

# Chariton Courier.

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## Ideas Of A Plain Man

BY DR. FRANK CHRANE

Mr. T. Jefferson and others briefly listed the inalienable human rights as three; life, liberty, and the pursuit of happiness. There is a fourth: the right to make one's own mistakes.

Nowhere is the deep wisdom of the Creator more apparent than in his so arranging the Universe that a man can do his own sinning. We cannot understand this. We are so dazzled by ideals that we cannot see that the supreme privilege of freedom is to do wrong. Take that away, and a man becomes nonmoral. Virtue is of account only in one who might have chosen vice.

We learn by our own mistakes better than by any other means. Let a man always succeed and he will remain a child, ignorant, egotistic, unsympathetic and cruel. It is because the King can do no wrong that the King is usually a poor little soul.

Our growth, character, enjoyment of life come from our mistakes. A child that is not permitted to fall will never learn to walk; for walking is a succession of falls.

In our eagerness to make our children successful we rob them of the very foundation of success which is failure; for the truest success is what is left after a hundred failures. We are so anxious to have them happy that we take from them the key to happiness, which is the privilege of making themselves and others miserable.

I want the right to burn my own fingers, bump my own head, eat indigestible food, and do the whole range of silly and senseless things. Only when I am at perfect liberty to scar, scratch, smash and ruin my life, only am I capable of triumph, power and goodness.

It is rather important to be trained in morality; it is still more important to be trained in liberty.

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ARTIST'S CONCEPTION OF THE TITANIC'S SURVIVORS IN THE LIFEBOATS AND SCENE ON HER DECK JUST AFTER SHE WAS STRUCK BY THE ICEBERG, DRAWN FROM DESCRIPTIONS BY THE RESCUED.

The greatest disaster at sea in the history of the world, took place in latitude 41.10 north & 50-1 west, about 600 miles off the New Foundland banks, at 2:30 a. m. Monday morning April 15, 1912, when the Titanic, the largest ship afloat or ever built, encountered an iceberg, ripped open her side and went down in the Atlantic ocean where the depth is two miles.

There were about 2200 passengers and crew on board. The nearest authentic reports say that 705 were rescued, the greater number by far of these being women and children. The others either sunk with the ship or were drowned after jumping into the water or perished from exposure as they floated around with life belts sustaining them, from cold and exhaustion, and some died on the life boats and rafts from the same cause. Many of the women were clad in scanty clothing or in numberless cases, with only a thin wrap thrown over night dresses, no shoes or socks, having been hurried from their berths to be put in the life boats.

Wives were torn from husbands, sons from mothers, that women and children might be placed in safety first, and the brave acts of most of the men, the coolness and unselfish disposition of the Captain and crew and their every effort to be of assistance to the passengers at this awful time, challenges the admiration of the world. The demand for speed in travel combined with every possible luxury by the public and the desire of transportation companies to meet this requirement, is undoubtedly responsible to some extent for this appalling casualty but to what extent has not yet been determined and perhaps never will.

The Titanic was 882 1-2 feet long, 92 feet beam or wide and 95 feet deep, having 9 decks and more than the luxurious equipments of any modern hotel on earth. A golf links, tennis court, swimming pool, flower garden, promenades and suites as extensive as any on private yachts where families could be as exclusive from the others on board as tho in the country; provided with 30 water tight compartments and every other means known to the greatest modern builders of ships, she was considered unsinkable as well as the most magnificent, largest and swiftest boat in the merchants fleet of the world, hence, on this maiden trip from her moorings at Belfast to New York, she was sought by and carried more people of distinction and wealth than had ever crossed the big

pond in the same boat at the same time. John Jacob Astor, the multimillionaire in addition to a number of others whose fortunes are named in millions—Millet, the distinguished artist, and a score or more of others of world wide repute for some distinguished attainment, stood aside like the commonest subject of a tyrant King and let the women from the cheapest quarters in the steerage as well as those who occupied the most luxurious apartments aboard, have the first means of safety. Who, that has not witnessed it—aye, felt it, can describe the feeling of the mother, wife or sister as she draws away from a wreck in a life boat, and sees thru the faint light of the stars as he stands gazing longingly after her, the son, husband or brother on the deck of the fast sinking ship and know that but a few brief moments will flit by until he will sink to the bottom of an almost fathomless ocean and be lost to her forever. Two women, Mrs. Isadore Strauss and one other refused to leave their husbands and went to the same watery grave. A life boat containing 30 women and 1 man was capsized as it left the ship by some of the women moving from their places to waive a last farewell to their husbands and all were drowned. The life boats and rafts as they were filled and pulled away from the settling monster, passed thru a myriad of floating men who struggled to get in but who had to be beaten off and left to their fate. Many of the life boats carried as many as 60 and 70, yet made for only 25 or 30, and but for the fact that no calmer water was ever seen, the disaster would have proved still more appalling.

