

ROAD EXPERT MADE A FINE IMPRESSION

THOSE WHO WITNESSED DEMONSTRATION AND HEARD LECTURE OF D. WARD KING, SPLIT-LOG DRAG EXPERT, GAINED VALUABLE INFORMATION.

Those citizens of Pensacola and of Escambia county, as well as some representative citizens of adjoining counties, who witnessed the demonstration given by D. Ward King, the famous split-log drag expert, on the Barrancas road, near Brent's mill, yesterday morning, and who heard the lecture of that gentleman delivered in the convention hall of the San Carlos hotel yesterday afternoon, certainly learned some things of interest and well worth the time consumed in attending the demonstration and lecture, and gained some information which will, undoubtedly, prove of vast benefit to Escambia county if properly applied.

The demonstration, accompanied by a number of prominent members of the Pensacola Commercial Association, some of the county commissioners and a number of other representative citizens of the town and county, Mr. King went to the section of road which had been selected for the demonstration yesterday morning and, taking charge of the team and the split-log drag himself, gave an interesting and instructive exhibition of its uses, performing a number of feats which opened the eyes of the spectators.

Among the most interested of the attendants at the demonstration and the lecture was Mr. F. C. Brent, who constructed the first hard road in this section of the county—the road leading from this city out to his home. Mr. Brent was much impressed with the operation of the split-log drag, taking a turn at driving the team himself, and he took an active interest in the demonstration and in the lecture yesterday afternoon.

The demonstration served both to show how to handle the drag and the effect upon the road, for, while, of course, dragging the rough section of the road one could not exactly illustrate what can be done by the use of the drag, it made a considerable difference in the road and clearly indicated the possibilities of road dragging.

The lecture, from the moment that Mr. King was introduced by Chairman Geo. A. Barry of the good roads committee of the Commercial Association, until he left the hall after delivering his lecture and answering the questions asked him by people in the audience, he held the undivided attention of his hearers. Mr. King, in his original and has a unique manner of expressing his thoughts, so that his hearers could not tell what was coming next and were kept in expectation why he had not thought of it before and would feel rather ashamed of not doing so.

He said the discovery of the split-log drag had been forced upon him and that he claimed no particular credit for it, except that he possessed a fighting disposition which made him determined when he went after anything not to stop until he got it. He told of how the bad roads in the country into which he went when he first began farming had made him begin to study and experiment in order

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YOUNG WIFE SAVED FROM HOSPITAL

Tells How Sick She Was And What Saved Her From An Operation.

Upper Sandusky, Ohio.—“Three years ago I was married and went to house-keeping. I was not feeling well and could hardly drag myself along. I had such tired feelings, my back ached, my sides ached, I had bladder trouble awfully bad, and I could not eat or sleep. I had headaches, too, and became almost a nervous wreck. My doctor told me to go to a hospital. I did not like that idea very well, so when I saw your advertisement in a paper, I wrote to you for advice, and have done as you told me. I have taken Lydia E. Pinkham's Vegetable Compound and Liver Pills, and now I have my health.

“If sick and ailing women would only know enough to take your medicine, they would get relief.”—Mrs. BENJ. H. STANBERRY, Route 6, Box 18, Upper Sandusky, Ohio.

If you have mysterious pains, irregularity, backache, extreme nervousness, inflammation, ulceration or displacement, don't wait too long, but try Lydia E. Pinkham's Vegetable Compound now. For thirty years Lydia E. Pinkham's Vegetable Compound, made from roots and herbs, has been the standard remedy for female ills, and such unquestionable testimony as the above proves the value of this famous remedy and should give every one confidence.

Some Well Known Passengers Aboard the Titanic, Many of Whom Were Lost



SPLENDID HEROISM OF THOSE WHO REMAINED

Continued from First Page.

York completely prostrated over the loss of Mrs. Compton's son, Alexander, who went down with the big liner. “When we waved good-bye to my son,” said Mrs. Compton, “we did not realize the great danger, but thought we were only being sent out in the boats as a precautionary measure. When Captain Smith handed us life preservers he said, cheerily: ‘They will keep you warm if you do not have to use them.’ Then the crew began clearing the boats and putting the women into them.

“There was a moan of agony and anguish from those in our boat when the Titanic sank, and we insisted that the officer head back for the place where the Titanic had disappeared. We found one man with a life preserver on him struggling in the cold water, and for a minute I thought that he was my son.”

MRS. JOHN JACOB ASTOR, WIDOWED BY THE DISASTER, IS UNDER THE CARE OF PHYSICIAN

New York, April 19.—Mrs. John Jacob Astor, widowed by the Titanic disaster, is being cared for by the family physician at the Astor home. A bulletin issued today says she is not in a critical or dangerous condition.

Mrs. Astor held up bravely until she reached her home, when she is said to have broken down, but quickly rallied.

WOMEN ROWED THE LIFEBOATS WHEN THE MEN BECAME EXHAUSTED

New York, April 19.—Women survivors of the Titanic were calm and appeared unafraid when the Carpathia reached the wreck scene. Some of the lifeboats were being rowed by women when Captain Rostron, who had kept an all-night vigil on the bridge, first sighted them splashing about among the icebergs.

