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Parsons' Pills
regulate the bowels and keep the liver active.

Third Officer Says a Good Word for Mr. J. Bruce Ismay

Science Can Prove What it Likes, But the Only Way to Tell of Approach of Icebergs is to See Them.

Washington, April 23.—Owing to the great confusion caused by the rush of crowds to the hearing and the constant interruptions during the interrogation of witnesses, the Senate committee decided to-day to exclude the general public. To accomplish this the hearing was transferred to a smaller room in the Senate office building. Only witnesses, those particularly interested in the inquiry, and members of the press were admitted to the room.

The change caused disappointment to thousands, most of them women, who crowded about the corridors leading to the caucus room as early as 8.30 o'clock. The crowds then lined the hallways leading to the new room, and the police had difficulty keeping a passageway to the door.

Major Arthur Peuchan, of Toronto, the survivor who was ordered into one of the lifeboats to handle an oar by Second Officer Leightholder, was in the committee room.

Mr. J. Bruce Ismay and the White Star Line officials arrived early.

Senator Smith announced that Boxhall suddenly had been taken ill.

Third Officer Pitman took the stand and told in detail his experience of seventeen years on the seas.

'Were you present during the trial tests of the 'Titanic' he was asked? 'Yes, I was on the bridge most of the time.'

The witness said the tests consisted of steaming in circles and in performing other evolutions and in adjusting compasses.

'Were there any trials for speed?' he was asked.

'No, sir, I believe they have no such tests on the White Star Line.'

'Tell the committee the circumstances of the departure from Southampton.'

'We left Southampton 12.15 p. m. Wednesday, April 10. Nothing exciting happened except breaking the moorings of the New York, caused by the backwash from our starboard propeller. We got clear and proceeded to Cherbourg.'

'How long was the delay?' 'About half an hour.'

'What was the weather?'—'Perfect, 'Perfect.'

'Was it good all the way to the place of the collision?'—'All the way and no heavy sea.'

'Was there a starlit sky?'—'Every night and morning.'

Asked to tell his duties when on watch, Pitman said he worked out observations, found deviations of the compass, general supervision around the decks and relieving the bridge if necessary.

Coughs, Colds BRONCHITIS

If there is an ailment in the throat or chest, it is surely essential that the remedy be conveyed direct to the affected part. It's because the healing vapor of Catarrhazone is breathed into the sore, irritated throat and bronchial tubes, because its balsamic fumes kill the germs and destroy the cause of the trouble. These are the reasons why Catarrhazone never yet failed to cure a genuine case of Catarrh, Asthma, Bronchitis, or Throat Trouble.

The wonderfully soothing vapor of Catarrhazone instantly reaches the furthest recesses of the lungs, produces a healing, curative effect that is impossible with a tablet or liquid, which goes merely to the stomach, and fails entirely to help the throat or lungs.

To permanently cure your winter ills, your coughs, sneezing, and Catarrh, by all means use a tried and proven remedy like Catarrhazone. But beware of the substitutor and imitator. Look for Catarrhazone only. 50c and \$1. at all dealers.

Catarrhazone
Just Breathe It

Was it part of your duties to drill the men or go through practice with the men?' asked Senator Smith.

'No, sir, I merely gave them orders.'

The witness said boat drills always were held at Southampton and at Queenstown. The 'Titanic's drill at Southampton, he said, consisted of lowering and lifting two boats. The drill was to satisfy the British Board of Trade. 'We lowered the boats, sailed around the harbor, and then returned to the ship,' said said.

The witness said it was customary aboard ship to have boat and fire drills every Sunday. In the Southampton drill, Pitman said, approximately eight men went in each boat.

'Then only sixteen men participated in this drill?' suggested Senator Smith.

'Yes, sir.'

'Was there any fire drill on the 'Titanic' after she left Southampton?'

'No, sir, none.'

'Were you on the bridge during Saturday or Sunday preceding the accident?'

'Oh yes, part of the time Saturday afternoon from 12 to 4, said Pitman.

'See many icebergs or any freed ice.'

'No sir, none at all.'

'Did you hear anything about ice on Saturday?'

'No, sir.'

'Did you hear anything about a wireless message about ice?'

'Yes, I did, either Saturday night or Sunday morning, when Mr. Boxhall put it on the chart,' Pitman replied.

'Did you talk to the captain about the proximity of ice?'

'It's not my place to talk to the captain.'

Asked if he saw any ice on Sunday, Pitman said he did not. The fact that the temperature was lower, he said, would not necessarily indicate the presence of ice.

Senator Smith suggested that the proximity of ice was indicated in a number of ways, such as the effect on the sky, the change in temperature, the glint of sun or moonlight upon them.

The witness said the only way to discover the proximity of icebergs was to see them. Senator Smith sought to make the witness admit there were other indications.

'There is no other way. Science may hold that there are numerous ways, but they have never been demonstrated,' said the witness.

