

ESTABLISHED 1854.
JOHN CATTO & SON

SPRING SUITS

for Ladies and Misses in a comprehensive range of materials, as Serge, Homespun, Tweeds, Whippers, 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 Novelty Weavest all colors, at \$15.00, \$17.00, \$19.00, \$21.00, \$23.00, \$25.00.

Model Coats

Single Black Coats in the following materials—Siles, Satin, Eolienne, etc. Serge, Broadcloth, Coat, etc. in all colors, plain and elaborately trimmed—\$20.00, \$25.00, \$30.00, \$35.00, \$40.00 each.

Colored Dress Coats

In single pattern designs, in plain Broadcloth, Ladies' Cloths, Cord, etc. in all colors, plain and elaborately trimmed—\$20.00, \$25.00, \$30.00, \$35.00 to \$75.00.

Wash Costumes

Specialty attractive showing of pretty summer Wash Suits and Dresses, in Gingham, Zephyr, Muslin, 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."
"Given No Glasses."
"Isn't it customary for the lookouts to use glasses in their work?"
"Yes, but they didn't give us any on the Titanic. We asked for them at Southampton, but they said there were none of us."
"Whom did you ask for glasses?"
"Mr. Lightoller, the second officer."
"What became of the glasses you had from Belfast to Southampton?"
"We do not know."
"If you had had glasses, could you have seen the iceberg sooner?" asked Senator Smith.
"We could have seen it a bit sooner," said Fleet.
"How much sooner?"
"Enough to get out of the way."
"Were you and Leigh disappointed that you had no glasses?"
"Did the officers on the bridge have glasses?"
"Yes."

Pulled for Light.

Fleet then told of the launching of Hibernia No. 6, which he and Quartermaster Hitchens took charge of until picked up by the Carpathia. Three male passengers and about 35 women were in the boat.
"We had orders to pull for a light off the Titanic's port bow," said Fleet, "but we couldn't get her, so we slipped by."
"Were there any other lights ahead when you were in the crow's nest before the collision or after?"
"No, sir. We didn't see the light off the port bow until after we were in the lifeboat. The lookouts that relieved

DODD'S KIDNEY PILLS
FOR ALL KIDNEY DISEASES
GOUT, RHEUMATISM, GRAVEL, DIABETES, BACKACHE, NEURALGIA, MIGRAINE, ETC.
BOTTLED BY DR. J. H. DODD, 23 THE PRO.

THE WEATHER

OBSERVATORY, TORONTO, April 23 (8 p.m.)—The disturbance mentioned last night is now centred 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.

Minimum and maximum temperatures: Dawson, 28-48; Atlin, 28-44; Prince Rupert, 28-44; Victoria, 48-54; Vancouver, 48-54; Kamloops, 28-42; Edmonton, 28-40; Battleford, 28-42; Prince Albert, 28-44; Calgary, 24-36; Moose Jaw, 26-39; Winnipeg, 40-52; Fort Arthur, 28-44; Harry Sound, 18-44; London, 32-52; Toronto, 32-53; Kingston, 30-50; Ottawa, 24-48; Montreal, 38-48; Quebec, 38-48; St. John, 42-50; Halifax, 40-56.

Lower Lakes and Georgian Bay—Southwesterly and westerly winds; mostly fair and warmer, with a few scattered showers or local thunderstorms.

Ottawa Valley and Upper St. Lawrence—Southwesterly winds; generally fair and warmer, but some showers or thunderstorms towards night.

Lower St. Lawrence, Gulf and Maritime—Southwesterly and westerly winds, gradually decreasing in force; very much the same temperature.

THE BAROMETER.

April 23 At From
Bremen.....New York.....Bremen
Amoy.....New York.....Amoy
Canton.....New York.....Canton
Cebu.....New York.....Cebu
Colon.....New York.....Colon
Hankow.....New York.....Hankow
Hongkong.....New York.....Hongkong
London.....New York.....London
Lyons.....New York.....Lyons
Manila.....New York.....Manila
Peking.....New York.....Peking
San Francisco.....New York.....San Francisco
Shanghai.....New York.....Shanghai
Singapore.....New York.....Singapore
Yokohama.....New York.....Yokohama

STEAMSHIP ARRIVALS.

Time. Ther. Bar. Wind.
A.M. 28 29.5 W.W.
Noon 47 29.5 W.W.
P.M. 52 29.5 W.W.
8 P.M. 48 29.5 W.W.
Mean of day, 45; difference from average, 2 below; highest, 51; lowest, 25; snow, 11.

Street Car Delays.

1215—G.T.R. crossing train with broken coupling; 15 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, 148 Beech-avenue, a son.

DEATHS.

DUNN—On Monday, April 23, 1912, John Dunn, late of Toronto, aged 97 years.

Funeral Wednesday, April 24, at 2 p.m. from his son's residence, 33 Lyall-avenue.

