

A VETERAN'S COMRADE.

When leaves are talking in whispers of spring,
And tenderly mingling and kissing,
When birds in tree tops start to sing,
It is then we remember the missing,
It is then we seek these lonely spots,
The places where heroes sleep,
While death alone stands silent watch
Nations mourn and weep.

Young and old, Americans go
In honor of soldiers brave;
A beautiful thought, let it always be so,
Bring a flower for every grave.
It was they who answered a country's call
For equal freedom and living;
And surely that was the best of all
This nation was ever given.

But listen, my friends, just a few minutes,
"Some" comrades we seldom mention,
Heroes worthy of splendid tribute
And equal tender attention.
Up here where the pathway turns around
Is a lonely neglected grave,
Ah, there, my friend, under settled ground
Sleeps a mother so true and so brave.

Her husband was killed while on duty one day,
Poverty entered her home,
She answered a call; just a different way,
Had to fight it all alone.
With toil for self and little ones,
A flock of seven in number
Too often in life such course is run
Into everlasting slumber.

The dreams she had in girlhood days
Were never hers to enjoy,
Pictures are painted different ways
By a girl as well as a boy—
Yes, we buried her here in the ground below,
And scattered are all of her seven,
She seems forgotten, but listen, I know,
Such mothers are heroes in heaven.

I'll now put a wreath on this lonely mound
Of a so-called dutiful mother,
Include her in my yearly round
And honor the one with the other.
It is true she toiled in sorrow and strife,
While many in splendor were living,
But she raised her flock on the cost of her life,
That's all that can be given.

The above poem was written for the Danish Pioneer by Mr. Fritz Jacobsen, of Omaha, and translated by his brother, S. P. Jacobsen, of Denison.

**WHERE THE SHIP
"TITANIC" RESTS**

Many Have Idea That the Vessel Still Floats, but This is Erroneous, Say Scientists.

RESTS ON BOTTOM OF THE SEA

Divers Are Unable to Reach the Ill-Fated Ship at the Depth Where She Rests.

One of the familiar subjects of discussion these days is the fate of the Titanic—whether it rests upon the bottom of the ocean or is floating, suspended, between the top and bottom of the sea. There is also a good deal of discussion concerning the condition of the corpses that are within the ship.

The controversies are usually based upon the statement concerning the pressure at a depth of two miles under water, and out of the ignorance of this pressure grows many absurd statements. Yet there is nothing connected with the case that is not fully known to the scientists, nor which ought not to be understood by the layman.

The Titanic rests at the bottom of the sea, just as if the water were only 100 feet deep instead of two miles deep. The pressure has nothing whatever to do with a body sinking, provided that body is heavier than water.

What is meant by "pressure" is this: Suppose that you take a tin can a foot square and seal it up—air tight. Here at the surface of the earth the pressure of the atmosphere is fifteen pounds to the square inch, but it is also the same inside the can, because it is filled with air at that pressure. But if the can is sunk to a great depth in the ocean, the pressure on the sides of the can would be so great it would dent the can in, or flatten it. The weight of the water against the sides of the can causes the pressure. But suppose you fill the can with water or leave the top off of it. Then when it is sunk to the bottom of the sea there is the same pressure from within that there is from without, which amounts to no pressure at all. The water is not compressible, and even if the can were filled with water and sealed up it would not be dented by the tremendous pressure from without.

Now, the Titanic displaces no less water at the bottom of the sea than she would displace a foot below the surface. And just as a body displaces a certain amount of water does it float or sink. If it displaces a greater amount of water than its own weight, it floats; if it displaces a lesser amount, it sinks.

The pressure at the bottom of the sea is due to the great amount of water that rests upon it. That is, a square foot of the bottom of the sea has resting upon it a column of water extending to the surface. This foot-square column of water extending to the surface has all the water adjacent to it pressing it on its side. In your mind's eye you can see this pressure if you will imagine this foot-square column of water lifted out of the ocean and think about how the water would rush in to take its place.

If one were to lower a solid bar or rod of iron to the bottom of the sea, there would be no way of noting the pressure upon it. But if he were to lower a hollow tube he would find the pressure below become so great it would mash the tube. Now, the air-tight compartments of the Titanic would not withstand the tremendous pressure at the bottom of the sea. So it is sure that they have been broken in and are filled with water. Even the little tins of food, containing as they do a little air, have been broken, unquestionably, by the pressure. But as soon as broken the pressure from the inside becomes as great as that from the outside and there is no disfigurement.

