

A HARMLESS WAY TO DARKEN THE HAIR

A Little Sage and Sulphur Makes
Gray Hair Vanish—A Remedy for
all Hair Troubles

Who does not know the value of sage and sulphur for keeping the hair dark, soft, glossy and in good condition? As a matter of fact, sulphur is a natural element of hair, and a deficiency of it in the hair is held by many scalp specialists to be connected with loss of color and vitality of the hair. Unquestionably, there is no better remedy for hair and scalp troubles, especially premature grayness, than sage and sulphur if properly prepared. The Wyeth Chemical Company of New York put up an ideal remedy of this kind, called Wyeth's Sage and Sulphur Hair Remedy, in which Sage and Sulphur are combined with other valuable remedies for keeping the hair and scalp in clean, healthy condition. If your hair is losing its color or constantly coming out, or if you are troubled with dandruff or dry, itchy scalp, get a fifty-cent bottle of Wyeth's Sage and Sulphur from your druggist, use it according to the simple directions, and see what a difference a few days' treatment will make in the appearance of your hair.

All druggists sell it, under guarantee that the money will be refunded if the remedy is not exactly as represented. For sale and recommended by George Y. Dibble, druggist, opposite City Hall.

KING AND QUEEN TO ATTEND

Rome, April 24—The King and Queen of Italy, with a distinguished entourage, left today for Venice to attend the dedication of the new Campanile of St. Mark's, the structure recently completed in duplication of the famous tower which collapsed some years ago. The dedication of the new Campanile will take place tomorrow. The event will be accompanied with impressive ceremonies in which distinguished delegates from many countries will take part.

Owner Havor of the Milwaukee club of the American Association, died recently, and it is probable that Manager Hughey Duffy will take possession of the club.

IMPORTANT EVIDENCE AT TITANIC ENQUIRY

Washington, April 23—When the investigation was resumed 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. Pitman, third officer of the ship was then called on the stand.

It was decided today to exclude the general public. Senator Smith announced that Boxhall had taken suddenly ill. Third officer Pitman then took the stand, and told in detail his experiences of seventeen years on the sea.

"Were you present during the trial test of the Titanic?" he was asked. "Yes I was on the bridge the most of the time."

The witness said that the test 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 no such tests on the White Star Line."

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

"We left Southampton at 12.15 p. m., Wednesday April 10, nothing exciting happened except breaking the moorings of the New York caused by her back wash from our starboard propeller. We got clear and proceeded to Cherbourg."

"How long was the delay?"

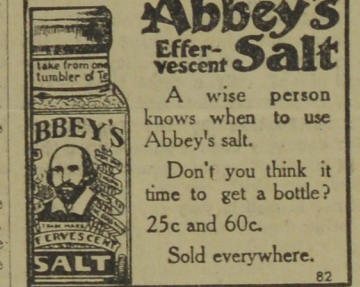
"About half an hour."

"What was the weather?"

"Perfect."

"Was it good all the way to the place of collision?"

"All the way and no heavy sea."



Abbey's Effervescent Salt

A wise person knows when to use Abbey's salt.

Don't you think it time to get a bottle?

25c and 60c.

Sold everywhere.

"Was there a starlight 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.

"Was it your duty to drill the men or go through practice with 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 rowed around the harbor and then returned to the ship," said Mr. Pitman. The witness said it was customary aboard ship to have fire drills every Sunday. In the Southampton drill Pitman said that approximately eight men went in each boat.

"Then only 16 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.

"How many icebergs or any freed ice?"

"No sir, none at all."

"Did you hear anything about ice 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 indicate the presence of ice.

"Yes, sir, it was the custom."



Experienced mothers say
Zam-Buk is best for children's injuries and skin troubles, because:

It is herbal—no poisonous mineral coloring.

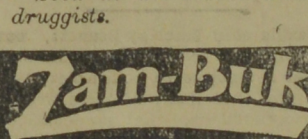
It is antiseptic—prevents cuts and burns taking the wrong way.

It is soothing—ends pain quickly.

It heals every time.

Just as good for grown-ups.

Sold at all stores and druggists.



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 a 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."

THE GRAVEYARD OF THE ATLANTIC OCEAN

"The graveyard of the Atlantic" is the sinister name by which the waters off the Newfoundland coast, where the Titanic went down, are known to seamen, and well have they earned the title.