Mrs. C. F. Crane, of Fort Sheridan, Ill., a passenger on the Carpathia, today gave a graphic account of the Carpathia's thrilling race with death. She said news of the disaster had become known to the Cunard's passengers and that scores of men and women were lined along the deck watching for the first sight of the crippled Titanic.

“With the aid of glasses,” Mrs. Crane continued, “we soon sighted the lifeboats. The first to come into view was ‘manned’ by women. Passengers and seamen aboard the Carpathia were stunned. She has sunk,” said an officer of the ship who stood near me. And then I realized for the first time that many lives had been lost.

“As the Carpathia slowed up, the women at the oars of the first boat did not seem to be the least bit excited. It was a remarkable thing, the calmness of those women. Some were thinly clad, while others were dressed in evening gowns. Other boats came into view. It seemed as though they were coming from behind icebergs. And the women in the boats were too dazed to realize their situation. Some of the boats were only half filled and the men who had been rowing were completely exhausted. When all the boats had been picked up and there were no others in sight, the first outburst of grief was heard.”

Mrs. Lena Rogers, of Boston, was saved from the Titanic in a boat which carried 55 women passengers. Crowded to more than its capacity, the boat was in danger of being swamped when Fourth Officer Louve, who had it in charge, succeeded in transferring some of his passengers to one of the other boats.

“As we left the Titanic,” she said, “several men were on the point of jumping into our boat, but they were stopped by Officer Louve drawing a revolver. After taking us out of range of the Titanic's suction, he transferred us to other boats that had not been completely filled and went back after more from the sinking ship. Too much praise cannot be given the officer for his work.”

Mrs. J. H. Brown, of Denver, Col., told of helping her own boat by taking a hand at the oars. There was no one else in the boat who could help the three inexperienced sailor boys in the boat with her to get the small boat away.

“The most trying moment,” said Mrs. Brown, “was at the instant the boats were being sent away. After they were once away, everyone seemed too dazed to realize what had happened until the Carpathia picked us up.

BY WORKING TEN MINUTES OVERTIME THE WIRELESS OPERATOR SAVED 746 LIVES

New York, April 19.—How the wireless operator on the Carpathia, by putting in an extra ten minutes on duty, was a means of saving 746 lives, was told by Dr. J. F. Kemp, the Carpathia's physician, today.

“Our wireless operator,” said Dr. Kemp, “was about to retire Sunday night when he said, jokingly: ‘I guess I'll wait just ten minutes, then turn in.’ ‘It was in the next ten minutes that the Titanic's call for help came. Had the wireless man not waited there would have been no survivors.’ Dr. Kemp described the iceberg that sank the Titanic as at least 400 feet long and 90 feet high. He said one of the boats the Carpathia picked up was filled with stokers from the sunken liner. ‘It had just two women aboard,’ he said. The doctor said the Carpathia cruised twice through the ice field near the spot where the Titanic sank and picked up the bodies of three men and one baby.

“The night was clear and starlight. In my boat were about twenty people. The Carpathia picked us up about 3 o'clock in the morning.” E. W. Beane, a second cabin passenger, was picked up after swimming in the icy water for twenty minutes. He, too, jumped into the sea after the boats were lowered.

“I had a shot fired,” said Bruce, “just after I jumped. Afterwards I was told a steerage passenger had been shot while trying to leap into a lifeboat filled with women and children.”

“I saw the Titanic sink,” he said. “I saw her blow up. Our little boat was a mile away when the end came but the night was clear and the ship loomed up plainly even at that distance. As our boat put off I saw Mr. and Mrs. Astor standing on the deck. As we pulled away they waved their hands and smiled at us. We were in the open boat about four hours before we were picked up.”

Mrs. Cornelia Andrews of Hudson, N. Y., was one of the first to be put into a lifeboat. “I saw the Titanic sink,” she said. “I saw her blow up. Our little boat was a mile away when the end came but the night was clear and the ship loomed up plainly even at that distance. As our boat put off I saw Mr. and Mrs. Astor standing on the deck. As we pulled away they waved their hands and smiled at us. We were in the open boat about four hours before we were picked up.”

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KENTUCKY MAN WAS PREPARING TO DRINK HIGHBALL WHEN CRASH CAME

New York, April 19.—C. H. Romacue of Georgetown, Ky., one of the first cabin passengers, had just stepped from the deck to the smoking room and stood at a table with a highball in front of him when the crash came.

“We had been crunching through ice all day,” said Mr. Romacue, “and I had been standing on the deck. I had become chilled and went inside for a drink of whisky to get warm. Suddenly there came the shock and my first thought was that we had struck a large cake of ice than usual. The boat suddenly tilted, so sharply that my highball slid from the table. Then came a cry ‘we're sinking,’ and the light grew dimmer and dimmer and finally went out.

“There was no panic of any kind although there was a rush to the boats when they were first lowered. The officers in charge commanded ‘women and children first’ and the men stood back. Few of us even thought there was any real danger.”

