

# The Smart and Silberberg Co.

Centre Street at Elm, Oil City, Pa.

## There's a Satisfaction in Dealing Here.

A satisfaction in knowing that every garment or fabric you purchase will give you a full one hundred cents worth of value for every dollar you spend.

A satisfaction in feeling that any style you may select will have the thorough and latest approval of Fashion.

A satisfaction in realizing that it costs no more to come here than to shop at home. On purchases amounting to \$10 we pay your car fare one way; on purchases of \$20 or over we pay for your round trip ticket.

We Guarantee Satisfaction.

## Women's and Misses' Suits.

An Assortment Which Affords You Absolute Satisfaction of Choice.

It takes but a glance to tell that the Smart & Silberberg suits are "different"—not the common-place suits so often found elsewhere, but well-tailored, good-looking models of distinction.

It has always been a feature of this store's policy to offer the finest and best-tailored suits obtainable at the various prices—why not come right to Fashion's headquarters and make your selection? Competent and experienced saleswomen are here to help you choose.

\$12.50 for suits worth every cent of \$16.50.

\$15.00 for suits usually valued at \$20.00.

\$20.00 for suits conservatively valued at \$25.00.

Our splendid line of suits at \$25 enables you to save at least \$5 on each garment.

Made to order, our hand-tailored suits at \$35 and \$40 would cost you \$50 and \$60.

# The Smart & Silberberg Co.

OIL CITY, PA.

### TROUBLESOME.

"My husband has given me a checking account. 'Isn't that lovely? Now you can buy anything you want and just write out a check for it.'  
"Yes, I'm rather sorry on one account, though. It seems such a lot of trouble to have to write out a check for one's car fare, especially when the cars are crowded, or when you have to pay as you enter."—Chicago Record-Herald.

This lady will learn more about a "Checking Account" with a little experience. Every person should have one and we solicit yours.

## Oil City Trust Company

Oil City, Pa.

### TALES OF SURVIVORS OF TITANIC

**Dr. Frauenthal's Narrative.**  
Dr. Henry J. Frauenthal, the well known New York physician, one of the survivors of the Titanic, gave the following account of the catastrophe:  
"The boat struck the iceberg at 11:40 p. m. I was in bed and asleep and did not hear the crash. My room was on the other side of the boat from the iceberg side. I did not know anything until my brother, who was reading, came and aroused me.  
"We rushed to the deck. I dressed as I was for bed. As I came on deck I saw the Captain and heard him telling Colonel Astor that the boat had been injured by an iceberg. The deck was already well crowded and the passengers were rushing to the deck.  
"I saw that the crew was lowering a boat, and understood that it was the second boat that was lowered. The crew rushed in the boat a lot of women who were nearby. My brother got in the boat to protect the women. My wife threatened to jump out of the boat if I did not join her there, so then I got in the boat, too.  
"We rowed away in the lifeboat. I should think, for about a mile. It was black night. There was no light on the Titanic, as the light there had gone out. I am told, five minutes before she sank.  
"I could not, of course, see the ship go down at the distance we were, but I heard the cries and screams of those who were on the ship, and, perhaps, too, of those who were in the water trying to save themselves by clinging to life preservers. We heard these cries for fully two hours, while we were riding the waves a mile away. Then the cries died down and finally all was still, except the noise of the oars in our boat and the splash of the waters.  
"So far as I know, none of the passengers saved anything."  
Ismay Got into First Lifeboat, Woman and Stoker Insist.  
William Jones, a stoker on the Titanic, who was one of the crew of