Scores of ships have entered the curtain of fog, which hangs over the water for a good part of the year, never to emerge. The fate of these ill-starred vessels is conjectural. Doubtless many of them encountered icebergs and met the fate which overtook the Titanic, but in the days before the discovery of wireless they could hope for no aid.

Sable Island is one of the most dreaded spots along the coast. Dense fogs surround it much of the time, and it is in the line of the icebergs and fogs that come slowly southward from Labrador and the arctic region. It is also the point at which the three great currents of the Atlantic Ocean meet, the arctic current flowing southward, the gulf stream passing northeastward and the current from the St. Lawrence.

In this most dreaded nook of the "graveyard," where the winds never cease to blow and the fogs to gather, more than one hundred vessels have been wrecked in the last century.

WRECK OF BOURGOGNE.

One of the most terrible sea disasters of recent years, the sinking of the Bourgogne of the Compagnie Generale Transatlantique, befell near the scene of the latest disaster. The Bourgogne rammed a British steel sailing vessel, Cromartyshire, sixty miles south of Sable Island, and went to the bottom with 571 passengers, in 1898. The Bourgogne sank fifteen minutes after the collision.

The scenes which accompanied this disaster are among the most disgraceful in all the annals of the sea. The crew and most of the steerage passengers ignored that unwritten law of the sea which holds that women and children must be saved first. Men trampled women underfoot and fought among themselves, using knives and bludgeons. The tale of the shameful panic is sufficiently told in the enumeration of those who were rescued—fifty-eight male passengers, nearly all from the steerage, 106 of the crew and one woman.

The Bourgogne, it was said, had feared ice-floes and had been feeling its way through darkness and fog with caution. But as the morning came on it proceeded at its regular speed. The disaster happened soon afterwards.

The captain of the Cromartyshire was on the bridge. He saw the Bourgogne loom out of the fog close aboard. The next moment the ships came together. The Bourgogne reeled away and disappeared again in the fog. It whistled and sent up a rocket. That was all. A little later the lifting fog disclosed two small boats floating on the water. The Bourgogne had disappeared.

GRAVEYARD OF MANY.

The Dominion liner Assyrian went ashore near Cape Race in 1899. Of its hull and cargo, valued at \$450,000, not a particle was saved.

The Hamburg freighter Arcadian met a similar fate near Cape Bay the next summer.

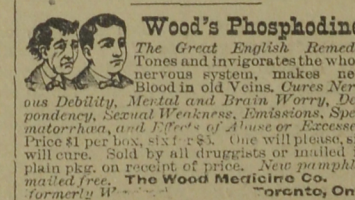
The Italian liner, the City of Berlin, encountered an iceberg on the Grand Banks and narrowly escaped the fate of the Titanic. It contrived to reach port in a badly crippled condition.

The British steamer Topaze, the imprisonment of whose crew in a Venezuelan port the year before provoked the bombardment and blockade established by England and Germany, was lost at Cape Ray while proceeding to the Newfoundland "French shore" with a cargo of coal for the British naval flotilla on patrol there.

Among the other vessels which have gone to watery graves in this vicinity may be mentioned the Vicksburg, the Warrior, the Nedway, the Valiant, the Snowbird and the Endymion.

ICE THICK THIS YEAR.

Commanders of vessels pursuing the northern course across the Atlantic have reported icebergs of a perilous character for some time. As early as March 24 the Lucigen made such a report. A little later the Columbia had a thrilling struggle to escape an ice-pack. Only last week Captain Jacobson of the Armenian, reported that "indications are that there is an unusual quantity of heavy field ice and pack ice and numerous small and large icebergs on the banks and all east of it."



Wood's Phosphorine.
The Great English Remedy.
Tones and invigorates the whole nervous system, makes new blood in old veins. Cures Nervous Debility, Mental and Brain Worry, Dependence, Sexual Weakness, Emissions, Spermatorrhea, and Effects of Abuse or Excesses. Price \$1 per box, 4 for \$3. One will please six will cure. Sold by all druggists or mailed in plain pkg. on receipt of price. New pamphlet mailed free. The Wood Medicine Co., Toronto, Ont.

The latest craze of Berlin women is to have their portraits printed while they asleep.

