went down in an instant with the breaking of the machinery and this may explain why it was impossible to get off all the boats. We can imagine what a frightful panic must have ensued and it will be well for us all to suspend judgment or keep from fixing blame until all of the circumstances are known."

**DIRECTORS' MEETING.**  
The board of directors of the Y. M. C. A. will meet to-night and elect officers.

## WHITE STAR LINE OFFICIAL ESTABLISHES CENSORSHIP

## CONGRESS TO PROBE CAUSE OF DISASTER

HOUSE COMMITTEE TAKES UP QUESTION CONCERNING GREAT CATASTROPHE.

## SURVIVORS TO TELL OF WRECK

WILL BE SUMMONED TO WASHINGTON TO TESTIFY BEFORE THE OFFICIAL BODY.

WASHINGTON, D. C., April 18.—Stirred by the horror of the Titanic disaster, all official Washington to-day was preparing for steps to minimize the possibility of another such tragedy.

Congress began framing legislation to govern life-saving appliances and wireless, and President Taft, doubly touched by the probable loss of his friend and military aide, Major Archibald W. Butt, held conferences with cabinet officers, to consider government control over the operation of wireless.

In the House, what may result in a federal investigation into the causes of the wreck and the enactment of protective measures, was begun with resolutions offered by Representatives Mott and Hardwick. The Mott resolution provides for a searching inquiry by the Merchant Marine Committee. The Hardwick resolution would touch upon regulations for life-saving apparatus. Under the Mott resolution the Merchant Marine Committee would sit as a court and compel the attendance of witnesses.

Chairman Alexander of the committee declared to-day that the catastrophe would stop the building of such enormous vessels. He favors limitation by law upon the sizes of vessels which visit American ports. The committee also expects a bill to regulate wireless.

President Taft was in conference at the White House to-day for nearly two hours with some of his cabinet officers whose functions cover the operations of this new system of telegraphy. These were Secretaries Stimson, Meyer and Nagel. Attorney General Wickersham was also called in to give legal advice as to the necessities in a legislative way of additional laws.

In recognition of the extensive interests of private corporations which have spent much in the equipment of ships and shore stations with wireless outfits former Attorney General Griggs and Mr. Sheffield, representing the Marconi company, were also consulted while the technical side of the question was developed by Admiral Cane, the engineer in chief of the navy, which bureau is charged with the management of the naval wireless system.

The discussion was general in character and touched particularly upon the details of a new bill which has been prepared in the navy department to give effect to the requirements of the general wireless telegraphic convention to which America has recently adhered.

Lord Burnham cabled to President Taft yesterday expressing sympathy of the proprietors of the London Daily Telegraph for the "terrible loss of so many prominent and distinguished citizens and the appalling catastrophe which has befallen the Titanic."

By direction of the President, Act-

THE REAL STORY OF THE GREAT MARINE CATASTROPHE IS WITHHELD FROM ANXIOUS RELATIVES, WHO ARE EAGER TO HEAR FROM THEIR LOVED ONES.

## DISREGARDS PRES. TAFT'S REQUEST

THE STORY IS CURTLY REFUSED BY CARPATHIA, ALTHOUGH IT WAS EXPLAINED THAT PRESIDENT TAFT WANTED TO KNOW ABOUT MAJOR BUTT'S SAFETY.

NEW YORK, April 18.—Because Bruce Ismay, the managing director of the White Star Line refuses his permission, the story of the Titanic disaster is withheld from the world. Ismay, who was saved with the women and children, has plainly established a strict censorship over the Carpathia's wireless reports.

Today the commander of the Scout Cruiser Chester reported, officially to Washington, that when he asked the Carpathia for the story of the disaster he was curtly refused. This, too, in the face of the fact that he explained that the President of the United States, whose personal friend, Major Butt, went to the bottom, wanted to know.

**GOING AT FAST SPEED.**

HALIFAX, N. S., April 18.—It is believed that following the arrival of the Steamer Parisian and on receipt of many wireless dispatches that when the Titanic was wrecked on Sunday night she was proceeding at a fast rate of speed.

Capt. Harris and Wireless Operator Sutherland, of the Parisian, both insisted today, that the night was clear and therefore Capt. Smith was undoubtedly holding his course and making good time.

**STRAUSS AND WIFE PERISH**

NEW YORK, April 18.—It is definitely settled that neither Isidor Strauss nor his wife were saved from the sinking Titanic.

The following message was received by Percy Strauss, a son of Mr. and Mrs. Isidor Strauss, and was given out by the White Star Line: "Every boat watched. Your father and mother are not on the Carpathia." The message was signed "Badenoch," who is a buyer for the L. H. Macy Company, of which Strauss is the head, and who sailed on the Carpathia.

**C. M. HAYS NOT ON CARPATHIA**

MONTREAL, April 18.—A wireless dispatch from Mrs. C. M. Hayes, wife of the president of the Grand Trunk railroad, says positively that her husband is not aboard the Carpathia. This confirmed the original belief that he was drowned when the Titanic went down.

**CANNOT TELL COHERENT STORY.**

NEW YORK, April 18.—On the Carpathia, the ship of sorrow and grief, there is no one who is able to tell a coherent story. Vice president Franklin, of the White Star Line, protested at noon that definite information of the details from the Carpathia are unavailable.

## VISITORS HAVE RETURNED HOME

THE MINISTERS AND DELEGATES HERE TO ORGANIZE WEST VIRGINIA SYNOD COMPLETE WORK.

After perfecting the organization of a West Virginia Synod of Lutheran churches, the ministers and laymen who organized same have departed for their respective homes.

The sessions closed last evening with a profound sermon by Rev. O. C. Dean, of the Accident charge.

Some matters pertaining to the future workings of the organization were considered this morning and the few who remained over for these meetings left the city this afternoon.

The organization is a strong one and is composed of a number of representative churches of the State.

The first session of the new formed synod will be held at Grafton October 34 to 27 inclusive and the president, Rev. L. P. Probst, of this city, will preside at the sessions.

ing Secretary Huntington Wilson of the State Department sent a message in reply expressing mutual sympathy. The House resolution adopted expressive condolence to the relatives of those who lost their lives on the Titanic, offered by Representatives Austin of Tennessee, Republican, was as follows:

Resolved, That this House has heard with profound regret and sorrow of the appalling loss of life on the steamship Titanic, and expresses its deep sympathy for the relatives of those who perished in that great disaster.

The chaplains of both Houses of Congress mentioned the Titanic disaster in their invocations. Chaplain Pierce in the Senate referred to "the sore distress of our people and the sad fate that has overtaken our brethren on the great deep," and asked divine comfort. Chaplain Couden in the House prayer for more stringent laws for the protection of travelers by land or sea as well as far those exposed to fire and flood.

## NAGLE TO TAKE CARE OF SURVIVORS OF TITANIC

WASHINGTON, D. C., April 18.—President Taft and Secretary Nagle held a conference last night at which it was decided that Secretary Nagle will go to New York to take personal charge of the administration of immigrant inspection regulations to the Titanic survivors aboard the Carpathia.

**Nordica**  
Seat Sale  
To-Morrow  
9 O'Clock A. M.  
Christie's Drug Store

Prices:—Box seats, \$4.00; Orchestra, \$2.50; Dress Circle and 1st 3 rows of Balcony, \$2.00; remainder of Balcony, \$1.50.

To avoid disappointment buy early. The supply will not equal the demand.

Make it a point to come in and see the **Clothcraft Blue Serge Special**, No. 5130, at \$15.

**LEOPOLD'S**  
For Better Clothes