The same thing holds good as regards the human bodies that went down with the ship. If the air within the bodies had been sealed therein, the bodies would have been flattened. But such was not the case, and today the bodies lie within the ship as if they were resting in water a foot deep instead of in water two miles deep.

There is also some discussion concerning the ability of divers to reach the Titanic, but such discussion is among only those who do not know anything about the sea. Divers have worked as deep as 200 feet, and with especially prepared armor have gone down another hundred feet. But it would be impossible to make an air-tight armor for a diver that would stand the pressure at even a thousand feet, and the Titanic is more than 10,000 feet beneath the surface. At 100 feet beneath the surface the pressure on the outside of a diver's armor is 6,000 pounds to

the square foot, and at the depth of the sea where the Titanic lies it would amount to more than 500,000 pounds to the square foot. Imagine if you can the strength of the armor that would be required to bear up a weight 500,000 pounds and more to the square foot, and you have the kind of a diver's suit necessary to enable a diver to reach the Titanic, even if it were possible to provide other equipment to lower it and to furnish air for the diver.

The Titanic lies in total darkness. There is no light at the bottom of the ocean where it is so deep. Light cannot penetrate the purest water to such a depth. It is as dark as the innermost recesses of the Mammoth cave.

Nor is there any animal life at such a depth. Fishes of a small species exist at a depth of several thousand feet, but are blind even at that depth—having no more use for eyes any more than have the fishes that inhabit the stream in the Mammoth cave. But at a depth of two miles no signs of animal life has been found in the sea.

The flesh of the corpse will gradually, but slowly, disintegrate, but the wood of the ship will be forever preserved. The iron and steel will disappear, due to the action of the salt water. In the course of time every bolt and screw, every portion of the great engine every rod and bar will have disappeared, and only the wood of the ship left intact. The gold and silver will not be affected, but the chances are the diamonds will dissolve in the course of years.—Dayton Ohio News.

No More Private Cars.

Chicago, May 14—The Illinois Central railroad system, pursuing its policy of democracy, is changing the inscription "Private," which has heretofore appeared on the doors of cars used by officials of the Illinois Central in traveling over the road, to "Office Car."

President Markham says that the word "Private" is a misnomer so far as it indicates the purpose for which the cars on his line are employed. He says:

"The cars on the Illinois Central used by the officials are not in the slightest sense the sanctuaries which the word 'Private' implies. They are 'Office Cars' pure and simple, and used for the same purpose as the offices in the general headquarters at Chicago—to transact business with the public and our employees. The cars in question are in reality offices set on wheels, where the business of the company in its internal relations, as well as with the public, is conducted in practically as great a volume and with as much regularity as in the home offices of the respective officials who are assigned to the cars. On this account the words 'Office Car' will convey the true purpose for which the cars are constructed, and not set up in the mind of anyone the impression that the cars are used exclusively for the private advantage of the individuals occupying them.

"We thus hope to banish any feeling of timidity which may exist in the mind of an individual having business with our officials upon entering these cars."

In traveling, officers will carry stenographers and clerks, maps and records for general business purposes.

How useful are you in the world, young man? On this point hangs all your future success. Not how beautiful or dainty, but what force are you?

If you can't do any good yourself, persuade your neighbor to do all the good he can. Drowned bodies are often used as a bridge for the living to escape the flood.

IT'S YOUR KIDNEYS

Don't Mistake a Cause of Your Troubles.—A Denison Citizen Gives a Valuable Hint.

Many people never suspect their kidneys. If suffering from a lame, weak or aching back they think that it is only a muscular weakness; when urinary trouble sets in they think it will soon correct itself. And so it is with all the other symptoms of kidney disorders. That is just where the danger lies. You must cure these troubles or they may lead to Bright's disease. The best remedy to use for ills which are caused by weak or diseased kidneys is Doan's Kidney Pills. Read the experience of a resident of Denison, who has tested Doan's.

P. F. Reiham, 430 E. Tremont street, Denison, Iowa, says: "My experience with Doan's Kidney Pills was so satisfactory that I strongly advise anyone suffering from lameness across the joints to give them a trial. Other members of my family have procured Doan's Kidney Pills from the Lamborn Drug Co. and whenever this remedy has been used, it has proven of benefit."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States. Remember the name—Doan's—and take no other.



The Latest Thing in Stoves

For a midnight supper, as for any other meal at any other time, the very latest thing in stoves—the best that stove-artists can do—is a

New Perfection Oil Cook-stove

It Burns Oil—No Ashes
It Concentrates Heat—No Waste
It is Handy—No Dirt
It is Ready—No Delay

It concentrates the heat when you want it and where you want it. It is as quick as gas, steadier and handier than coal, cheaper than electricity.

