

PHARR

HERE WHERE PROGRESS MEANS GO.
HERE IN THE RICHEST VALLEY ON EARTH.
HERE WHERE PRICES SUIT THE BUYERS.
HERE WHERE WE ALL WANT YOU TO COME.

PLACE TO LIVE THAT IS UNEXCELLED.
PLACE TO DO BUSINESS UNEQUALLED.
PLACE OF OPPORTUNITIES UNSURPASSED.
PLACE WHERE THINGS MOVE UNPARALLELED.

TO GRANDE RIVER SUPPLIES OUR WATER.
TO GRANDE RIVER HAS MADE OUR SOIL.
TO GRANDE VALLEY THE PLACE TO LIVE.
TO GRANDE CAPITOL THE PLACE TO COME.

REMEMBER THE BEST TOWN IN THE VALLEY.
REMEMBER WHERE WE ARE LOCATED.
REMEMBER HIDALGO, COUNTY, TEXAS.
REMEMBER FOR 30 DAYS LOTS WILL BE CHEAP.

W. E. Cage
SALES AGENT

FORGET YOUR TROUBLES AND COME.
FORGET YOU HAVE EVER DOUBTED.
KNOCK AT THE DOOR AND IT WILL OPEN.
SEEK AND YOU WILL FIND US.

BUY WHAT WE OFFER YOU AND YOU
WILL ALWAYS BE GLAD.
BUY A HOME AND YOUR WIFE WILL
THINK MORE OF YOU.

COME AND CONSULT WITH US AND YOU
WILL ENJOY YOUR TRIP.
COME AND LOOK FOR YOURSELF AND
YOU WILL BE CONVINCED.

ASK FOR WHAT YOU WANT AND WE
WILL SHOW YOU WE HAVE IT.
ASK FOR THE TERMS YOU WISH AND
WE WILL TRY TO ACCOMMODATE YOU.

PHARR

While In the Valley

DON'T FAIL TO VISIT

MISSION.

Elevation, 140 feet.
Irrigation, unexcelled.
Drainage, natural.

WE PROVE IT

To be the most progressive, highly developed, prosperous, thriving proposition in the Lower Rio Grande Valley.

A personal investigation will convince you of the greater advantages and opportunities offered.

MISSION LAND IMPROVEMENT COMPANY
MISSION, TEXAS

JOHN J. CONWAY
President & Sole Owner

Cattle Market.

Associated Press.
Kansas City, Mo., April 18—Cattle steady to 10 cents lower; export steers \$7.70 to \$8.55. Hogs 5 cents higher; heavies \$7.90 to \$8.05. Sheep 10 to 15 cents higher.

Cotton Market.

Associated Press.
New Orleans, La., April 18—Cotton futures closed steady at a net advance of 9 to 11 points. Spots firm and 1-16 up.

WOMEN TAKE A HAND IN GOOD ROADS MOVEMENT

Chicago, Ill., April 18—The first convention of women ever held in this country for the sole purpose of promoting the good roads movement, was attended by over 1,000 delegates, representing women's clubs and organizations throughout Illinois. It is the intention of the leaders to make the issue a national movement and plans are now being perfected to have delegates from every state in the Union attend the convention in 1913.

HOW THE SHIP FOUNDERED AWFUL STORY BRIEFLY TOLD

**Survivors of Titanic Tell Graphic Story of the Wreck
Ship Not Adequately Supplied With Life Saving
Appliances. Ask United States to Lead in International Movement to Protect Lives.**

Associated Press.

Cunard Pier, New York, April 18.—The following statement issued by a committee of the surviving passengers of the Titanic was given to the press upon the arrival of the Carpathia at this port.

"We the undersigned surviving passengers of the steamship Titanic, in order to forestall any sensational or exaggerated statements, deem it our duty to give to the press a statement of the facts of the accident which have come to our knowledge and which we believe to be true.

"Sunday, April 14, about 11:40 p. m., on a cold starlight night in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by the lookouts, but not early enough to avoid a collision.

"Steps were taken at once to ascertain the damage to the ship and to save the passengers and the boat.

"Orders were given to put on life belts and the boats were lowered. The ship sank about 2:20 a. m. Monday. The usual distress signals were sent by wireless, and rockets were fired at intervals from the ship.

"Fortunately, a wireless message was received by the Cunard steamship Carpathia about midnight, and she arrived at the scene of the disaster about 4 a. m., Monday.

"The officers and crew of the Carpathia had been preparing all night for the rescue and comfort of the survivors. The last mentioned were received on board with the most touching care and kindness.

"Every attention was given to all irrespective of the class of passengers. The poor peasant woman from the steerage received the same care as did the ladies of the first cabin. The officers and crew gladly gave up their staterooms, clothing and comforts for our benefit.

"The English board of trade passenger's certificate on board the Titanic allowed for a total of approximately 3,500 persons to sail with the ship. The same certificate called for life boat accommodation for approximately 950 in the following boats:

Fourteen large life boats, two smaller boats, four collapsible boats, life preservers accessible, an apparently insufficient number for all on board."

