

THE WEEKLY REPUBLICAN

Recorder's Office 1Jan12

VOLUME 58

PLYMOUTH, INDIANA, THURSDAY, APRIL 18, 1912

NUMBER 16.

S.S. TITANIC GOES DOWN; 1,500 DEAD

Greatest Ship Sinks on Maiden Trip.

WORST TRAGEDY OF SEA

Wireless Calls Shrieked over Ice-Dotted Waste of Water.

GREYHOUNDS RACE TO RESCUE

Carthia Takes Off 675 Passengers ere End Comes.

New York, April 16.—The greatest marine disaster in the history of the world occurred last Sunday night when the Titanic of the White Star line, the biggest and finest of steamships, shattered herself against an iceberg and sank with 1,500 of her passengers and crew in less than four hours.

Out of nearly 2,200 people that she carried only 675 were saved and most of these were women and children. They were picked up from small boats by the Carthia which found, when she ended her desperate race against time, a sea strewn with the wreckage of the lost ship and the bodies of drowned men and women.

Among the 1,320 passengers of the giant liner were Colonel John J. Astor and his wife, Isidor Straus, Major Archibald W. Butt, George B. Widener and Mrs. Widener of Philadelphia, Mr. and Mrs. Henry S. Harper, William T. Stead, the London Journalist, and many more whose names are known on both sides of the Atlantic. The news that few besides women and children were saved caused the greatest apprehension as to the fate of these.

On her maiden voyage, the colossus of steamships shattered herself against an iceberg. Nothing called to keep her aloft. The science of shipbuilding prevails against winds and weather, but the mighty steel ocean goers of the twentieth century are as much at the mercy of fogs and ice as were the oak bottoms of 100 years ago.

Staggering in the ice field into which she had been driven at great speed, the Titanic sped call after call to the hurrying liners of the upper roads—the Cunard Carthia, the Virginian, and the Parisian of the Allen line, the great Baltic, the "Good Samaritan" of the Atlantic, and the big Germans that were ploughing their way between the continents. And the wireless once more proved its worth for the Carthia and the Virginian, wheeling in their courses, sped through the night, venturing unknown dangers and raced up in time to save the lives of 675 people.

It has been many years since the world was left in such suspense and dread as followed the first faltering calls for help of the crushed Titanic. At 10:30 p. m. the Virginian, speeding on her way to Glasgow, picked up the White Star steamship's insistent, frantic "C. Q. D." the Marconi signal of distress and peril that clears the air of all lesser messages and stops ships at sea full in their tracks. Dash by dash and dot by dot, the wireless operator of the Virginian caught the cry for help.

"Have struck an iceberg; badly damaged. Rush aid."

Seaward and landward, J. G. Phillips, the Titanic's wire man, was hurrying the appeal for help. By fits and starts—for the wireless was working unevenly and blurringly—Phillips reached out to the world crying the Titanic's peril. A word or two, scattered phrases, now and then a connected sentence made up the messages that sent a thrill of apprehension for a thousand miles east and west and south.

Other rushing liners besides the Virginian heard the call and became on the instant something more than cargo carriers and passenger greyhounds. The big Baltic, 200 miles to the eastward and westward, turned again to save life as she did when her sister of the White Star fleet, the Republic, was cut down in a fog in January, 1909. The Titanic's mate, Olympic, the mightiest of sea goers save the Titanic herself, turned in her tracks. All along the northern lane the miracle of the wireless worked for the distressed and sinking ship. The Hamburg-American Cincinnati, the Parisian from Glasgow, the North German Lloyd Prinz Frederick Wilhelm, the Hamburg-American liners Prins Adolbert and Amerika all heard the "C. Q. D."

Q. D." and the rapid, condensed explanation of what had happened.

But the Virginian was nearest, barely 170 miles away and was the first to know of the Titanic's danger. She went about and headed under forced draught for the spot indicated in one of the last of Phillips' messages—lat. 40.32 north and long. 61.18 west. She is a fast ship, the Allen liner, and her wireless has told the story of how she put in her best looks stretching through the night to get to the Titanic in time. There was need for all the power of her engines and all the experience of her captain. The final fluttering Marconi messages that were received from the Titanic made it certain that the great ship with her 2,180 passengers was filling and in desperate peril.