The New Perfection Stove has long, enameled, turquoise-blue chimneys. It is handsomely finished in nickel, with cabinet top, drop shelves, towel racks, etc. Made with 1, 2 or 3 burners.

All dealers carry the New Perfection Stove. Free Cook-Book with every stove. Cook-Book also given to anyone sending 5 cents to cover mailing cost.

STANDARD OIL COMPANY
(An Indiana Corporation)

Wanted

Every family in Denison and vicinity to use a sack of our "FIDELITY" Flour, made by the Doud Milling Co., at Denison, Iowa. Our wheat is carefully selected, thoroughly cleaned, and carefully milled. The result is a high-grade flour and a pleasure to all who use it. The FIDELITY Flour is now handled by the merchants of our city and can be procured either from your merchant or at the mill. Every sack guaranteed.

Free Delivery to Any Part of the City. . . .

Doud Milling Co.
H. L. FITCH, Manager, PHONE 185

DENISON NORMAL AND BUSINESS COLLEGE.



\$5 Pays for Normal Branches. Summer term 5 weeks. \$5 Opens June 17, send for particulars.

W. C. Van Ness, A. M. Prin., DENISON, IOWA.

CAPITAL \$100,000 DEPOSITS \$800,000

Crawford County State Bank
DENISON, IOWA

Incorporated under the laws of Iowa, giving best security to depositors, as each shareholder is held for amount of stock, but his personal property is held for amount also. (State Banks are under control of State Auditor, who can examine them at will and published statements are made according to his findings, thus depositors have more security than their confidence in the bank's officers. Capital stock cannot be used for outside speculation or investment. The Crawford County State Bank is the best incorporated banking institution in the county. Safety deposit boxes are provided for patrons of the bank.)

Passage Tickets Sold. Ins. Written. Loans Negotiated. Abstracts Furnished.

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L. Cornwell, Pres. Geo. Naeve, V. L. Cornwell, Geo. Naeve, H. F. Pres. M. E. Jones, Cash. C. J. Kem- Schwartz, Chas. Taber, J. P. Conner ming, Asst. Cash.

Office Stationery on Short Notice at The Review

NOW I LAY ME DOWN TO SLEEP

The fire upon the hearth is low,
And there is stillness everywhere,
Like winged spirits, here and there
The firelight shadows fluttering go.
And as the shadows round me creep
A childish treble breaks the gloom,
And softly from a further room
Comes, "Now I lay me down to sleep"

And somehow with that little prayer
And that sweet treble in my ears,
My thought goes back to other years
And lingers with a dear one there;
And as I hear my child's "Amen,"
My mother's faith comes back to me
Crouched at her side I seem to be,
And mother holds my hands again.

Oh, for an hour in that dear place—
Oh, for the peace of that dear time—
Oh, for the childish trust sublime—
Oh, for a glimpse of mother's face,
Yet as the shades around me creep,
I do not seem to be alone—
Sweet magic of that treble tone
And "Now I lay me down to sleep."

By
Eugene Field

Breaks the World's Record With Polarine

The Standard Oil for Motors

Below we reproduce a letter from the holders of the world's non-stop motor truck record. Such vital evidence as this proves the superiority of Polarine. Motor trucks, pleasure cars and racers—all "step lively" when Polarine is used. It flows freely down to zero and stands any heat that a motor ever develops. Polarine is carbon proof.

Here's the Evidence

GRAND RAPIDS, MICH., March 19, 1912.

STANDARD OIL COMPANY, South Bend, Ind.

Gentlemen: This will reply to your favor of recent date in regard to the non-stop run which was made by our 1½-ton "Hoosier Limited" truck during the New York Show. The previous record for non-stop runs was six days. Our record on this run was seven days, which was completed by us without a stop or without an adjustment of any kind.

We broke the world's record for six days and continued to run after the seventh day for three days more. The truck has finally stopped at Boston, having made the run from New York to that city on January 20, 1912. During this run, both in New York and from New York to Boston, the truck was loaded with Polarine Oil, and Polarine Oil was also used in its engine. It is needless to say that we can highly commend this product because of our success with same.

Trusting that this information will be of benefit to you, we remain,
Respectfully,
By M. E. BRACKETT, President and Manager.

Polarine is for sale everywhere by all reputable dealers.

Standard Oil Company (An Indiana Corporation)