HILLMAN—On Monday, April 23, 1912, at the residence of his brother-in-law, Thomas McKinnon, George Hillman, aged 42 years.

Funeral on Thursday, April 25, from the residence, 2313 Gerrard-street-east, Toronto.

HEYDON—On Tuesday, April 23, 1912, at her late residence, Davenport-road, West Toronto, Isabelle Heydon, wife of the late Francis Heydon, 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.

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 Rolls of Westmeath, 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. B. 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 one said to have reported the light of a vessel.

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

"White."

Mr. Peuchen Takes Stand.

Major Peuchen was the first passenger witness to appear before the committee. All ten of his friends with whom he was travelling lost their lives in the wreck.

Senator Smith urged him to strive to remember the names of as many passengers as he could.

"I cannot remember many, but I saw a list being copied in the smoking room of the Carpathia. I did not get a copy," replied Major Peuchen.

Senator Smith then asked Mr. Peuchen to tell the story of the voyage, telling of the weather, accidents and whether there was any fire aboard.

The major told of the trip and said: "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 up on deck and saw the iceberg from the fore part of the ship. Some ice had fallen four or five feet inside the rail."

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."

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. I said to Mr. Hays:

Sailors 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 attempt 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 SAILORS WERE NOT AT THEIR POSTS. AS THEY SHOULD HAVE BEEN, I HAVE SEEN FIRE DRILLS AND THE ACTION OF THE SAILORS DID NOT IMPRESS ME."

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

TIRED WOMEN

Many a woman is doctoring for other pains and aches, when her feet are entirely to blame. Foot wear, your foot-ache medicine, quit the thought of your shoes. The relief will be instant and lasting. Even suppose you have no shoes, put a pair of Scott's Foot-Pads on your feet, and wear them for ten days. If you then feel that you have not solved the puzzle of aching limbs and back, tired body and general weariness, take the "Foot-Pad" back, the prize will be cheerfully refunded. Sold by all druggists and shoe dealers and made by The Scott Mfg. Co., Ltd., 47 King Street, Toronto.

One of the officers, a splendid man, drove them like sheep.

"When we got to the next boat a quartermaster and sailor were put in and the boat was then filled with women. We called out for more women."

"She's listing; she shouldn't do that."

"He said, 'Oh, I don't know. This boat can't sink.' He had a good deal of confidence and said, 'No matter what we have struck, she's good for eight to ten hours.'"

"I went back to the cabin deck and met men and women coming up, looking very serious. I met my friend Beattie, and asked him what was the matter. Beattie said to me, 'The order is the lifeboat is serious.'"

"I couldn't believe it at first, but went to my cabin and changed to some heavy clothes."

The witness said when he got on deck the boats were being prepared for lowering on the port side.

"The women came forward one by one, many accompanied by their husbands."

Let Victims Down.

Major Peuchen said that in the lifeboat the quartermaster, Mr. Luden, had a woman row while he held the tiller, steering for a light, which the major declared, did not exist, so far as he could see. THIS CAPTAIN MASTER REFUSED TO TURN ABOUT AND ATTEMPT TO PICK UP SURVIVORS, SAID THE WITNESS.

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 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-fifths of a mile away.

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

"How many explosions were there?" asked Senator Smith.

"About three, but I was excited."

Captain Was Attentive.

"Did you see the captain after he told us to lie below and get thru the window 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?"

Boats Ready for Action.

"I was on C deck, 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 A. I saw the boats were 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 in West Toronto, Isabelle Heydon, wife of the late Francis Heydon, in her 70th year."

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 are the bows of the sails,' he said: 'you might give us a hand'; and I jumped into the boat and we got a killing and cut the masts of the boat, 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 that was done, they 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, that the Carpathia is 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 pulled away from the sinking Titanic, which I know of some kind, we were 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 very serious matter. So 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 it is our lives now, not theirs, and insisted upon our rowing further away.'"

"Who made the rebellion against it?"

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

"And 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 sweating 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."

Only One Fire Drill.

Fourth Officer Boxhall was taken suddenly ill and was unable to resume his sensational story of some vessel, five miles away from the sinking Titanic, which ignored frantic calls for assistance. It was Third Officer H. S. Pitman, of 17 years' experience, who took the stand at the opening of the morning session. He was asked numerous questions as to the fire drill the crew would have to observe at Southampton before the ship sailed, and consisted in the lowering and lifting two boats. This was the only one that was lowered to satisfy the British Board of Trade.

"We lowered the boats, sailed round the harbor and then returned to the ship," said Pitman.

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

"Then only sixteen men participated in this drill," asked Senator Smith.

"Yes."

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

"No, sir, none."

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

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

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," 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 would not indicate the presence of ice.

Seeing Barge Only Proof.

The witness said virtually 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," he main-

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