"WALK!" SAYS MR. MARTINDALE AND BE WELL

(Philadelphia North American)
" * * * afoot and light-hearted I take to the open road,
Health, fies, the world before me
The long, brown oath before me
Leading wherever I choose."

Thomas Martindale, the veteran sportsman, a former resident of London, whose prediction that we would have a long cold winter has been verified, made the cheering remark yesterday that the spring is not far off and when it does come, he said there will be nothing half way about it. Already has the walking season commenced, and whether spring be late or early, the devotees of the sports will tramp the woods and by ways seeking health and strength from the good old mother earth they stamp beneath their feet.

"The earth currents do it," said Mr. Martindale and he surely ought to know.

EARTH CURRENT FOR HEALTH

"Yes sir; let me tell you the earth currents are what give health and strength to the walker. That's why the country man on his visit to town finds himself unable to walk more than a few squares before his feet become tired and sore."

Settling himself in his armchair, Mr. Martindale told, in reminiscence, mood of great walkers he had known, made plain the delights that accompany journeys afoot through the open country and the stretches of woodland, and told just what the "earth current" is.

"You see," he said "all surplus electricity goes into the ground. That's where the lightning gets; that's where electric current that leaks from wires and poles goes and it is all stored in the ground. It is that electric connection between the feet and good earth that makes it easier for us to walk the country roads than the city streets that gives us health and strength when we tramp the earth instead of the brick and asphalt."

"Suppose you do walk upon asphalt. Well, that asphalt insulates the earth, and so the earth currents can be utilized. You walk on earth in preference to asphalt or brick because earth is soft? No, you do not. You walk there because of an instinct to do so. It's just as soft to walk the earth in rubber boots, yet your feet become sore and tired. That is because the rubber insulated the soles of your feet, and the earth currents cannot leave the earth and pass through the sole of the shoe and invigorate you."

That brought up the subject of rubber heels, which were heartily recommended. Mr. Martindale said broad, common-sense shoes should be worn. He said a shoe dealer in this city had told him of all the hundreds of pairs of shoes he sells in a year, not 2 per cent of them had wide toes. "It's all a mistake," he said. "Besides you cannot walk in a narrow-toed shoe. Sooner or later your feet will suffer."

BEAUTIES OF A TEN MILE WALK

"Throw your head back when you walk, Carry a light stick. Pass it through the arms in back of you and that will throw your chest out. Then walk. Why, I took a ten-mile walk this morning through the woods and open country, and I saw eleven different varieties of birds that have just come here from the south. I heard their notes and recognized them."

Thpn he told of the writers who had recounted the pleasures of walking, of the characters of Dickens who most always walked, praised Walt Whitman as a Walker, and told personal anecdotes in which the poet figured.

"Carry a change of hosiery," he said, "and change when the feet become tired and wet, and eat raisins. A pound will do for a twenty-mile walk, and they will greatly nourish the walker."

On May 4, he said he will lead a party on a tramp from Sixty-ninth street along Cobbs Creek to Collingdale. From there the walkers will take the cars home again a tramp of seven miles.

(Mr. Martindale is a well known big game hunter and has made frequent visits to New Brunswick.)

NOT ONE WOMAN IN TWENTY HAS A STRONG BACK.

THE KIDNEYS ARE TO BLAME
NINE TIMES OUT OF TEN.

Women are coming to understand that weak, lame and aching backs from which they suffer are due to wrong action of the kidneys.

The poisons that ought to be carried off are sent back into the blood, taking with them a multitude of aches and pains. There is no use of expecting relief until the kidneys are restored to health.

Doan's Kidney Pills are the quickest and most reliable remedy. Mrs. Ed. Baxter, Upham, N.B., writes—"I take a good deal of pleasure in telling you what Doan's Kidney Pills have done for me. I was troubled with my kidneys for a number of years, and my back was so lame I could not sweep the floor. A friend of mine advised me to try a box of Doan's Kidney Pills, which I did, and after using three boxes I am as well as ever. I highly recommend them to anyone suffering from lame back or kidney trouble."

Doan's Kidney Pills are 50 cents per box, or three boxes for \$1.25, at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

When ordering direct specify "Doan's."