Farther out at sea was the Carthia, which left New York for the Mediterranean on April 13 and which had felt the chill in the air which all sailors know means the proximity of great bergs drifting down from the Arctic. Around she went and plunged back westward to take a hand in saving life. And the third steamship within short sailing of the Titanic was the Allen Parisian away to the eastward on her way from Glasgow to Halifax.

While they sped in the night with all the drive that steam could give them the Titanic's call reached to Cape Race in Newfoundland, and the startled operator there heard at midnight the same message, which quickly reached New York.

It was 12:17 a. m. while the Virginian was still plunging eastward that all communication from the Titanic ceased. The Virginian's operator, with the Virginian's captain at his elbow, fed the air with blue flashes in a desperate effort to know what was happening to the crippled liner, but no message came back. The last word from the Titanic was that she was sinking. Then the sparking became fainter. The call was dying to nothing. The Virginian's operator labored over a blur of signals. It was hopeless. So the Allen ship strove on, fearing that the worst had happened.

The Titanic, already waterlogged, her end a certainty, her people straining their eyes for the first streak of fire against the horizon that would show the approach of help, was as much cut off from the world as if she were already on the ocean bottom.

The wireless has given us just a hint, a suggestion of the joy that flashed over the passengers of the doomed vessel when the Carthia was made out, her lights showing clear and bright beyond the field of ice peaks where the Titanic had dashed herself. Although the Virginian had been the first to hear the appeal, the Carthia was the first of the relief ships to arrive.

As the wireless tells the story in fitful periods, the seaways between the icebergs were crowded with the wallowing boats of the Titanic, and the great ship herself, bow crushed, half full of water forward, was heeling forward on her forefoot, her stern high out of water, so that the tremendous screws were visible dimly and on the verge of dropping beneath the surface. It was a spectacle of marine disaster, that can never fade from the memory of the seamen who came up on the Carthia—the most wonderful of ships on the verge of her end and her people scattered over the face of the waters in little, rocking boats of the waters in little, rocking boats, rendering hour cannot be known definitely until the wireless finds itself in a steady, straightforward story, for out of the icy waste have come but two messages which appear to cover the time. One is that the Carthia and the Virginian picked up most of the passengers and perhaps half of the crew. The other was that the Titanic finally sank at 2:20 a. m., many lives in a \$10,000,000 ship gone to the sea floor.