The approximate number of passengers carried at the time of the collision was:

First-class, 330.
Second-class, 320.
Third-class, 750.

Total passenger list, 1,400.

Officers and crew, 940.

A total of 2,340 aboard the ship at the time of the disaster.

Of the foregoing about the following were rescued by the Carpathia:

First-class, 210.

Second-class, 125.

Third-class, 200.

Officers, 4; seamen, 39; stewards, 96; firemen 71.

Total saved, 745.

About 80 per cent were saved of the maximum carrying capacity of the life boats carried by the Titanic.

Concluding the statement called attention to the inadequacy of the life saving appliances on board modern steamers, and the necessity for remedial steps. The English board of trade allowed entirely too many people to each boat to permit them to be properly handled in case of an accident, the statement says.

The lack of trained seamen to man the life boats and not enough officers to carry out the emergency orders on the bridge, to supervise and control the life boats, and the absence of searchlights, and other faults were noted in the statement.

An international conference to recommend the enactment of identical laws providing for the safety of all at sea is urged. The United States is asked to take the initiative in the matter.

Associated Press.

New York, April 18—How the White Star liner, Titanic the largest

passenger steamship afloat sank off the bank of Newfoundland Monday, carrying to death 1,601 of 2,304 persons aboard, was told to the world in awful details for the first time tonight with the arrival in New York of the Cunard liner Carpathia bearing the exhausted survivors.

Of the great facts that stand out from the account of the tragedy the are the most salient:

Salient Facts.

The death list has been increased rather than decreased.

Six persons died after being rescued.

The list of prominent persons lost stands as previously reported.

Practically every woman and child, except those who refused to leave their husbands were saved.

While the Band Played.

The survivors in the life boats saw the lights on the stricken vessel glimmer to the last, heard the band playing and saw the doomed hundreds on her decks and heard their groans and cries when the vessel sank. Accounts vary as to whether there was disorder aboard.

Not only was the Titanic tearing through the night to her doom with every ounce of steam crowded on, but she was under orders from the general offices of the line to make all the speed of which she was capable. This statement was made tonight by J. H. Moody, a quartermaster of the vessel. The helmsman on duty on the night of the disaster, said she was making 21 knots and the officers strove to live up to the orders and smash the record.

"It was close to midnight," said Moody, "and I was on the bridge with the second officer, who was in command. Suddenly he shouted 'Port your helm.' I did so but it was too late. We struck the submerged portion of the berg."

Captain Gracie's Story

Associated Press.

New York, April 18—Col. Archibald Gracie, U. S. A., the last man saved on the Titanic went down with the vessel but was picked up. He told a remarkable story of personal hardship and denied emphatically the report that there was any panic aboard.

He praised in the highest terms the behaviour of both passengers and crew, and paid a high tribute to the heroism of the women passengers.

Mrs. Isador Strauss, he said, went to her death because she would not desert her husband. Although he pleaded with her to take a place in the life boat, she steadfastly refused and when the ship settled by the head the two were engulfed by the waves.

Gracie told how he was driven to the top most deck when the ship settled and was the sole survivor after the wave that swept her just before the final plunge was taken.

Swept From the Deck

"I jumped with the wave just as I often have jumped with the breakers at the seashore," he said. "By great good fortune I managed to grasp to the brass railing on the deck above and hung on by might and main. When the ship plunged down I was forced to let go and I swirled about and around for what seemed an interminable time. Eventually I came to the surface to find the sea a mass of wreckage.

"Luckily I was unhurt, and casting about managed to seize a wooden grating floating nearby. When I recovered my breath I discovered a large canvass and cork life raft which floated up. A man whose name I did not learn, was struggling toward it. I cast off and helped him to get onto the raft. We then began to rescuing the people floundering in the sea.

The Life Raft.

"When dawn broke there were thirty of us on the raft, standing knee deep in icy water and afraid to move lest the cranky craft be overturned. Several unfortunates, benumbed and half dead made an ef-

fort to reach us, but we had to warn them away. Had we made an effort to save them we all might have perished.

"Hours elapsed before we were picked up by the Carpathia. They were the longest and most terrible I ever spent. Practically without any sensation or feeling because of the icy water, we were almost dropping from fatigue. One man became hysterical under the strain. The rest of us were near the breaking point."

Gracie denied that any man was fired upon. Only once was a revolver fired and this was to intimidate some steerage passengers who tumbled into a boat before it was prepared for launching. The revolver was fired into the air.

Gracie praised the conduct of John Jacob Astor.

Astor's Courage.

"The millionaire devoted all his energies toward saving his bride, who was in a delicate condition," said Gracie. "Astor helped us in our efforts to get her in the boat. I lifted her into the boat and astor requested permission to accompany her for her own protection. 'No, sir,' replied the officer, 'no man shall go until the women are off.' Astor then turned to clearing the other boats and reassuring the women.

Gracie said that despite the warnings of icebergs there was no slowing down of speed ordered by the commander of the Titanic. In the 24 hours ending the 14th, the ship was run 546 miles.

Newspaper Man's Story.

