

ESTABLISHED 1854. JOHN CATTO & SON SPRING SUITS

for Ladies and Misses in a comprehensive range of materials, as Sergees, Homespuns, Tweeds, Whipcords, etc. in all the popular shades and all sizes, from \$15.00, \$18.00, \$20.00, \$22.00, \$25.00, \$30.00.

Serviceable Coats In Tweeds, Serges and All Spring in done upon the latest Judgment, \$17.00, \$18.00, \$20.00, \$22.00, \$25.00.

Model Coats Single Black Coats in the following materials—\$11.00, \$12.00, \$13.00, \$14.00, \$15.00, \$16.00, \$17.00, \$18.00, \$19.00, \$20.00, \$21.00, \$22.00, \$23.00, \$24.00, \$25.00, \$26.00, \$27.00, \$28.00, \$29.00, \$30.00, \$31.00, \$32.00, \$33.00, \$34.00, \$35.00, \$36.00, \$37.00, \$38.00, \$39.00, \$40.00, \$41.00, \$42.00, \$43.00, \$44.00, \$45.00, \$46.00, \$47.00, \$48.00, \$49.00, \$50.00, \$51.00, \$52.00, \$53.00, \$54.00, \$55.00, \$56.00, \$57.00, \$58.00, \$59.00, \$60.00, \$61.00, \$62.00, \$63.00, \$64.00, \$65.00, \$66.00, \$67.00, \$68.00, \$69.00, \$70.00, \$71.00, \$72.00, \$73.00, \$74.00, \$75.00, \$76.00, \$77.00, \$78.00, \$79.00, \$80.00, \$81.00, \$82.00, \$83.00, \$84.00, \$85.00, \$86.00, \$87.00, \$88.00, \$89.00, \$90.00, \$91.00, \$92.00, \$93.00, \$94.00, \$95.00, \$96.00, \$97.00, \$98.00, \$99.00, \$100.00.

Colored Dress Coats In single pattern designs, in plain Broadcloths, Ladies' Cloths, Cord, etc. in all colors, plain and elaborately trimmed—\$20.00, \$25.00, \$30.00, \$35.00, \$40.00, \$45.00, \$50.00, \$55.00, \$60.00, \$65.00, \$70.00, \$75.00, \$80.00, \$85.00, \$90.00, \$95.00, \$100.00.

Wash Costumes Specially attractive showing of pretty summer Wash Suits and Dresses, in Gingham, Zephyrs, Muslins, Voiles, Linens, Cotton Foulards, Marquisettes, Lawns, Printed Cambrics, etc. from \$2.75, \$3.75, \$4.50, \$5.00 to \$10.00.

COAT AND SUIT CATALOGUE sent to out-of-town addresses on request.

Motor and Steamer Rugs Big assortment of Lap Rugs for motor, steamer and other travel, including a full assortment of the handsome and appropriate Scottish Clan and Family Tartan patterns, at \$3.00, \$4.00, \$5.00, \$6.00, \$8.00, \$10.00 each.

MAIL ORDERS A SPECIAL FEATURE. JOHN CATTO & SON 55 TO 61 KING STREET EAST, TORONTO.

LACK OF BINOCULARS IN CROW'S NEST CAUSE OF DISASTER

Continued From Page 1. "Did it alarm you?" asked the senator. "No, I thought it was a narrow shave."

"Did you have glasses?" asked Senator Smith. "No, sir."

"I don't think it was a narrow shave," said the senator. "I thought it was a narrow shave."

DODD'S KIDNEY PILLS. ALL KIDNEY DISEASES. BRIGHT'S DISEASE. DIABETES. BACKACHE. RUSH COMPANY. Telephone M. 1933.

THE WEATHER

OBSERVATORY, TORONTO, April 23. (8 p.m.)—The disturbance mentioned last night is now centered near the Gulf of St. Lawrence, and has been accompanied by gales with rain in Quebec and the maritime provinces. In the west the weather has been generally fair and moderately warm.