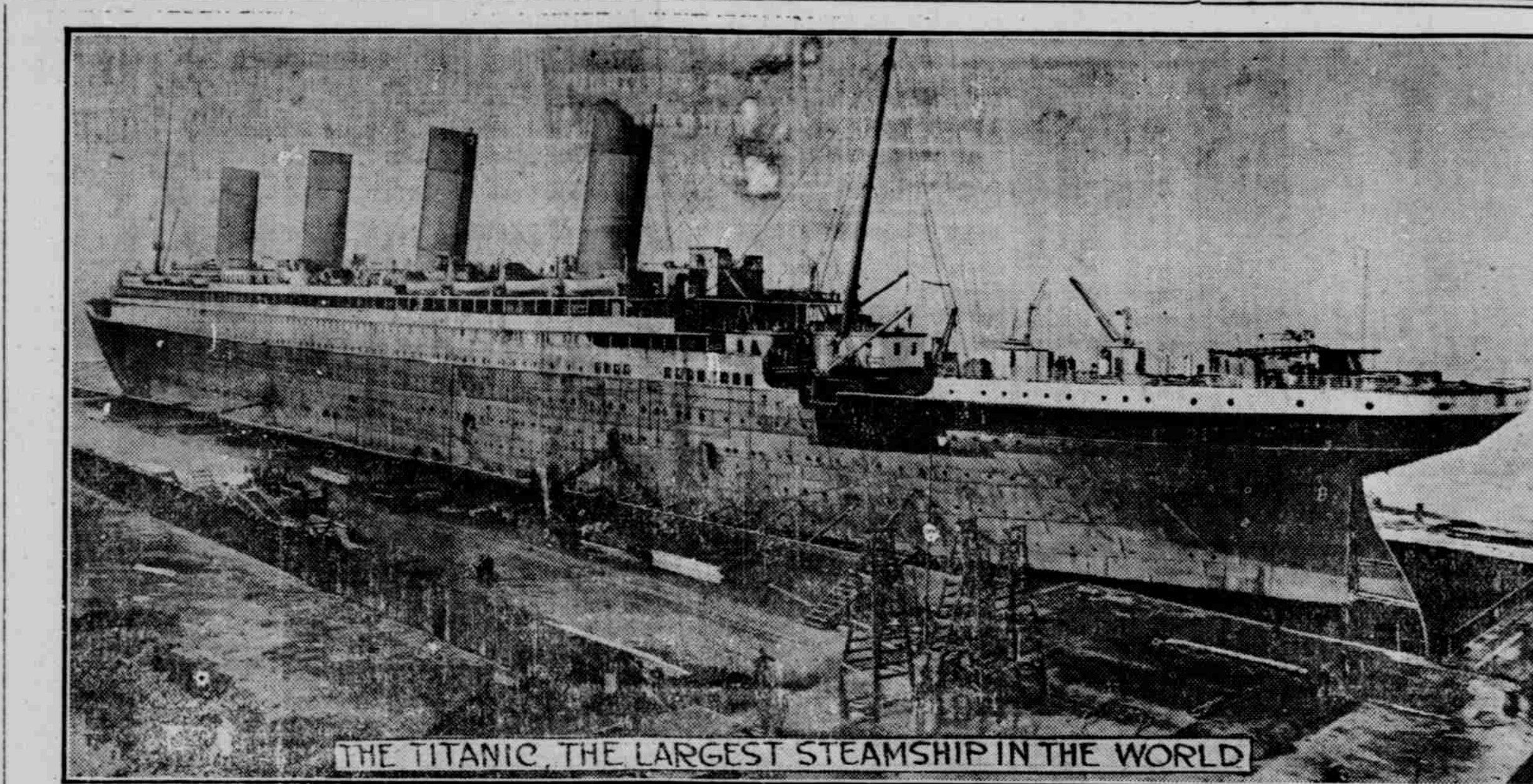
On her maiden trip the Titanic, built and equipped at a cost of \$10,000,000, a floating palace, found her grave. Swinging from the west, the steamship lane at the south of the grand banks of Newfoundland to take the direct run to this port she hurled her giant bulk against an iceberg that rose from an immense field drifting unseasonably from the Arctic. Running at high speed into that grim and silent enemy of seafarers the shock crushed her bow. From a happy, comfortable vessel she was converted in a few minutes into a ship of misery and dreadful suffering.

New York, April 17.—Nothing has come through the air from the sea mitigates in any degree the pity and the horror of Titanic tragedy except as individual distress is abated by the gradual addition of names to the list of the survivors.

There are no known survivors that are not on the Carthia. The Virginian was too late and found none, and no other ship has reported finding any.

In the icy, fog-smothered seas where the Titanic sank exposure must soon have destroyed those who were left to life belts or wreckage when all the boats were gone and no help had come and the steamship foundered. The Olympic, whose wireless began on Tuesday morning to recite the names of the living, continued the work of relaying the Carthia's dispatches and the successive bulletins posted at the White Star office kept many a despairing man or woman waiting all day and sent others away thanking God.

It is practically a certainty now that nearly half the men of the Titanic's company went down, or that they perished miserably while clinging to wreckage or life preservers in the icy wave that betrayed them. They save



THE TITANIC, THE LARGEST STEAMSHIP IN THE WORLD

up life within sight of the little, rocking boats that held their women. It cannot be doubted now that among them were Colonel John Jacob Astor, Major Archibald W. Butt, aide to President Taft, George D. Widener of Philadelphia, Karl H. Behr, the tennis champion; Jacques Futrelle, the writer; William T. Stead, the London editor; Francis D. Millet, the American artist, and many, many more who were known on both sides. The toll will be felt the world over.