DOG SHOW IN WASHINGTON

Washington, D.C., April 24—The most notable dog show ever given in this city opened today under the auspices of the Washington Kennel Club. The collie and bulldog classes are the best represented numerically, but the early visitors at the show today paid most attention to the little Pomeranians and other "toy" dogs, many of them owned by women prominent in the capital's society.

FAMOUS SINGERS TO BE HEARD

Spartanburg, S.C., April 24—Music lovers from half a dozen states are in Spartanburg for the eighteenth annual South Atlantic States Musical Festival. The festival opens tonight and will continue over Thursday and Friday. The participants in this year's program include Mary Garden, Mme. Jeanne Joneli, George Hamlin, Ellison Van Hoose and several other famous soloists, assisted by the New York Symphony Orchestra and the large chorus of the Converse College choral society.

INTERCOLONIAL RAILWAY

Through Service

TO
HALIFAX
AND THE
SYDNEYS
FROM ST. JOHN

NIGHT EXPRESS LEAVING AT 11.30 P. M., CONNECTS AT TRURO WITH THE MORNING EXPRESS FOR SYDNEY, AND WITH STEAMERS LEAVING NORTH SYDNEY FOR NEW-FOUNDLAND.

NUMBER 26 THROUGH EXPRESS FOR HALIFAX, LEAVING AT 12.40 P. M., CONNECTS AT TRURO WITH THE NIGHT EXPRESS FOR SYDNEY.

BUFFET SERVICE ON NIGHT EXPRESS SERVING BREAKFAST BETWEEN TRURO AND HALIFAX

DINING CAR ON MORNING EXPRESS FROM TRURO TO SYDNEY SERVING BREAKFAST AND LUNCHEON

THROUGH SERVICE TO QUEBEC AND MONTREAL, CONNECTION FOR THE MARITIME EXPRESS LEAVES FREDERICTON 6.30 P.M.

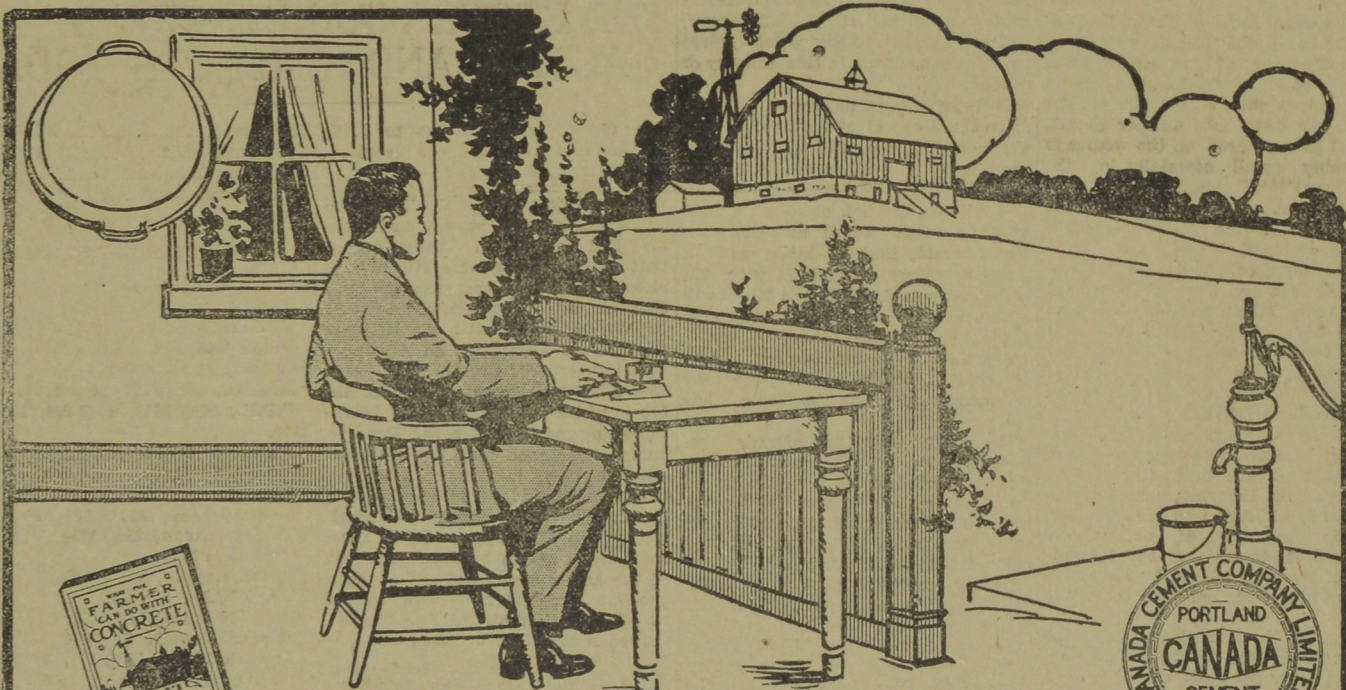
F. B. Edgecombe
City Ticket Agent.