EVERYTHING DONE TO KEEP MEN FROM LEAVING THE LIFEBOATS

New York, April 19.—That all possible means were taken to prevent the male passengers on board the Titanic going away in lifeboats and allowing the women and children to perish, is the story told by Miss Lily Bentham, of Rochester, N. Y., a second class passenger. She said she saw shots fired at men who endeavored to get away. Miss Bentham was in a hysterical condition when the Carpathia landed and was unable to give a full account of what happened but Mrs. W. J. Douton, a fellow passenger, who also comes from Rochester, and who lost her husband, told about what took place.

“I had not been in bed half an hour,” said Mrs. Douton, “when the steward rushed down to our cabin and told us to put on our clothes and come upon deck. We were thrown into lifeboats and packed like sardines.

“As soon as the men were tried to get to the boats they were shot at. I don't know who did the shooting. We rowed frantically away from the ship and were tied to four other boats. I arose and saw the ship sinking. There was a baby in the boat with one of the women. The baby's hands had been cut off. I think it was still alive. The mother didn't give it up. During the night while waiting for the Carpathia four of the crew died in the boat and were thrown overboard. It was bitter cold and we had to wait until 8 o'clock in the morning before being taken off by the lifeboats of the Carpathia.”

JACQUES FUTRELL, THE NOVELIST OF ATLANTA, DIED LIKE A HERO

New York, April 19.—Mrs. May Futrell, whose husband, Jacques Futrell, the novelist, went down with the ship, was met here by her daughter, Miss Virginia Futrell. The latter was brought to New York from the Convent of Notre Dame in Baltimore. Miss Futrell had been told that her father had been picked up by another steamer. Mrs. Charles Copeland, of Boston, a sister of the writer, who also met Mrs. Futrell, was under the same impression. Miss Futrell and Mrs. Copeland, with a party of friends, awaited at a hotel the arrival of Mrs. Futrell from the dock.

“I am so happy that father is safe, too,” said Miss Futrell as her mother clasped her in her arms. It was some time before Mrs. Futrell could compose herself.

“Where is Jacques?” Mrs. Copeland asked. Mrs. Futrell, afraid to let her daughter know the truth, said: “Oh, he is on another ship.”

Mrs. Copeland, however, guessed the truth and became hysterical. Miss Futrell also broke down. “Jack died like a hero,” Mrs. Futrell said, when the party became composed. “He was in the smoking room when the crash came. The noise of the smash was terrific. I was going to bed. I was hurled from my feet by the impact. I hardly found myself when Jack came rushing into the stateroom.

“The boat is going down; get dressed at once,” he shouted. When we reached the deck everything was in the wildest confusion. The screams of women and the shrill orders of the officers were drowned intermittently by the tremendous vibrations of the Titanic's deep bass fog horn. The behavior of the men was magnificent. They stood back without murmuring and urged the women and children into the lifeboats. A few cowards tried to scramble into the boats but they were quickly thrown back by the others. Let me say now that the only men who were saved were those who sneaked into the lifeboats or were picked up after the Titanic sank.

“I didn't want to leave Jack but he assured me that there were boats enough for all and that he would be rescued later.

SUPPORTERS OF WILSON WIN WARM DEBATE

MEMBERS OF THE LOWER MIDDLE ENGLISH CLASS AT PENSACOLA CLASSICAL SCHOOL DEBATE ON MERITS OF PRESIDENTIAL CANDIDATES.

Yesterday morning at the Pensacola Classical School a spirited debate was participated in by the members of the lower middle English class. The subject of the debate was the respective merits of Woodrow Wilson and Oscar Underwood for the Democratic nomination. Mr. Wilson was ably supported by Miss Mildred Brown, Henry Bass and Oswald Johnston. The Underwood supporters were Miss Clara Blount, Norris Lewis, and Ben Williams.

A UNIQUE RECORD

Very Few Like It In Our Broad Republic. Home testimony for Doan's Kidney Pills, published in every locality, is of itself convincing evidence of merit. Confirmed testimony forms still stronger evidence. Years ago, a citizen of Pensacola, gratefully acknowledged the benefit derived from Doan's Kidney Pills. The statement is now confirmed—the proof more convincing. Cases of this kind are plentiful in the work of Doan's Kidney Pills—the record is unique.

Mrs. S. F. Johnson, 511 Belmont St., Pensacola, Fla., says: “I rarely knew what it was to be free from backache and other symptoms of kidney trouble. I was unable to perform the least work around the house without suffering and although I used plasters and liniments, I did not improve. Finally I took Doan's Kidney Pills, which I got from the Crystal Pharmacy, and they corrected my trouble.” (Statement given April 30, 1908.)

A LASTING EFFECT.

On March 25, 1911, when Mrs. Johnson was interviewed, she said: “I endorse Doan's Kidney Pills just as highly now as I ever did. The cure they made in my case has been permanent.” For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States.

Remember the name—Doan's and take no other.

Today is Candy day at Balkcom's drug store. With each cash purchase of 25c or more, we will give a delicious box of Park & Tilford's Celebrated Chocolates and Bon Bons FREE.