Associated Press.
New York, April 18—How the Titanic sank was told by Charles F. Hurd, a staff correspondent of the Evening World, who was a passenger on the Carpathia tonight, and furnished that paper with his account.

He gives the number of lives lost as 1,700. He praises highly the courage of the crew, hundreds of whom gave their lives with a heroism which was equalled but could not be exceeded, his account says, by that of John Jacob Astor, Henry B. Harris, Jaques Furtrelle and others in the long list of first cabin passengers.

It was the explosion of the boilers, according to Hurd's account, which finally finished the Titanic's career. The bulkhead system, though probably working, prevailed only to delay the ship's sinking. The position of the ship's wound on the starboard quarter admitted the icy water, which caused the boilers to explode and these explosions broke the ship in two.

"Nearer My God To Thee."

"The ship's string band gathered in the saloon," near the end of his narrative he says, "and played us 'Nearer My God To Thee.' The account continues:

"The crash against the iceberg, which was sighted at only a quarter of a mile distant, came almost simultaneously with the click of the levers operated at the bridge which stopped the engines and closed the water tight doors.

"Captain Smith was on the bridge and a moment later commanded all on board to put on life preservers, and ordered the life boats to be lowered. The first boats had more male passengers as the men were the first to reach the deck, when the rush of frightened men and women and crying children to the decks began.

Captain Remained at Post.

"Women first, was the rule rigidly enforced. Officers drew their revolvers, but in most cases there was no use for them. Revolver shots heard shortly before the Titanic went down, caused many rumors; one that Capt. Smith had shot himself; another that the first officer, Murdoch, ended his life. But members of the crew discredited these rumors. Smith was last seen on the bridge, just before the ship sank,

leaping only after the decks were washed away.

"What became of the men with the life preservers, was the question asked by many. Many of those with life preservers were seen to go down, despite the preservers, and dead bodies floated on the surface, as the boats moved away.

Refused to Leave Her Husband
Mrs. Isadore Strauss refused to leave her husband's side and both perished together."

Harold Cotton, the Marconi operator of the Carpathia, did not go to bed at his usual time Sunday night, and as a result caught the first message of the Titanic's plight, which fact is responsible for the saving of the rescued.

District Court Notes.

Yesterday morning the case of M. Wagner et al., versus the San Benito Land and Water company, a suit for damages, in which Messrs. Jones, West & West and R. J. McMillan represented the plaintiffs and Messrs. Spears, Bantz and Morrison the defendants, was dismissed was dismissed owing to the parties in the suit announcing to the court that settlement had been made.

The grand jury came into the court yesterday morning and announced that they could not find sufficient evidence to indict in the case of the State of Texas versus Luis Mangula, charged with arson, Arturo Cuellar Blanca, charged with arson, and Andres Garcia, charged with burglary.

In the first two cases, the defendants were charged some months ago before Justice of the Peace Gavito with attempting to burn the house of Cuellar's aunt.

HOUSE IN FAVOR OF PARCELS POST

WILL ALLOW FIFTEEN HOURS
FOR DISCUSSION.

Also Favor Law to Require Newspapers to Publish Names of Editor, Editorial Writers and Stockholders—Deciding Vote Soon.

Associated Press.

Washington, D. C., April 18—The house went on record today as favoring the establishment of a parcels post system and postal express. A commission to gather information relative to its creation is in contemplation.

It also went on record in favor of the Barnhart proposition to make newspapers publish the names of editors, editorial writers and stockholders.

Votes were taken on these propositions as contained in a rule which will bring them up during the consideration of the appropriation bill, and resulted overwhelmingly in favor of immediate consideration.

After a fifteen hours' debate, beginning tomorrow, the deciding vote will be taken on the proposal for parcels post and postal express.

Freight Receipts.

The freight receipts yesterday were: One car of wood, one of box material, two of milk, two of sugar, one of mules, one of cement, one of lumber, one of sand, one of gravel, five of wood blocks, one of sugar and three of crushed stone and one of barrels.

BIGGEST REALTY SNAP IN THE VALLEY

344 Acres of Land on the Big
Mercedes Canal at

\$55.00 Per Acre

Land has full Water Rights, Canals and Ditches made to each Tract. 246 acres lies within one mile of proposed interurban road, surrounding lands held at \$125 to \$150 per acre, will not subdivide at this price, part of purchase price may remain.

Address the owner,

W. Lingenbrink,
Mercedes, Texas.

The weather changes, and the cost of living, like tariff revision is upward, but the price of ICE remains the same.

Peoples Ice Co.

BROWNSVILLE, TEXAS

RED RIVER FARM TO EXCHANGE FOR BROWNSVILLE PROPERTY



We have a client who has 452 acres of fine land four miles from Avery, Red River county, to exchange for Brownsville improved property and farm lands; 250 acres in valley land that will produce from one to two bales of long staple cotton. The farm is fairly well improved, 250 acres in cultivation and five sets of improvements for tenants. Price \$75.00 per acre. Will exchange for something of equal, or less value and give good terms on difference.

HALLAM COLONIZATION COMPANY, Brownsville Tex