

WEATHER
Rain tonight
or Friday.

TONOPAH DAILY BONANZA

Today's Silver
Quotation, 59 1-4

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TONOPAH, NEVADA, THURSDAY EVENING, APRIL 18, 1912

PRICE 10 CENTS.

BELIEVED THAT AWFUL STEAMSHIP DISASTER MIGHT HAVE BEEN AVOIDED

HEAVY FIRE IS
HEARD; BATTLE
MAY BE ON

LONDON, April 18.—A wireless signal to the Lolyd agent at the Dardanelles says it is reported cannon firing was heard at the entrance of the straits. This is unconfirmed. It is rumored the Italian fleet is attacking and bombarding the Turkish fortresses in an effort to force their way through the water in order to reach the city of Marmora. If this city is taken, it will be only a matter of time when the Italians will proceed to Constantinople.

FOUR THOUSAND
KNIGHT TEMPLARS
IN STREET PARADE

SAN DIEGO, Cal., April 18.—The parade of four thousand Knights Templar this morning was the biggest event of the week's convalescence which ends on Saturday night with a grand ball at Coronado Beach hotel, was witnessed by 20,000 people. Oakland claims the honor for receiving 1913 convention, which is to be decided this afternoon.

GREAT PLAYS
AT THE BUTLER
TOMORROW

This story of Camille in which Sara Bernhardt will appear as the heroine, Marguerite Gauthier, Mrs. Gauthier was not an imaginary person, her real name being Marie Duplessis and was a well known character of 1845 during that brilliant epoch and was known by her luxurious equipages, by the elegance of her toilettes and by her exceeding beauty. Marie Duplessis was remarkable however for the nobility of her character and her natural distinction.

Marie Duplessis or Camille passes through the world like a radiant meteor which illuminates the sky for an instant and disappears into the night, and as Jules Janin says this worldly woman surrounded by homage, by the mere force of seeing her affection broken and being forced to obey the necessity of her short "Liaisons" became indifferent to everything.

She died broken hearted, the life that she had led only having at heart one true affection and that affection she had the courage to sacrifice to save the happiness of a young innocent girl, the sister of the men whose love lit up the days of her unhappy life. She died without a murmur, softly nursed and consoled by gentle words. There were many friends left after so much luxury and so many scandals.

She had the good taste to express her last wish to be buried at daybreak in some place hidden and solitary and the wanderers who visit the Montmartre cemetery can be following the walk from the principal entrance, a little to the left, find a tombstone on which even today they will find flowers placed by pious hands. On this tombstone is engraved a name which time has slightly effaced and the name is that of "Camille."

This is a two-reel subject. Another feature film to be shown tomorrow in a three-reel subject, entitled "Kamellien," with Madame Bajan, the famous French actress, in the star. This is the standard program now shown at the Butler theatre. It has had a big run at the Maudslayi theatre in Los Angeles for two weeks. Prices there were 25c, 50c and 75c. At the Butler there will be the usual two shows in the afternoon and only one show at night. The price of admission will be 15 cents.

If you want to sell your goods on the columns of the Bonanza, it gets results.

No Definite Information Can Be Had From the Carpathia, Even When Asked for In the Name of the President of the United States--J. Bruce Ismay, a Director of the White Star Line Holds Strict Sensorship Over Carpathia's Wireless Operator.

PREFERENCE SHOWN BETTER CLASS CAUSE OF BITTER CRITICISM

NEW YORK, April 18.—Relatives and friends of the survivors of the Titanic disaster have packed to suffocation the offices of Surveyor Henry in an effort to get passes to the pier where the Carpathia will dock. Surveyor Henry issued passes to relatives and friends of all first and second cabin survivors but flatly refused all friends of relatives of the steerage survivors.

This has caused more bitter criticism.

NEW YORK, April 18.—J. Bruce Ismay, one of the directors of the White Star Line, is withholding the details of the Titanic disaster from the world. He is holding strict censor upon the wireless operator on the Carpathia, not permitting even a sentence to be flashed from the wireless station on board ship. The scout ship Chester which was sent to the scene of the disaster yesterday morning has reported to the state department at Washington that no communication whatever is permitted to be given out from the Carpathia, informing the authorities at the capital that J. Bruce Ismay is keeping important news from the public. He notified the official that he had flashed signals to the Carpathia asking the operator on that ship for a story. He claims he was curtly refused. After trying again to communicate with the Carpathia and receiving no reply, the wireless operator on the Chester explained to the operator on the Carpathia that the president of the United States had asked that the Carpathia give out what news it was holding, the reply came that the Carpathia had no news.

Since this has been made public bitter criticism is made and Director Ismay is being denounced on every hand. From this latest dispatch it is taken by some to mean that Ismay's censorship is held so strictly on account that he fears to give the true story of the accident as it will be shown that the terrible disaster could have been avoided. If such be the case the White Star line official will be in dire straits. Mayor Gaynor has ordered 300 special police to guard the docks has ordered all photographers excluded from the landing. All the streets in the vicinity of the docks are this afternoon being roped off, so as to permit no one to cross certain lines.