three that manned lifeboat No. 6, gave a story of the wreck from the moment that the Titanic struck the iceberg. He insisted Ismay went into the first lifeboat.  
"I am certain I saw Ismay leave by the first boat that went over the side," Jones said. "We all knew at the time that she was a goner. The first boat off was in charge of the second officer and Ismay went with him. Of the 300 members of the crew that were in the quarters forward but forty-seven that I know of managed to get away. They were crushed when she struck. The same death came to the first cabin passengers that were quartered forward."  
Mrs. Julian Smith of West Virginia, who lost her husband, was bitter in her denunciation of Ismay.  
"I saw Ismay leave in the first boat," she said, "and I thought then it was done probably because he was ill. But I learned afterward that he was in perfect health and had been banqueting with the captain when the crash came. When we were taken off on the Carpathia he was put in the best stateroom, in infinitely more comfort than the twenty-six widows aboard. He kept in seclusion for the greater part of the time. On his door was a sign that read: 'Please don't knock.'  
"In Bed When the Crash Came.  
Mrs. Dickinson Bishop of Detroit, Mich., in an interview said:  
"I was the first woman in the first boat. I was in the boat four hours before being picked up by the Carpathia. I was in bed at the time the crash came, got up and dressed and went back to bed, being assured that there was no danger. There were very few passengers on deck when I reached there, after I decided that it would be better to investigate the matter of the crash more fully.  
"There was little or no panic. The behavior of the crew of the Titanic was perfect. My husband was also saved, thank God!"  
Aged Woman Victim of Open Grate.  
Jefferson Center, Pa.—Mrs. James B. Caldwell, aged 60, died at her home here Sunday from burns received Friday evening when her night clothes caught fire from an open grate.

## ISMAY GRILLED BY SENATORS

Warned of Ice, White Star Line Chief Said: "We Will Go Faster"

### ARROGANTLY DEFIED DANGER

Unwarranted Belief That Ship Was Unsinkable, Reckless Navigation and Wonderful Calm After Impact Brought Out at Hearing.

New York City.—Without wasting a minute the sub-committee of the U. S. Senate Committee on Commerce got down to business in its investigation into the Titanic disaster. President over by Senator William Alden Smith, a lawyer of note of Michigan, the inquiry began at the Waldorf-Astoria.

The remarkable and unwarranted faith of Captain E. J. Smith and his junior officers in the unsinkable character of the Titanic, the recklessness of navigating the Titanic at full speed in view of the advices that there were icebergs in the vicinity and the wonderful calm which prevailed among passengers and officers after the collision—these were the salient facts brought out.

J. Bruce Ismay, William Marconi and Second Officer Lightoller of the Titanic were witnesses before the Senate committee investigating the disaster. From Ismay and Lightoller was drawn, reluctantly the admission that the Titanic was going at almost her maximum speed when she hit the iceberg, that Captain Smith had been warned of the presence of bergs, but that the speed was not slackened in the least.

J. Bruce Ismay was the first witness called, and was not fortunate in the impression he made on the committee and others present. That Mr. Ismay had been concerned chiefly with his own safety seemed to be generally suspected.

Ismay seemed to feel the antagonistic atmosphere. He sat in the extreme corner surrounded by his business associates. With him were two private detectives, who have been assigned as his bodyguard since the Carpathia got in and who are never away from his side.

Mr. Ismay's manner on the stand was constrained. He was plainly ill at ease. Whatever good may have been in the impression he made seemed to be wiped out by the damaging statement made later by Lightoller that the first man he saw on the boat deck three minutes after the Titanic struck was Ismay standing alone.

Major A. G. Peuchen said that J. Bruce Ismay, managing director of the line, had laughingly told a woman passenger that the ice warning, so far from keeping the Titanic back, would only cause her increase her speed, so as to get more quickly out of the ice field.

Other criticisms of Mr. Ismay by passengers on the Carpathia who observed his conduct after he was rescued, and by landmen, were numerous. It was learned that he occupied the doctor's cabin on board the Carpathia, denied himself to all inquirers and caused the report to be spread that a sick woman was in the cabin on whose door appeared the notice: "Don't knock."

Major Arthur Peuchen, of the Queen's Rifles of Toronto, Canada, made this statement at the Waldorf-Astoria:

"J. Bruce Ismay knew of the presence of icebergs, but arrogantly disregarded the danger of them."

"And when the Titanic was every instant facing the possibility of running into an ice mountain, Mr. Ismay was dining with Captain Smith—both of them in evening clothes—in a lower saloon, when the Captain, at least, should have been at his post of duty on the bridge."