Pitman described a 100-foot iceberg in the southern ocean. Neither the temperature of the sea or the air was affected by the great mountain of ice.

Senator Smith asked Pitman if he knew that temperature tests of the water were made every two hours on the 'Titanic's' voyage from Southampton.

'Yes, sir, it was the custom'

After lunch Pitman reiterated statements of others that the 'Titanic' was on her proper course.

Senator Smith questioned the witness as to his whereabouts on the night of the collision. From 6 to 8 o'clock that evening, he said, he was on the bridge, after which he went to his berth.

'Did you hear anything about a warning by the 'Californian' that ice was in the vicinity?'

'No, sir.'

You heard nothing whatever either from Second Officer Lightholder or the captain when you were on the bridge that night?'

'No, sir.'

The witness said that the 'Titanic' had been keeping a special look out for on the fatal Sunday. He said that it was done because Captain Smith had been warned that ice was near.

'Who warned him?'

'I don't know.'

'Well, who told you that he had been warned? Were you told before the disaster or afterward?'

'I cannot remember who told me, and I think it was after the wreck.'

'Can you tell what speed the ship was making Sunday evening?'

'About twenty-one and a half knots an hour.'

'Was that pretty good speed?'

'No, nothing to what we expected her to do.'

'How much did you expect?'

'We thought she could reach 24.'

'Were you trying to reach 24?'

No, because we did not coal for that.'

Senator Smith inquired on what basis the witness figured the 'Titanic' was

marking 21 1-2 knots an hour. Pitman said by the log, and by the revolutions, which were about 75.

Pitman denied that the officers discussed the speed of the ship while at mess.

The witness said he left his cabin about 11.50 on Sunday night, just after the collision.

'There was very little impact,' he said. 'I was half asleep and half awake, and I wondered sleepily where we were anchoring. I walked out on deck after three or four minutes and saw nothing. Then I returned, lighted my pipe and dressed leisurely, for it was near time for my watch. Just as I finished dressing, Mr. Boxhall came up and asked him what was the matter. He said, "We have struck an iceberg."

'Then I went up on deck and met a man in a dressing gown, who said to me, "Hurry, there's no time for fooling."

Then I went to the boats.'

'Did you know who that man was?'

'Not then. I do now.'

'Who was it?'

'Mr. Ismay. Later, this man told me to get the women and children in the boats. I lowered one of them. Mr. Ismay came to the boat and helped me. I put in quite a number of them and a few men. Then I called for more women, but there were none to be seen. Then I stepped back on the ship again and officer Murdock told me to get in the boat and row around to the after gangway. I thought that was the thing to do, because I expected to bring all of the passengers back to the ship again.'

The witness said that just before the boat pulled away officer Murdock leaned over and shook hands with him, and said Good-bye, good-bye, good-bye, old man. 'I pulled away,' said Pitman, 'intending to remain nearby the ship in case the wind should spring up.'

There were five members of the crew on the lifeboat commanded by Pitman, who testified that he carried forty of the passengers. Under cross-examination he acknowledged that his boat did not have lights although the regulations of the British Board of Trade compelled it. Pitman said that the women behaved splendidly, and that all of them wanted to help in rowing to keep themselves warm. He said his boat was some distance from the 'Titanic' when she went down.

How did she sink?' asked Senator Smith.

She settled by the head, and then suddenly she got on end and dived straight down.'

He illustrated with down pointed finger.

Did you hear any explosions?'

'Yes, sir, four. They sounded like big guns in the distance.'

'What were these explosions?'

'I think they were the bulkheads.'

'When did the bulkheads break?'

'The explosions followed the dive of the ship almost immediately.'

When the investigation opened at 10.16 o'clock it was announced that J. B. Boxhall, fourth officer of the 'Titanic,' was ill, and could not be heard further at this time.

Washington, April 23.—The life and death struggles of the victims of the 'Titanic' disaster were pictured to the Senate investigating committee today by Third Officer Herbert John Pitman, of the sunken liner.

Chairman Smith, of the committee, pressed Pitman regarding scenes after the sinking of the ship.

Upset by Constipation

Distressing Indigestion, Stomach Gas, Palpitation, Constant Headaches.

'It is with intense satisfaction that I am able to relate how I was snatched by Dr. Hamilton's Pills from my bed of sickness,' writes H. H. Sargent, a well-known hardware traveler residing at Charleston. 'So many changes of diet brought on a fit of indigestion and liver complaint, but being very busy I didn't give the matter much attention. Headaches, awful dizzy spells, and constant tiredness soon made it impossible for me to attend properly to business. My appetite faded away. I became thin and looked yellow and jaundiced. I used three different prescriptions, which physicians said would tone up my liver and regulate my bowels—but I got no relief at all till I started to use Dr. Hamilton's Pills. After taking them for a few days I was surprised at the energy and force I obtained; the old feeling of tiredness and lack of desire to work disappeared, and instead came vigor, energy, ambition, good color, and sound digestion. I take Dr. Hamilton's Pills three times a week, and ever since have enjoyed the best of health.'