The Titanic carried but 16 life boats, 3 life rafts and a life belt for each passenger and crew up to 3500, but the boats and rafts had a maximum capacity of only 980, less than half necessary to afford protection to those on board, much less for the number the ship might have carried. At first general condemnation of the White Star Line management for such poor provisions for saving life was hurled at the company, but when it was learned that no ship of any line was better equipped, it awoke Congress to action and a Senatorial committee was appointed to make full investigation of all concerning the horrible catastrophe. J. Bruce Ismay, managing director of the White Star Line and all early reports and yellow journalism to the contrary, left the ship only in the last boat and when not another woman or child could

be found to put aboard. The jingoism of many of our public officials and the highly sensational and wholly untrue publications of the Metropolitan press before it has any reliable information is to unwarehedly contemptible to be tolerated. From every direction at first, appeared sentiment of contempt for Ismay because he was alive. Had the Titanic reached New York on record time or even a little behind, the demonstration of enthusiasm would have been second only to the landing of Bryan on his return from the Orient, but meet-as unexpectedly to Ismay and the captain as to any of the passengers with horrible disaster the public mind must be stirred to find the goat, and Ismay being the highest authority aboard, suited the jingo politicians and unreliable Journals purpose to tag him. Since the partial investigation by the Senatorial committee, the editors of the big dailies are viewing with each other in praise of Ismay, and the inflamed mind of the public is being cooled with fulsome compliments. The picture contains this: A most magnificent floating palace setting out from Southampton for New York on her first trip with 2200 aboard. Barring a slight mix up with other ships as she left her pier for the trip, everything was perfect and all on board happy and secure until 10:30 Sunday night April 14.

Captain Smith the oldest sea dog of all others given command of the queen of the ocean, left the bridge at 9 o'clock and went to his cabin after instructing first mate Murdoch who was then in charge that the ice field might be reached about 11 o'clock, and to keep a sharp look out. Murdoch's watch ended at 10 o'clock and he gave Lightholler, the second mate then in charge, the same instructions, which Lightholler passed to the forward watch and the two men in the crow's nest. At 11:30 tho the night was star-lit and the sea as unruffled as the feature of a bishop, the forward watch called to Lightholler on the bridge that there was ice dead ahead. The mate pulled the lever which stopped the engine—another which closed all airtight compartments in the ship, and rang the bell for the captain. Captain Smith appeared without delay and learning that the ship had struck the submerged ice a slanting blow and that the plates were ripped off the star-board side from stem to center, gave orders to have passengers awakened and boats made ready, and women and children cared for first. The shock was so slight that many were not awakened by it,

or those that were yet awake, paid no attention to the incident.

Captain Smith went at once to the wireless operators quarters and had Phillips, the man in charge, send out C. Q. D. signals. He soon had an answer from the Frankfurt, a German ship, whose operator refused to give her position. Captain Smith returned and ordered the S. O. S. signal sounded, and the Carpathia answered, and as soon as told of trouble and the location of the Titanic, put about and increased headway to render assistance. In the mean time boats were being loaded with woman and children and officers to handle the boats, John Jacob Astor having got his ailing wife on board one of them then helping in every way he could to get others away from the ship. The Several bands on the ship were set to playing on the stern, the officers and crew keeping men from the steerage back from the boat until all the women and children got away, the two Marconi operators, Phillips and Harold Brice keeping the Carpathia informed of conditions aboard and the captain omnipresent.

Slowly the big ship settled lower in the water by the head, the decks became washed by the sea, the passengers and crew remaining and with life belts only between them and death, leaped, many of them, overboard and struggled to reach boats from which they were beat off with oars to prevent sinking the already overloaded life saving craft.

From these boats was witnessed the closing scene. The Captain and his second mate Lightholler on the bridge which was now disappearing, the topmost deck of the ship towards the stern filled with men, the bands, playing in unison "Nearer my God, to thee" and reviving the last hope of the doomed as well as saved, poised high in the air as the plunge was taken to the bottom by the majestic Titanic, the sound of the sweet music never ceasing until the horns and the lungs of the musicians were filled with water and all disappeared from view.

Captain Smith refused to leave the ship. Lightholler went down with it, but an explosion forced him to the surface, when the suction again took him down and another explosion forced him to the top, where he caught an overturned boat and remained afloat until picked up by one of the life boats. From him, and Harold Brice and Bruce Ismay who have testified before the Senatorial commission, and Mrs. John Jacob Astor of New York and Mrs. C. M. Hays of St Louis the wife of the former general Supt. of the Wabash, we glean the above. The stories of the destruction of the Titanic being wholesale murder—that the officers were drunk and inconsiderate of the welfare of passengers—that criminal carelessness is chargeable on account of want of precaution in approaching the field where icebergs had been reported and in the failure to provide enough life boats to accommodate all that could be got on board the ship, as told by some hysterical survivors, men and women, are discredited by the statements of intelligent and rational men and women and ships crew who were rescued. The clergy of this whole country in their sermons last Sunday condoned the disaster tho condemning the spirit of the commercial age which brought it about. But whether blameable to any particular cause or not, the effect will be, not to shorten speed or curtail magnificence, but to add safe guards more proportionate to the risk.

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**Monument to Southern women**  
The first monument to be erected independently by a state of the women of the Confederacy will be unveiled in South Carolina April 2. The event will be an important one, attracting a full attendance of the United Confederate Veterans and the United Daughters of the Confederacy as well as all the distinguished men and women of the state. The monument shows the southern woman, dignified and beautiful, about to be crowned with laurel by the winged figure in the rear. On either side are child figures burdened with laurel to lay at her feet.

**Stimulate Children?**  
Ask your doctor how often he prescribes an alcoholic stimulant for children. He will probably say, "Very, very rarely." Ask him how often he prescribes a tonic for them. He will probably answer, "Very, very frequently." Then ask him about Ayer's Sarsaparilla as a strong and safe tonic for the young. Not a drop of alcohol in it.  
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