Lightoller, second officer of Titanic, admitted that he knew of the ship receiving a message on Sunday warning Captain Smith of ice.

Marconi talked of the work of wireless and intimated that only economic reasons prevented all passenger vessels having an operator constantly on duty.

Captain Rostram and Wireless Operator Cottam of the Carpathia denied receiving a message from President Taft.

William T. Stead, the writer, is supposed to have perished in his stateroom. President Hays was seen on the deck just before the last boat left the doomed ship.

Senator Rayner of Maryland arraigned J. Bruce Ismay and the directors of the White Star Line as criminally responsible for the loss of the Titanic.

In various hospitals and charitable institutions are 294 survivors of the Titanic, some ill, practically all destitute.

Two of the sailors of the Titanic confirmed the report that men who tried to rush the lifeboats were shot. Revised reckoning of the Titanic disaster statistics resulted in the official announcement that only 705 persons were rescued, and that 1,635 met death. The new figures were given out by W. W. Jeffries, passenger traffic manager of the White Star Line.

The 705 survivors, as announced by Jeffries, consist of 202 first cabin passengers, 115 second cabin, 178 steerage, 4 officers and 296 of the crew. Of those saved almost a third were members of the ship's company.

### FOR CONGRESS INQUIRY.

Resolution on Titanic Referred to Committee—Sympathy is Voted.

Washington.—Representative Mott of New York introduced a resolution directing the House Committee on Merchant Marine and Fisheries to inquire into the facts relating to the Titanic disaster. The resolution was referred to the Rules Committee. The House passed unanimously a resolution extending the sympathy to the families of the persons lost on the Titanic.

## SAD PHASES OF TITANIC WRECK

Pathetic Partings of Wives and Children from Husbands.

### OSS MAY TOTAL \$35,000,000

Greatest Marine Loss in the History of Navigation—Many Insurance Companies Hard Hit and Will Be Materially Advanced.

New York.—Of all the sad phases of the loss of the Titanic none was more pathetic than the final parting of the wives and children on board the ill-fated steamship from husbands and fathers as they bade them a last farewell. All realized that the number of lifeboats was inadequate to provide for half of the passengers and before they were launched all hope had been abandoned for the arrival of aid before the Titanic went beneath the waves.

Force had to be used by the officers of the steamship to tear wives from husbands when it came time for the women to take their place in the lifeboats that swung from the davits. The women begged to be allowed to remain and share the fate of the men who were left on board, but no heed was paid to their plea.

The last glimpse the women and children got of their dear ones was as the full complement of passengers were placed in the lifeboats and they swung out and dropped from view to the waves below.

Equally tragic is the separation of families, both in this country and Europe. Wives returning to America after a winter's stay in Europe and men hurrying to their homes after business trips abroad are among those who went down with the steamship.

Marine headquarters say the loss of the Titanic is the greatest of marine disasters. The estimated insurance loss for hull, cargo, baggage and life insurance is placed all the way from \$20,000,000 to \$35,000,000.

British underwriters will have to bear the greatest part of the loss, though much reinsurance was placed in Germany, and American underwriters probably will have to pay most of the loss on cargo. One Wall Street authority says the Titanic carried \$3,000,000 in diamonds and \$25,000,000 in rubber, besides securities and specie.

The vessel herself was insured for \$5,000,000, divided among the large marine insurance companies of the world. She was valued at \$10,000,000. William A. Prime, Vice President of Wilcox, Peck & Hughes, said: "This loss, coming so close on the recent loss of \$5,000,000 in bullion which went down on the Ocean means a serious matter for many of the insurance companies and is likely to affect the prosperity of most of them."

A representative of the United States Lloyd's said: "I regard the sinking of the Titanic as the greatest loss in the history of marine insurance. Still, the loss need not cripple anyone. Single members of Lloyd's of London who took risks too large for them to bear may have to suffer, but in the general run the risks have been very widely distributed."

Nearly every large marine underwriter in New York is said to have carried a full line of insurance on the Titanic's cargo, the value of which is problematical.