SUMMER BOARDERS

SECURED FREE OF CHARGE THROUGH THE
BROOKLYN DAILY EAGLE INFORMATION BUREAU

This Bureau will distribute your booklets, cards, etc., display pictures of your house—in fact, give full information about your rates, attractions, etc., to the thousands of inquirers from among the 5,000,000 residents of New York City. This service is FREE to all resort advertisers in the Brooklyn Eagle, the greatest resort-advertising medium in the United States. Send for listing blanks and further details.

THE INFORMATION BUREAU
BROOKLYN DAILY EAGLE
Brooklyn, New York City



\$3,600 in Cash Prizes for Farmers

Tell Us How You Did It

You may win a prize by doing so

SUPPOSE your friend Bob Wilson, on the next concession, "pulled up" at your front gate on the way back from market and asked about that silo or barn foundation you built, you would be glad to tell him, wouldn't you? And it wouldn't take you long, either, would it? And, as a matter of fact, you'd find as much pleasure telling him as he would in listening—isn't that right?

First you would take him over to view the silo or barn foundation. Then you would start to describe it—its dimensions—the kind of aggregate used—the proportions of cement used—number of men employed—number of hours' working time required—method of mixing—kind of forms used—method of reinforcing, if any—and finally, what the job cost. So that by the time you finished, neighbor Wilson would have a pretty accurate idea of how to go about building the particular piece of work which you described.

Now couldn't you do the same for us, with this difference—that you stand a good chance of getting well paid for your time?

In Prize "D" of our contest, open to the farmers of Canada, we offer \$100.00 to the farmer in each Province who will furnish us with the best and most complete description of how any particular piece of concrete work shown by photograph sent in was done. The size of the work described makes no difference. The only important thing to remember is that the work must be done in 1911 and "CANADA" Cement used.

In writing your description, don't be too particular about grammar or spelling or punctuation. Leave that to literary folk. Tell it to us as you would tell it to your neighbor. What we want are the facts, plainly and clearly told.

Sounds simple, doesn't it? And it is simple. And surely it is well worth your while when you think of the reward in view.

Now sit right down, take your pen or pencil—fill out the at-

tached coupon—or a post-card if it's handier—and write for the circular which fully describes the conditions of this, the first contest of the kind ever held in Canada.

Every dealer who handles "CANADA" Cement will also be given a supply of these circulars—and you can get one from the dealer in your town, if that seems more convenient than writing for it.

Contest will close on November 15th, 1911—all photos and descriptions must be sent in by that date, to be eligible for one of these prizes. Awards will be made as soon as possible thereafter. The decisions will be made by a disinterested committee, the following gentlemen having consented to act for us, as the jury of award: Prof. Peter Gillespie, Lecturer in Theory of Construction, University of Toronto; Prof. W. H. Day, Professor of Physics, Ontario Agricultural College, Guelph; and Ivan S. Macdonald, Editor of "Construction."

Having decided to compete for one of the prizes, your first step should be to get all the information you can on the subject of Concrete Construction on the Farm. Fortunately, most of the pointers that anyone can possibly need, are contained in our wonderfully complete book, entitled "What the Farmer Can Do With Concrete." A large number of Canadian farmers have already sent for and obtained copies of this free book. Have you got your copy yet? If not, you'd better send for one to-day. Whether you are a contestant for one of our prizes or not, you really ought to have this book in your library. For it contains a vast amount of information and hints that are invaluable to the farmer.

Please send full particulars and book.

Name.....

Address.....

Canada Cement Company, Limited, Montreal