

INSTANT RELIEF FROM ECZEMA

You can stop that awful itch from eczema and other skin troubles in two seconds.

Seems too good to be true—but it is true, and we vouch for it.

Just a few drops of the simple, cooling wash, the D.D.D. Prescription for eczema, and the itch stops instantly. We give you a trial bottle—enough to prove it—for 25 cents.

Now, if you have tried a great many

oures for eczema and have been disappointed, do not make the mistake of refusing to try this soothing wash. All other druggists keep this D.D.D. Prescription—go to them if you can't come to us—but if you come to our store we will give you the first dollar bottle on our positive no pay guarantee that D.D.D. will stop the itch at once.

The Lee & Osgood Co.

ISMAY REGRETTED HE DIDN'T DROWN

(Continued from Page One.)

FIFTH OFFICER LOWE

Tells of Ordering Ismay Away in Euphonic Language.

J. Bruce Ismay, the chief official of the steamship line which owned the ill-fated Titanic, was ordered away from one of the ship's lifeboats while it was being lowered because, in his excitement, he was interfering with the ship's officers.

Language too objectionable to be repeated aloud in the senate inquiry into the Titanic disaster was used by Harold G. Lowe, the fifth officer of the ship.

Lowe dramatically related to the senate investigating committee how he, not knowing that he was talking to the head of the company which employed him, had told Ismay to "Get to hell out of here so that I can work," while Lowe and other sailors were trying to lower the first lifeboat on the starboard side of the Titanic.

Ismay Was Much Excited.

Lowe declared that Ismay was not trying to get into the boat, but that he was very much excited and was interfering with the proper lowering of the boat.

"This man (Ismay)," said Lowe, "was greatly excited. He was hollering 'Lower away, lower away, lower away, and I swore at him, to order him back.'

Lowe said that Ismay went back and made no reply to him. Lowe also testified that he never would have known the man was Ismay if he (Lowe) had not met the steward on board the Carpathia, who told him what he had done and asked him why he "swore at Ismay."

"Did you see the captain after 3 o'clock that night?" asked Senator Smith.

"Yes, just after I got out of bed."

"What time?"

"As near as I can judge it was about 12 o'clock."

"After the accident?"

"It must have been, but the impact did not awaken me."

Not Drinking on Night of Wreck.

"Are you a temperate man, Mr. Lowe?"

"I am, sir. I say it without fear of contradiction."

"I am glad to hear that, because I have just had passed up to me a note which says it was reported from a reputable man that you were drinking the night of the wreck," said Senator Smith.

"Mr. drinking?" Lowe exclaimed excitedly. "Impossible! That's rubbish! I am a total abstainer."

The witness testified that he did not know when he was awakened. He said he dressed hurriedly and went on deck and found people with lifeboats on and the boats being prepared.

"I could feel by my feet that something was wrong," he said. "The vessel was tipping and was about 15 degrees by the head."

"Did anyone awaken you?"

"I was not aroused that I know of, but Foshall told me afterwards that he had come into the room and told me we'd struck an iceberg. I don't remember that. I must not have been awake."

Lowe said that when he did get out on deck he began working at the lifeboats.

His Remarks to Ismay.

"I was working the boats under First Officer Murdoch," he continued. "Boat

No. 5 was the first one we lowered."

"How many officers were helping you on that boat?"

"I should say about ten; two at each end, two in the boat, and others at the ropes."

"Who got in that boat?"

"I don't know, but there is a man here and had I not been here I could not have known that I ordered Mr. Ismay away from the boat."

"A steward met me on the Carpathia. He said to me: 'What did you say to Ismay that night on the deck?' I said I didn't know that I had said anything to Mr. Ismay. I said I didn't know Mr. Ismay. I didn't know him. Well, the steward on the Carpathia said I had used very strong language to Mr. Ismay."

"Shall I repeat it?" asked Lowe. "If you want me to, I will—if not, I won't."

"I happened to talk to Ismay because he appeared to be getting excited. He was saying excitedly: 'Lower away, lower away, lower away.'"

At this juncture Chairman Smith asked Mr. Lowe about the language and Mr. Ismay suggested that the objectionable language be written down to see if it was appropriate. This was done. After Chairman Smith had read what Lowe had written he said:

Ismay Was Interfering.

"Then you said this to Mr. Ismay?"

"Not mentioning the objectionable word, but showing it to the witness. 'Why did you say it?'"

"Because he, in his anxiety to get the boat lowered," Lowe replied, "was interfering with our work. He was interfering with me, and I wanted him to get back so that we could work. He wasn't trying to get in the boat. Finally I turned to him and said: 'If you will get to hell out of here, we can get this boat away.'"