The names of the survivors wireless here by the Olympic included a small number of men who were able to find a place with the women and children in the all too few boats. Such good news as there is placed among the living Henry S. Harper of the publishing firm of Harper & Co., and Mrs. Harper; Dr. and Mrs. Henry Frauenthal and Mr. and Mrs. T. G. Frauenthal. Mrs. John Jacob Astor with her maid is on the Carthia, which is hurrying the survivors to this port and which should arrive here Thursday night. Among the others rescued are J. Bruce Ismay, the managing director of the White Star line; Mrs. George D. Widener of Philadelphia; Gordon and Lady Cosmo Duff; Mrs. Jacques Futrelle, Mrs. Charles M. Hayes, Mrs. Henry B. Harris and Mrs. Washington Dodge of San Francisco. The list of survivors includes women and children from the first cabin, second cabin and steerage. No distinctions were made when the rule of the sea sent women and children to the boats and left the men to their fate.

The first message from the Olympic that filtered through the stormy air said that there were 868 survivors on the Carthia, but modified later to "about 800," but whether one message allowed for the boat crews and the other did not was not made clear. There is no certainty here as to how many souls were aboard the Titanic when she hurled herself against a giant berg. The first estimate of the number here was 2,180, the London office's estimate 2,385 and later estimate here was 2,210, made up of 325 of the first cabin, 285 second cabin, 750 steerage and 890 crew. With the lowest total and the highest list of saved there would be 1,300 lost and, at the highest of both, 1,500.

Her vet. an captain, E. J. Smith, knew the peril that lay ahead of him along the westerly track of steamships. Other passengers were warned and avoided those pallid shapes in a another of fog that remain the unconquerable enemies of ships. Only a few hours before the Titanic shattered her tremendous bulk, the Hamburg-American liner Amerika wireless to the Titanic that there were two large ice bergs east and south of the place where the White Star colossus was finally in collision. That was on Sunday and shortly after receiving the news the Titanic herself relayed it to a land station from which the hydrographic office heard of it. And then, there seems little reason to doubt, the Titanic plunged onward and hurled herself against these very bergs.

The Carthia, with about 800 of the survivors on board, has supplied no account of the wreck, nothing but the list of the survivors, which she relayed to the Olympic and which the Olympic in turn sent to the White Star line here. It may be that the story of the world's greatest marine disaster will not be cleared up until the Carthia reaches here Thursday. The Carthia should make the voyage by Thursday night under favorable weather and land the survivors on Friday morning. According to the Cunard officials she is not overcrowded.

Party for Grace Bussard.

Miss Esther O'Keefe is entertaining a few young ladies at her home on Madison street this afternoon, in honor of Miss Grace Bussard of Auburn. Miss Bussard formerly lived in Plymouth, being the daughter of a former agent of the Vandallia railroad, and when she comes to Plymouth, there are many homes that are open for her. Since going to Auburn, Miss Bussard entertained a party of Plymouth young ladies at a house party of a week, and they came back full of praises for the good time that was given them while there. She is a pleasant little lady, talented and popular anywhere she goes.

INSTRUCTIONS ON MANNER OF REGISTRATION

LESS THAN FOUR WEEKS UNTIL FIRST DAY FOR REGISTRATION UNDER PROVISION OF NEW LAW.

MAY 9TH THE FIRST DATE

Failure To Register Disqualifies An Otherwise Legal Voter, So Do Not Neglect This Matter.

It is less than four weeks to the first day for registration, and though the law has been published at length, there are still some who do not understand it, and some have not even learned that the law is in force. For the information of such we give a short explanation of how to do on registration days.

The Indiana Legislature in 1911 passed what is known as the Registration Law, and provides for the selection of a Board which shall hold three sessions to allow voters to register. The first session will be held Thursday, May 9, and is known as the May session. The second session will be held on Friday, September 6, and is known as the September session. The third session is set for Monday, October 7, and is known as the October session.

The law provides that every voter must register in the precinct in which he lives either at the May, September or October session of the Registration Board, before he is entitled to vote at the November election.