THE BAROMETR. April 23. From Bremen, New York, Bremen, Apone, New York, Genoa, Kronstadt, New York, Antwerp, Columbia, Glasgow, New York, Grampan, Liverpool, St. John, N.S.W., Cherbourg, New York, Vaderland, Dover, New York.

STEAMSHIP ARRIVALS. Time. Ther. Bar. Wind. 8 a.m. 101.2 30.2 23 N.W. Noon. 101.4 30.4 23 N.W. 2 p.m. 101.6 30.6 23 N.W. 4 p.m. 101.8 30.8 23 N.W. Mean of day, 45; difference from average, 2 below; highest, 5; lowest, 2; snow, 1.

Street Car Delays. 12:15—G.T.R. crossing train with broken coupling; 19 minutes delay to King-street cars both ways.

Harper, Customs Broker, McKinnon Building, 10 Jordan St., Toronto. ED

BIRTHS. BENTLEY—At Grace Hospital on April 22, to Mr. and Mrs. Edwin P. Bentley, 143 Beech-avenue, a son.

DEATHS. DUNN—On Monday, April 23, 1912, John Dunn, late of Scarborough, aged 77 years. Funeral Wednesday, April 24, at 2 p.m. from his son's residence, 33 Lyall-avenue.

HILLAM—On Monday, April 23, 1912, at the residence of his brother-in-law, Thomas McMullen, George Hillam, aged 52 years. Funeral on Thursday, April 25, from the residence, 2313 Gerrard-street-east, Toronto.

HEYDORN—On Tuesday, April 23, 1912, at her late residence, Davenport-road, West Toronto, Isabelle Heydorn, wife of the late Francis Heydorn, in her 70th year. Funeral notice later.

MURPHY—At 2 Strachan-avenue, on Tuesday, April 23, 1912, Mrs. Murphy, widow of the late Martin Murphy, in her 70th year. Funeral notice later.

ROLLS—At her late residence, 433 Euclid-avenue, on the 23rd inst., Margaret, eldest daughter of the late Dr. James A. and Maria Roll, of Weymouth, England, and Chatham, Canada, in her 77th year.

There will be a service at the house on Thursday evening, April 25, at 7:45 o'clock. Interment will be at Chatham, Ont., on Friday, the 26th, on arrival of morning express from Toronto. Kindly omit flowers. Chatham papers please copy.

SAIGLE—On April 23, 1912, at the residence of her daughter, Mrs. A. N. Bisher, 21 Grandview-road, Miss Saigle, widow of the late Peter Saigle, Aurora, Ont., in her 73th year. Service at the above residence Thursday at 1:30 p.m. Interment at Aurora. Aurora papers please copy.

Leigh and no are said to have reported the light of a vessel.

"What was the color of the light you were pulling for?"

"White," replied Major Peuchen. "The major told me that the light was white."

"There was no mention of fire and we were all pleased with the trip until the crash. After 11 o'clock I went to my stateroom. I scarcely was undressed when I felt a shock. I thought merely that a large wave had struck the ship."

"I put on my coat and went on deck," said he. "I met a friend, who said, 'We've struck an iceberg.' So we went on deck and saw the iceberg from the fore part of the ship. Some ice had fallen four or five feet inside the rail. I spoke to C. M. Hays."

"After a few minutes I went to other friends and said it was not serious. Fifteen minutes later I met Charles M. Hays of the Grand Trunk Pacific. He asked him, 'Have you seen the ice?'"

"He said 'No.' Then I took him up and showed him. Then I noticed the boat was listing," said Mr. Hays.

Salvors Not at Posts. "They would only allow women. Men had to stand back. The second officer stood there and that was the order enforced. No men passengers got in that boat."