"Did he step back?"

"Yes."

"Did Mr. Ismay make any reply?"

"No, he did not."

Witness said there were about ten men in the boat of whom were for the purpose of manning her. Men were taken because no more women could be found.

Senator Smith asked Lowe if he had conversed with Mrs. Douglas or Mrs. Ryerson on board the Carpathia. He said he had not. In response to questions, Lowe said the gear on the davits worked perfectly and that the launching of the lifeboat was altogether successful. There was no trouble, he said.

"That's why I spoke as I did to Mr. Ismay," explained the witness.

Capacity of Boats is 65.5.

Senator Smith asked Lowe if in his opinion the lifeboat before it was lowered was loaded to its proper capacity.

Lowe tried to avoid making a direct answer. He complained that the chairman was "pulling him up." Senator Smith insisted upon an answer.

"Yes, sir," said Lowe, finally. "I think it was properly loaded for lowering."

"What is the official quota for such a lifeboat?"

"It is 65.5."

"You mean—?"

"That it can carry 65 adults and, say, a boy or girl."

"Then you wish the committee to understand that a lifeboat under British regulations could not be lowered with safety with new tackle and equipment containing more than 50 people?"

"The dangers are, if you overcrowded the boat it will buckle up from the two ends," said Lowe. "The 65.5 is a

floating capacity. If you load from the deck to lower, I should not like to put more than 50 in a lifeboat."

Witness said there was a difference of opinion about the safe capacity of lifeboats.

All Sailors Cannot Row.

Senator Smith then referred to Third Officer Pitman's testimony yesterday, in which he said there were 35 persons in lifeboat No. 5, and asked why Pitman could not have gone to the rescue of the drowning, whose cries he heard plainly but did not heed.

"Wouldn't he have been able to accommodate thirty more people safely in that lifeboat?" demanded Senator Smith.

"No, sir," said Lowe. "Had he attempted to rescue those in the water he would have endangered the lives of those with him."

"I want to say a word about that danger," Lowe continued. "I heard Major Peuchen say on the stand that the sailors could not row. Sailors and boatmen are different. Many sailors may be at sea for years and never go in a rowboat. They are different callings. That is the reason that a great many of the sailors could not row."

Lowe said he was not in a position to order who should go into the boat.

"But you were in a position to tell Mr. Ismay to go to hell?"

"Yes; because he was interfering."

Witness denied that the reason why the boats were not properly loaded was because the crew were not able to row.

Discipline Was Excellent.

"What was the drill for at Southampton?" asked the chairman.

"It was for the board of trade."

"There were eight men on a boat, then. Where were these men when the emergency arose? They were all outmen. Where were they when you were loading lifeboat No. 5?"

"You must remember, sir, we were in harbor and had the pick of the men. At the time of the collision the men went down with the 'bosun' to clear away the gangway doors to make way for the loading."

"Did that take skilled men? Anyone could have done that, and yet skilled men were sent below when they were needed for the loading and lowering of the lifeboats? Is that the impression you want to leave with this committee?"

The witness protested against that interpretation of his statement. He said the discipline was excellent. Only one boat, a collapsible, overturned. The other nineteen were scientifically handled.

One Drill by Crew.

The witness said that before the Titanic sailed on her maiden and last voyage one drill was held properly. He could not remember whether it was held at Belfast or in the harbor at Southampton. He hesitated also when asked his special station and did not know whether any other officers were at their stations on the starboard side of the ship where his station was located.

"I was a complete stranger in the ship," he said in extenuation. Later he remembered that the test was held at Southampton. He was in charge of one of the two boats lowered there. The entire drill, he said, consisted in rowing about the harbor for a half-hour.

"Now, Mr. Lowe," the senator continued, "no other drill took place after that until the accident?"

"No drill took place after that."

"Was there no fire drill—no alarm, a drill requiring the presence of each man at a given place?"

"There always is a fire drill when we had boat drill. There was a fire drill previous to the general drill at Southampton."

"Are you quite sure you had that fire drill?"

"Let me see," said Lowe. "I don't want to be telling a story—I may be confusing her with some of the other ships."

Not Sure About Fire Drill.

Lowe thought for a long time and then said: "We will annul that, because I am not sure."

"Well," said the senator, "we will annul that and want your best answer."

"Well, I'm here to help you all I can and don't remember."

"Then that is what you want us to

understand. You do not remember?"

"Yes."

Lowe said that most of the officers of the Titanic at the beginning were strangers to one another.

"Did you ever hear of ice in the vicinity of Newfoundland?"

"No, sir."

"Did you ever hear of an iceberg?"

Inquired Senator Smith, in surprise.