What's the use of feeling so languid, so stupid, and dull when Dr. Hamilton's Pills will give you such robust, joyous health. For all disorders of the stomach, kidneys, liver, and bowels, no medicine compares with Dr. Hamilton's Pills. 25c per box or five boxes for \$1.00, at all dealers, or the Catarrhazone Company, Kingston, Ont.

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invigorating cup of coffee out of anything but good coffee any more than you can make a silk dress out of cotton cloth.

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is pure coffee of the highest quality.

CHASE & SANBORN MONTREAL

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A DUTCH HERO

By Andrew Muir

Away over the sea, in the land of Holland, there lived many years ago a little Dutch boy named Peter. Now, in that country the sea has always been very greedy, and the Dutch folk have to be continually building dykes—that is, high walls of sand and earth—to keep the sea from rushing over their land. They know how to build stronger ones now, but they had not learnt to do so in the days of which we are talking.

One evening, as Peter came whistling home, he heard a little trickling sound, so he stopped and listened—there it was again. Then all of a sudden he caught sight of a small hole in the dyke, through which the water was drip, dripping. Being a Dutch boy, he knew that this meant that the cruel sea was coming in, and he wondered what he could do. His father was working on a dyke a long distance from home, and in any case while he went for help, the sea, he knew, would run in, for the opening was getting larger every moment. He tried filling it up with sand and grass, but as fast as he did so the water pushed it out again. Suddenly he had an idea; kneeling down he put his hand into the hole, and to his great delight found that the water stopped dripping through.

Hour after hour passed, and the stars came out one by one, but nobody passed that way; yet brave little Peter never stirred, although his hand and arm—indeed, his whole body—felt as if it were frozen. It was not until morning that a passing workman found him, and then the poor lad was so stiff and cold that he could only just murmur into the man's as he bent over him, "I—am—holding—back the sea!" the man hurried away, quickly returning with helpers to fill up the hole, whilst he himself lifted the brave boy gently up in his arms and carried him home to his mother, who was distracted with grief and anxiety at his absence. It was only when she got him tucked up safe and warm in bed that she had time to feel proud of her boy; nor was she the only one to be so, for all Holland was singing the praises of the little Dutch hero who held back the sea for them.

Painters' Size for Oilcloth.

When washing oilcloth a tablespoonful of painters size added to a pailful of water will give a glossy surface and make it wear much better than when washed in the ordinary way.

In putting down linoleum or oilcloth have strips of molding nailed on the edges next to the baseboard. This prevents dust from getting under and preserves the edges.

Heaviness at P'il of the Stomach

A Feeling of Uneasiness Before and After Meals Is Quickly Cured With Nerviline.

Nearly everyone gets an occasional attack of indigestion and knows just what that heavy feeling means in the stomach. "I was subject to stomach derangements, and my health was seriously hampered on this account. After meals I belched gas, had a weighty sensation in my stomach and over my left side. The first relief I got was from Nerviline—I used it three times a day, and was cured. I continue to use Nerviline occasionally, and find it is a wonderful aid to the stomach and digestive organs."

NERVILINE RESTORES WEAK STOMACHS

The above letter comes from Mrs. P. R. Stetson, wife of an important merchant in Brockton, and still further proof of the exceptional power of Nerviline is furnished by A. E. Rossman, the well-known upholsterer of Chester, who writes: "Let everyone with a bad stomach use 'Nerviline,' and I am sure there will be few sufferers left. I used to have cramps, rumbling noises, gas on my stomach, and severe fits of indigestion. Nerviline was the only remedy that gave me relief, and I found it so entirely satisfactory that I would like to have my letter of recommendation published broadcast in order that others may profit by my experience."

You'll find a hundred uses for Nerviline—it's a trusty household remedy.

HOW CHILDREN ARE POISONED

Every Year Brings Its Record of Children Who Have Been Poisoned As A Result of Eating Berries from the Woods.

Every summer and autumn brings its record of children who have been poisoned, sometime with fatal effects, as a result of eating some berries, leaves, or other parts of plants which they have picked in the woods. One of the first things a child should be taught is never to eat any berries except the well-known harmless ones such as blackberries, wild strawberries or raspberries. Little ones must be watched till they are old enough to recognise edible fruits, but even when very young they may be taught not to try eating anything which is unknown. The plants that are most commonly responsible for illness and even death when eaten by children are privet berries, laburnum seeds, acorn leaves, the brilliant red, juicy berries of the arum (lords and ladies) and the woody nightshade. The deadly night shade is pretty well known to be poisonous, but it is far less common than the woody nightshade or bitter-sweet. The common hemlock is a strong poison, but there is nothing to tempt children to eat it; one danger, however, lies in its hollow stem, from which whistles may be made, and these of course when put to the mouth will convey the poisonous juice to the membranes and the saliva by which means it may reach the stomach.