Every person who would be entitled to vote in any precinct at the coming November election under the laws in force at the time of the passage of the Registration law, is entitled to register on May 9th. A person must now have the same qualifications to vote at the November election as was required of him in previous elections, the only difference being that a person must now, in addition to these qualifications, be registered. Any person (male) who is now twenty-one years old, but who will be twenty-one years old on or before election day in November, is entitled to and must register.

By Section 8 of the Registration Law, the Board of Registration will be in session on May 9th "from the hour of five o'clock a. m. until the hour of six o'clock p. m. and as much longer as an application shall be presented every five minutes, but not later than eight o'clock p. m., and shall remain in session, if necessary to accommodate the voters, during like hours of the next one or two succeeding days, when so requested in writing by five voters of the precinct."

If this provision of the law is invoked, every one will have an opportunity to register at some one of the registration days.

How To Register.
The question is asked, How do you register? Each voter shall make, or cause to be made, a written application for registration, which shall be signed by him and presented in person to the Registration Board in the precinct where he is a qualified voter. This must of course be done when the board is in session on registration days.

Every application for registration shall be signed with the name of the applicant in his own handwriting in the English language, if he be able to write his name in the English language, and, if not, then in any language that he may be able to write. If he is not able to write in any language, he may procure some resident of the township to write his name for him, and he shall make his mark. But the person so writing his name shall also write his own name on the application as attesting witness. It is unlawful for any person to write the name of an applicant to an application unless he is personally acquainted with such applicant, and if he writes the name of an applicant to an application he must write his own name in attestation. In all cases the applicant, whether he signs his own name to the application or have some one do it for him, must hand his application in person to the Registration Board during the session of the Board of Registration in his precinct.

The purpose of the registration law is to provide for, and require registration of voters in addition to the other qualifications required by the Constitution. Remember this registration will not qualify any one to vote at the November election who would not be entitled to and qualified to vote, if there were no registration law in force.

Every person who would be qualified to vote at the ensuing election if there were no registration law in force, is entitled to register at any session of the registration board of the year of and preceding the election, upon such application and showing as is required by the law, for the session at which he applies, and no other person is entitled to register at any session of the registration board.

Illegal Applicant.
It is made unlawful for any person who is not a voter, and who knows he is not a voter at the next ensuing election, to apply for registration in any election precinct in the State, or to procure himself to be registered thereat as a voter, and upon conviction, he is subject to imprisonment in the state prison not less than one or more than five years, and a fine of not more than \$500.

The Registration board will be in session on the days stated above. You must possess all the qualifications that have been required heretofore.

You must appear in person and file your application for registration yourself, signed by yourself, as the law requires, as given above.

If you are not a lawful and otherwise qualified voter, it is unlawful for you to make application for registration. Should any one object to registering, deeming the law a burden and unnecessary, all there is to say is that it is now the law, and if he does not register he will not be allowed to vote in November.

The law makers claimed to be endeavoring to safeguard the honest voter, and prevent dishonest and illegal voting. It may be true, and likely is, that the registration law was not necessary in your precinct, but there are precincts in Indiana where it is necessary, and it had to be made to cover the entire State, else it would have been unconstitutional.

PRESENT STATUS OF COURT-HOUSE CONTRACT CASE

THE SUCCESSIVE STEPS AS TAKEN AND DECISIONS IN MARSHALL COUNTY CASE RENDERED.

VERY NEAR THE END

Decision of Supreme Court Sends Matter Back To Circuit Court, With the Law Given for Its Decision.

It was on June 7th, 1909, that the contract was given by the County Commissioners of Marshall county to Arthur W. O'Keefe for the repairs and alterations of the Court House.

On June 18 of that year, Jacob Ness brought an action for a permanent injunction against the County Commissioners and Mr. O'Keefe, and as the work was being proceeded with, on July 17 he filed his bond and an application for a temporary injunction, and asked for a change of venue from Judge Bernetha. Samuel Parker of South Bend was agreed on as the special Judge to try the case.