"Yes, sir. Off Cape Horn."

The one, Lowe said, was the only one he had ever seen in his career until he saw a number at dawn the day following the collision.

"Were they in the course of the Titanic?"

"Yes, sir, they must have been, for they were all around the horizon."

One Iceberg 100 Feet High.

The biggest, he said, was at least 100 feet high. This was from four to five miles away and all were within a radius of six miles.

"Was the ship on its true course at the time of the collision?" the senator asked.

"I was in bed; but from the position on the chart, I believe she was on the track," said Lowe.

"Was the Titanic on the north track or the south track?"

"I think she was on the north track, sir."

Lowe said he was not on duty the Sunday night of the accident after 8.30 o'clock. From 6 to 8 that night he was working a dead reckoning for the ship at 8 o'clock. This he reported to the captain.

"Personally."

"No; I put it on his table with a weight on it."

"Wasn't it important?"

"Well, in the general run of things, not so important."

"You mean that the position of the ship was not important?" continued the senator. "Wasn't that to be a part of the ship's log?"

"I'm not saying it wasn't important for the voyage. In the event of accident it would be important."

Not Enough Men at Boats.

Senator Smith asked the number of the crew and the witness said so far as he knew there were 902 of them.

"And with 902 men aboard," said the senator, "you did not have enough to man twenty lifeboats properly?"

The witness demurred and the chairman showed his disapproval, going to the extent of criticizing the officer's refusal to make direct replies.

"You mean present at the boats?" said Lowe, finally, "no, they weren't."

Lowe said that First Officer Murdoch gave the order for the lowering of lifeboats Nos. 5 and 3. Murdoch was in charge.

Mr. Ismay Took Hold and Helped.

"Was Mr. Ismay there?"

"Yes, he was; he was right alongside of me. I didn't know it was Mr. Ismay then. It was the same man who I had ordered not to interfere in lowering No. 5. But he took hold and was helping forward. I could see his face in the glare of the rockets and he aided in lowering boat No. 3."

Senator Smith sought vainly to learn the number of women in lifeboat No. 2. The witness said he thought the men and women were about equally divided, but he knew none of their names. He finally ventured the belief that the boat contained about forty persons.

"Why weren't there more?" asked the chairman.

"We couldn't find anyone who wanted to go. They seemed not to care to get into the boats."

Italian Wore Shawl and Sneaked into Lifeboat.

"There was one man passenger in 14—an Italian—and he sneaked in. He was sort of dressed like a woman. He had a shawl over his head and I didn't find him out until it was too late. I went in the boat myself. There were 58 in it when we left the docks."

Lowe told of tying five lifeboats together, transferring the passengers from his boat, and then called for volunteers to row back.

"We rowed back and around the wreck," said the witness, "and we picked up four men who were struggling in the water. Three of them survived, but the fourth, a Mr. Hoyt of New York, died shortly after we took him out of the water. I did not know the names of the others. There were a number of bodies floating around, but I didn't see a single female corpse."

The witness said he then sighted the Carpathia and set out for her because his was the fastest boat. He was afraid, he said, that the Carpathia might miss them.

Did Not Dare Go Amongst Drowning Passengers.

"You said a moment ago that you had waited before returning to the wreck until 'things quieted down,'" said Senator Smith. "What did you mean by 'quieted down'?"

"All the cries ceased."

"The cries of the drowning?"

"Yes, sir. We did not dare go into the struggling mass. It would have sunk us. We remained on the edge of the scene and would have taken everyone aboard that we could, but it would have been suicide to have gone in."

"How long did it require for the cries and screams of the drowning people to cease?"

"About an hour and a half."

Fired Shots to Scare Immigrants.

"If any persons had asked you to take them in, would you have done so?"

"Certainly. I was watching for everybody, anybody," said Lowe, "but to have gone into the drowning mass would have been useless. All would have been lost."

"How many persons were on your boat when you went alongside the Carpathia?"

"About 45. I took them off a sinking collapsible boat. I left the bodies of three men."

Twenty-one, Lowe said, were up to their ankles in water and would have sunk in three minutes. He made no effort to fix the identity of the dead, for, he said, he was there "not to save bodies, but to save life."

Then he called for the Carpathia and unloaded his boat.

"What did you do then?" asked Senator Smith.

"Nothing, sir," returned the witness sharply. "What was there to do?"

Senator Smith wanted to know about the shooting on the Titanic while she was sinking. Lowe said he had fired three shots into the water to scare away some immigrants on one of the decks who, he feared, were about to swamp a loaded boat by jumping in. He was certain the shots struck no one.

Lowe was temporarily excused.