NEW YORK, April 18.—Revised figures of the number of survivors on board the Carpathia are as follows: Cabin passengers, whose names are known, 281; steerage passengers whose names are known, 126; passengers whose names are yet unknown, 25; crew manning the life boats, 145. Total 705.

A revised list of the missing and dead are: First cabin passengers, 172; second cabin passengers, 189; steerage passengers, 453. Of the crew, including all but four of the officers, 700 hundred. Total number of missing or dead 1514.

NEWPORT, R. I., April 18.—Early this morning many code messages from the Carpathia's Marconi system to the White Star line office at this place have been picked up. It is believed that many of these code messages contain valuable details, but the officials at the steamship company's office here refuse to give out any information. The very fact of these many code messages being sent and picked up shows that J. Bruce Ismay, one of the directors of the White Star line who is aboard the rescue ship Carpathia, is very carefully guarding what really happened

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Steerage Passengers	453
Crew (Except Four Officers)	700
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after the Titanic struck upon the iceberg. Much criticism of Director Ismay is heard on all sides. The people are half crazed by being held in suspense.

NEW YORK, April 18.—Atmospheric weather conditions are so unfavorable that it is now next to impossible to receive any wireless messages at this port. At 11:20 this forenoon all the land stations had been eliminated and the government officials at this place gave orders to all land operators not to communicate with the rescue ship Carpathia or the scout ship Salem, but to relay all message from the scout ship Chester.

Vice President Franklin, after being asked for definite information regarding the disaster to the Titanic, and still insisting that the details of the wreck were still unavailable, the Marconi United Wireless companies issued orders to all stations within communicating radius to instruct the operator on the Carpathia that it was imperative that he give out some statement forthwith. After the Carpathia had replied to one wireless stating that he had received the message, the Carpathia's operator refused to answer more questions.

Another message from the land stations reads as follows: "Received absolutely no details and know absolutely nothing what happened. Everything on board the Carpathia is so overcome by grief that no one can tell a connected story of the Titanic's foundering on the iceberg. Just received code message from J. Bruce Ismay, but he refuses to throw light on the subject. No reason to believe that Bruce Ismay is planning to get on board the ship Cedric before the Carpathia is in sight of Sandy Hook, as that boat has been instructed not to be held for a moment. No intentions at present of removing any one of the survivors on board the Carpathia until she is docked at New York. No yachts or private boats will be permitted to meet the rescue ship off Sandy Hook. It is now believed that the Carpathia will dock at about 11 o'clock tonight. Will publish what little information we can get from the Carpathia regarding the condition of the survivors."

NEW YORK, April 18.—What is believed to be one of the last mes-

sages sent from the Titanic before she struck the iceberg was received at the hydrographic office in Washington on April 14, the day preceding the night on which the collision occurred, according to advices received here tonight. The message as given, read:

"April 14, German steamer America reported by radio telegraph passing two large icebergs in latitude 41.27, longitude 50.08. Titanic."

This message indicates that the Titanic had knowledge of ice in her vicinity, as her position when she struck was latitude 41.46, longitude 50.46.

NEW YORK, April 18.—An official dispatch early this afternoon definitely settles the question as to the safety of Isador Strauss and wife have perished. Percy Strauss has received the following wireless message from the rescue ship Carpathia: "Every boat is being watched with all the alertness possible. Your father and mother are not on the Carpathia. They are believed to have drowned."

NEW YORK, April 18.—The rescue ship Carpathia, upon which 700 or more passengers of the ill-fated Titanic are on board, flashed signals last night at 10 o'clock that she was proceeding rapidly and that she was about 75 miles east by south of Block Island and one hundred and forty miles from New York.

NEW YORK, April 18.—At the offices of the White Star line company in this city the official gave notice that the liner Carpathia would be off Sandy Hook at about 9 o'clock and would shortly thereafter be docked.

NEW YORK, April 18.—The scout cruiser Salem early this morning flashed wireless signals to the Brooklyn navy yard as follows: "Can't possibly get into communication with the Carpathia for information regarding the condition of the survivors, though we are within easy radius of communication. Sometimes they acknowledge our signals but they in turn will not admit having received our messages or our queries."

NEW YORK, April 18.—It has just been learned from the officials of the White Star line that they have agreed to accept the offer of

WHITE STAR OFFICES STORMED BY WIVES AND CHILDREN TITANIC CREW

SOUTHAMPTON, England, April 18.—The wives, children and sweethearts of the ill-fated Titanic's crew today stormed the White Star line offices pleading for a revised list of the survivors. Of the crew some news is sought by wives who are already broken in mind and body as a result of the long wait. Southampton seagoing aristocrats have boarded a ship and have gone in search of the bodies of the crew that have perished.