The case was presented and argued before Mr. Parker, and on August 2nd, he decided the case prohibiting O'Keefe from going on with the work, and granting the temporary injunction, and declared the contract null and void. Mr. O'Keefe at once asked a change of venue from Mr. Parker. This being in vacation of court, when the September term convened Judge Bernetha appointed Moses B. Lairy of Logansport to try the case during the court on the permanent injunction. It was then September 24, 1909, and on Oct. 20, having heard the evidence and gone over the contract, Judge Lairy decided that the contract as relating to the interior decorations of the court room was void, but upheld the contract in all other respects, and dissolved the temporary injunction granted by Judge Parker.

Mr. Ness then appealed the case to the Appellate court, and on April 27, 1910, Judge C. M. Hadley gave the opinion of the Appellate court, that the decision as to the interior of the court room was correct, and that the work should be enjoined, and also deciding that all other parts of the contract were also void, and completely reversed the decision of Judge Lairy.

The next step was the filing of a petition by Mr. O'Keefe for a rehearing by the Appellate court, and on Dec. 14, 1910, Judge Hadley made a second decision which completely reversed his former decision, and held that the contract, aside from the interior decorations of the court room for which there were no specifications, and

(Continued on Page 4.)

OLDEST PERSON MARSHALL CO. DIES SUDDENLY

MRS. JONATHAN NIFONG, AGED 103 YEARS, TAKEN SICK WEDNESDAY, AND DIED TUESDAY MORNING.

HOLD FUNERAL THURSDAY

Was a Native of Delaware County, Ohio, and Came to Marshall County In 1849, Residing Here Since Then.

Word came to Plymouth Tuesday morning saying that Mrs. Lorenda Nifong, the oldest person in the county, was dead.

Lorenda Watson, daughter of William and Sallie White Watson, was born in Delaware county, Ohio, on Feb. 8, 1809, and died at the home of her son James, east of this city at three o'clock, Tuesday morning, aged 103 years, 2 months and 8 days.

She came to Marshall county in 1849, with her husband, Jonathan Nifong, and has been a resident here ever since.

At the time of her 100th anniversary, in 1909, a very elaborate celebration of the event was held. There was a program, and a big dinner, with many visitors to see this remarkable lady. She has retained all her faculties, with the exception of sight, which has failed her in the last few years. Mrs. Nifong was a great reader, and was well informed on the happenings of her lifetime, and could relate much of what has made the history of the last century. She had of course lived past the years of activity, but her declining days have been a blessing to the relatives and friends who have been near her.

Her living children are Mrs. Martha Weissert aged 65, James C. aged 63, and Joel W. aged 59. She was living with her son James at the time of her death. When she was 100 years old, there were sixteen grand children, and thirty great grand children.

The funeral will be held Thursday afternoon, April 18, and the friends will leave the house at two o'clock, and be at the Jacoby church at about three, where the services will be held.

READY FOR BASEBALL.

Ball & Co. Team Organized Again For Season With Same Officers and Line-up As Last Year.

The Ball & Co. baseball team has been organized for the season of 1912, with the same officers and line-up as 1911. Following is the organization:

President—Alpha Ball of Ball & Co.

Manager—Otto Breece.
Coach—Harley Bryant.
Captain—Gerald Shreeve.
Treasurer—Earl Schroeder.

The team will play their first game, May 5. Earl Schroeder proved to be the best hitter during 1911, getting a per cent. of .342. He was crowded by Jones who got .333. Gerald Shreeves led the team in fielding with .994. Wm. Hardy had the lowest fielding average with .750. Glaub was the weakest hitter with an average of .075, but he led the team in the number of stolen bases. Ault has the distinction of getting the longest hit. Following is the line-up for this year:

Hardy, 3b; Shreeves, 1st; E. Schroeder, ss; R. Schroeder, c; Poor, cf; Jones, p; Siddell, rf; Ault, lf; Glaub, 2b; Price, utility.

The team would like to arrange games with any amateur team in this part of the state.

Confer Degree On Seven.

Plymouth Encampment No. 113, I. O. O. F. conferred the Royal Purple degree on seven candidates Monday night. Three of these were from Bourbon. After the work a fine social time was enjoyed by the members from both places.