"Did you see any man attempted to get in?" asked Senator Smith. "No. The boat was safely lowered. There were about 36 or 37 persons in it. Then we turned to the next boat. I WAS SURPRISED THAT THE SALVORS WERE NOT AT THEIR POSTS. AS THEY SHOULD HAVE BEEN, I HAVE SEEN FIRE DRILLS AND THE ACTION OF THE SALVORS DID NOT IMPRESS ME."

"They seemed to be short of sailors around the lifeboats as I was. When

TIRED WOMEN

Many a woman is doctoring for rheumatism, neuralgia, and other pains and aches, when her feet are entirely neglected. Dr. Williams' Pink Pills for Pale People, which is a blood purifier, is the best medicine for these ailments. It is sold by all druggists and shoe dealers and made by The S. B. M. Co., 177 N. 2nd St., St. Louis, Mo.

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"Then we began to hear signs of the breaking up of the Titanic. We heard a sort of a call for help after the whistle, then a rumbling sound. I think the Titanic's lights were still on. Then there was an explosion, that I remember. Then the lights went out and then those dreadful cries. It frightfully affected all the women in our boat at first it was horrible to listen, but the sounds grew fainter and fainter. We were about five-eighths of a mile away."

"I did not see the vessel sink, but his theory was that the explosions were above water, caused by the heavy pressure when the boat started to dive down by the head."

"How many explosions were there?" asked Senator Smith. "About three, but I was excited," the Captain was attentive.

"Did you see the captain after he told you to get into the lifeboat?" "No, I never saw him after that."

"Did you see him before the accident?" "I think I saw him about 7 o'clock in one of the companionways."

"Do you think he was attentive to his duties?" "I was on duty when I came out and saw the people standing in the corridor near the grand stairway," said the major. "I then proceeded upstairs to the boat deck, which is the deck above the boat. He said he was all ready for action—that is, the covers had been taken off them and the ropes cleared, ready to lower. This was on the port side."

"I was standing near-by the second officer, and the captain standing there as well as the ladies do not know whether if the captain or if the second officer said: 'We will have to get those masts out of these boats, and also the sails that the boys of the boats, he said: 'you might give us a hand'; and I jumped into the boat and we got a knife and cut the ropes of the masts, which is a very heavy mast, and also the sail, and moved it out of the boat, saying it would not be required."

"As soon as the boats were ready to put the women in, so the women came forward one by one. A great many women came with their husbands."

Senator Smith: "Just a second before you came to that. What number boat did you get into?"

Mr. Peuchen: "I got into, I think the first large boat forward on the port side, and I imagine from the way they number these boats, he said, 'kept the boat in two and the first large one is four and the next one is six. I am not sure about that.'"

"Meaning to count from the forward end?"

A—From the forward end, from the boat.

Feared Suction. "The quartermaster who was in charge of our boat told us to row as hard as we could to get away from the suction. There was an Italian, who had a broken wrist or arm, and he was of no use to us to row. As we were pulled away from the suction, he was an officer's call of some kind. We stopped rowing."

"What?" "A sort of a whistle; anyway, the quartermaster told us to stop rowing, so he could hear it, and this was a call to get away from the suction. We all thought we ought to go back to the boat. It was a call, but the quartermaster said 'No, we are not going back to the boat. He said that our lives now, not theirs, and insisted upon our rowing further away.'"

"The rebellion was made by some of the many women that were leaving their husbands."

"Did you join in that?" "I did not say anything. I know I was perfectly powerless. He was at the rudder. He was a very talkative man. He had been awaiting a good deal and was very disagreeable. I had had one row with him. I asked him to come and row to assist us in rowing, and that let some of the women steer the boat, as it was a perfectly calm night; it did not require any skill for steering. The stars were out. He refused to do it."

Weather Ideal. The witness told of the affair with the liner New York and the early days of the fatal trip. The weather was perfect.

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

"Was there a starlight sky?" "Every night and morning."

"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." Pittman replied.

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