The St. Luke hospital management setting aside the new hospital for the exclusive use of the survivors on board the Carpathia. From this it is construed that many of the survivors are in serious condition, and possible that disease is rampant among the unfortunates.

NEW YORK, April 18.—The atmospheric conditions are growing worse. The entrance of the harbor, which has been fog bound all the forenoon is being most dense, and fears are now entertained that the survivors on board the Carpathia will not be able to land until tomorrow as the ship may be held off Sandy Hook. The coroner's office and the board of health have made all arrangement for removing any of the bodies that may be on the ship. The police fear that they will be unable to control the throngs of half-crazed people whom they anticipate will crowd the water front as soon as the vessel arrives.

NEW YORK, April 18.—At the White Star offices at 3 o'clock this afternoon it is learned that the Carpathia will probably not be docked before tomorrow morning. A veritable gale is blowing and the weather is so heavy it will be difficult to carry the survivors under cover of the night. It is meant by this that many on board are in such serious condition that in trying to land them at night will be too great a risk. Carpathia this afternoon continues to refuse all wireless calls.

NEW YORK, April 18.—It has just been officially denied by the White Star line in this city that the Baltic had more than two hundred survivors on board.

HALIFAX, Nova Scotia, April 18.—The steamer Parisian of the French line has just arrived into port. Thousands of people had gathered at the pier where she docked, anxious to receive some direct word from the scene of the disaster. The Parisian carried by one single soul, the operator of the ill-fated Titanic, Operator Sutherland, who had been at work upon the wireless keys eighteen hours when he sent the final message from the Titanic, looked no worse for the terrible ordeal he had gone through. The Parisian was due here early this morning but spent nearly all of the day trying to get assistance to the disabled tank steamer Deutschland, which is in a sinking condition in mid-ocean. After Operator Sutherland had been at his post sending signals of distress from the Titanic, Captain Holmes ordered him to bed. He was in a sound sleep while the Titanic was sending "M. G. S." Had the Parisian been able to have communicated with the Titanic at the first signal she could have reached the scene ahead of any other ship. Operator Sutherland awoke on Monday morning and doctored his wireless cap. Instantly he heard the Carpathia describing the Titanic's plunge.

NEW YORK, April 18.—The first (Continued on Page Four.)

NO FIRE ESCAPE
LADDERS AS YET
ON BANK BUILDING

The State Bank & Trust Company building which was badly damaged by fire on the morning of February 16, and in which were several roomers at the time who were compelled to flee from the burning building in their night robes, down the stairs, which were a mass of flames underneath them, and had the fire remained undiscovered for ten minutes before it was, there would undoubtedly have been some of the tenants burned alive. Some three years ago a grand jury ordered the county officials to see to it that fire escapes were placed upon the building, and almost every grand jury has done likewise, but of no avail. It is now over two months since the fire and as yet the owners of the building have paid no heed to the order to protect the life of the occupants of the fire trap building by placing the fire ladder escapes upon the outside of the building. The authorities should condemn the upper stories of the building or insist that their orders be complied with.

This article is not written with malice against Receiver Frank Wildes, but for the purpose of protecting human life. There are quite a few roomers in the building and they are entitled to this protection, for the law gives it to them.

TONOPAH STREETS
ARE UNDERGOING
NEEDED REPAIRS

The thoroughfares of Tonopah are now being given repairs. Chief of Police Smith has a force of men and teams engaged in filling in the holes and leveling up Main street with quartz and clay. The material being used is different from that of former occasions and when packed will make the street surface hard and as smooth as a macadamized road. As soon as Main street is put in order then other thoroughfares will be put in shape.

HOP SMOKER
GOES TO JAIL
FOR A WHILE

William Ford, colored, will, as the result of his fondness for the juice of the poppy, in the form of opium, reside in the county bastle for a period of sixty days, not having in his jeans the necessary coin to pay the fine of \$120 which his honor, Judge Atkinson, imposed on the dusky admirer of the fumes that soothe, but later destroy. Ford, in addition to having a complete layout in his possession, had secured a large-sized "gat" with which he threatened the wife of his bossman, but the better-half refused to become a target and had Ford haled to the temple of justice, where the judge, after listening to the expert testimony of the police on the matter of hop and assault, concluded that it would be better for Ford to forego the ways of the landlady and the smoker for some time and, accordingly, pronounced the sentence aforesaid mentioned.

RAIL DENIED.
The case of George E. Dixon, who is charged with the murder of M. B. McKinnon, has been before the district court since yesterday morning on an application for admission to bail of Dixon, pending his trial, which is set for the 24th inst. Attorney P. M. Bowler appeared for the defendant and argued the application. Judge Mark Avelitt this morning, after hearing argument, refused the application for the admission to bail of George Dixon, and in consequence the defendant will have to remain in detention.