SECOND OFFICER LIGHTOLLER

Says Ismay Felt That He Ought to Have Gone Down With Ship.

C. E. Lightoller, second officer of the Titanic, took the stand immediately after recess.

Senator Bourne inquired if the watertight doors were arranged to protect the vital parts of the ship. He said he believed not. Lightoller said he could not testify to the value of searchlights in finding icebergs, although he thought one "might help."

The White Star was the only line of which he knew that kept six lookouts on each ship.

Senator Bourne asked the witness to relate his conversations with Ismay on the Carpathia. Lightoller said he and his brother officers talked over the departure of the Cedric and agreed to write him a "jolly good" idea. If they could catch the vessel, it would result in keeping the men together and let everyone get home.

"Mr. Ismay, when the weather thickened, refused to go back and pick up other survivors. None of the women in the boat asked him to go back, he said."

Did Not Use Word "Stiffs."

"Major Peuchen said yesterday that when you were asked to go back after someone who was drowning you replied you 'weren't going back' rather than 'stiffs'."

I saw that in the newspapers this morning. It's a dirty word. I never used that word since I was born."

"You want the committee to understand you didn't refuse to go to the rescue of those in the water?"

"I couldn't under the conditions. I was a mile away from the cries we heard and we had no compass. I instructed the men to row away from the Titanic when she was sinking because I was afraid of the suction."

Chloroformed Before Being Shot.

Shanghai, April 24.—In connection with the execution of robbers and others at Kashing in the province of Cho Kiang, the republicans have effected a notable reform. The persons condemned to death are now first chloroformed and then shot. It is understood that this is done in order to avoid unnecessary suffering due to the bad shooting of the executioners.

DOUBLY PROVEN

Newrich Readers Can No Longer Doubt the Evidence.

This Norwich citizen testified long ago.

Told of quick relief—of lasting benefit.

The facts are now confirmed.

evidence conclusive.

Such testimony is complete—the

It forms convincing proof of merit.

Mrs. Oscar Bjork, 353 1/2 W. Main St.,

Norwich, Conn., says: "I received

good results from the use of Doan's

Kidney Pills and therefore, do not hesitate

to recommend them. For some

time I was bothered by backache and

was often so lame that I could hardly

move. My mother told me that my

kidneys were at fault and when I

heard of Doan's Kidney Pills, I procured

an box at N. D. Sevin & Son's

Drug Store. They proved to be the

remedy I required and in a short time

disposed of every symptom of my

trouble."

The above statement was given August

28, 1908, and on July 22, 1911, Mrs.

Bjork said: "I willingly confirm my

former statement in praise of Doan's

Kidney Pills. I have had no kidney

trouble since this remedy cured me."

For sale by all dealers. Price 50

cents. Foster-Milburn Co., Buffalo,

New York, sole agents for the United

States.

Remember the name—Doan's—and

take no other.

M. Moran, 24 Woodbridge St., Hart-

ford, Conn., says: "For some time I

have been suffering with kidney

trouble. I had severe pains across my

back and felt altogether miserable. I

took Foley Kidney Pills and in a short

time my pains left me and my kidneys

became normal. I cannot say too

much in praise of Foley Kidney Pills

and the good they did me." Lee &

Osgood Co.

wireless to hold the Cedric, and I said

"Must certainly." The telegram was

sent. We all agreed that it was the

best course."

Ismay Felt He Ought to Have Gone

Down.

Lightoller declared that when the

telegram came from New York saying

"Cedric will not be held," he urged

Mr. Ismay to insist upon the Cedric

being held.

"I will say that at that time Mr.

Ismay was in no mental condition to

transact business," said Lightoller.

"He seemed to be possessed with the

idea that he ought to have gone down

with the ship because there were women

who were down. I tried my best to

get that idea out of his head, but could

not. I told him there was more for him

to do on earth and he should not let

the idea possess him that he had done

a wrong in not staying back to drown.

"The doctor on the Carpathia had

trouble with Mr. Ismay on the same

point, and I am sure that doctor will

verify my statements."

"I was told on the Carpathia that

Chief Officer Wilde, who was working

at the forward collapsible boat, told

Mr. Ismay there were no more women

to go. Ismay still stood back and

Wilde, who was a big powerful man,

bundled him into the collapsible boat."

Senator Smith Gets Ruffled.

"Who told you this powerful officer,

Mr. Wilde, ordered Mr. Ismay into the

boat?"

"I don't know."

Senator Smith said that in previous

testimony the witness said he had not

spoken to the boatman, Mr. Ismay. This

Lightoller denied. The chairman pled him with

questions.

"That is all in my previous testi-

mony," said the officer. "You can find it