It is generally predicted that the rate of marine insurance risks will be materially advanced on account of the Titanic's experience.

### 25,000 FLOOD SUFFERERS.

Many Are Without Food or Shelter in Louisiana.

New Orleans.—Reports from the most conservative sources show that 25,000 flood victims in northeastern Louisiana and the southeastern corner of Arkansas are homeless and without food or adequate clothing. Many are without shelter of any kind, while hundreds still are marooned in deserted dwellings, barns, trees or on rafts.

Too add to the suffering and increase the danger of further levee breaks, a rainstorm, almost a cloud-burst, swept Louisiana, Mississippi and Arkansas.

The engineers say that it will be a miracle if the levees do not give way at many other points.

### Full Crew Act Constitutional.


Harrisburg.—The Dauphin county court decided that the "full crew" act of 1911 is constitutional. The court in its opinion follows the lines of the decisions of the courts of Arkansas and Indiana, which were upheld by the supreme court of the United States.

### Bids on Highway Work.

Advertisements for bids for a number of highways to be built as part of the main system and on the state aid plan will be made by the state highway department within the next 30 days and the list will be made up by Commissioner E. M. Bigelow within a few days. The commissioner held a conference with officers of his department and will push the road work, although as soon as the question of the use of the money from automobile licenses is determined operations will go much faster. The construction of roads on the state aid plan depends largely on the use of this money, which amounts to about \$1,400,000, representing the income from that source for several years. Whether a court suit to determine what should be done will be entered or not no one seems to know at this time.

### Killed by Pitched Ball.

Norwich, N. Y.—Delmar Wheat of Sidney, eight years old, was instantly killed while playing baseball. He was struck in the neck by a pitched ball and expired at once. Dr. Loomis, who was called, stated that death was caused by the severing of an artery.



## Knox Hats, We Sell Them


To the man who understands, further comment on the Hat subject is unnecessary—

### \$5.00.

**T.A.P.** We are and always intend to remain the official hatters to the red-blooded man who insists on the newest and best and won't take anything else— **T.A.P.**

## Howard's, Schoble's, Knox.

We are exclusive agents.  
Knox and Blum & Koch's Straw Hats are daily making their appearance.

Oil City, Pa.  Oil City, Pa.

### TITANIC'S LIFE BOATS ENTIRELY INADEQUATE

Life Rafts Sufficient to Rescue Only One in Three—Sad Tales of Survivors.

"Wireless Station, Camperdown, N. S.—Messages filtering through here indicate that the passengers in the life boats from the Titanic had thrilling experiences:

"Huge quantities of field ice covered the ocean and the boat steers had to guide their craft with the greatest care.

"In some cases the ice was so heavy that the boats could not force their way through it and as a result many of them became widely separated.

"Many of the passengers in the life boats were scantily clad, having been hurried out of their berths in the dead of night and ordered into the boats.

"The transfer of the passengers from the steamer to the boats was attended by much excitement and panic."

New York.—So that, seemingly, was the end of the magnificent Titanic; if the worst is true men worth hundreds of millions of dollars met their fate with her, a priceless cargo was in her spacious holds, a consignment of \$5,000,000 of diamonds in her strong rooms.

The news of the greatest ocean tragedy since newspapers existed really was "filtered;" sputtered intermittently by wireless telegraph from the Titanic and from the steamships Parisian, of the Allan Line of Canada, the steamship Virginian, of the same line and the steamer Olympic, the Titanic's little smaller, but older sister; the three, all in the ice-flicked steamer lane raced to the Titanic's aid in answer to her calls for help.

### Jacques Futrelle's Widow Weeps on Pier.

Mrs. Jacques Futrelle, whose husband, a well-known writer, was drowned, was taken from the Carpathia weeping and almost fainting. She was supported by two friends. Her anguish affected the persons on the pier probably more than any single incident.

"Oh, what suffering," she almost screamed, as she was led along the pier. "What terrible misery." She was hurried to a cab and taken away.

### Early Couples Pushed into Boats.

Her aunt, Mrs. Andrews, said: "In the first boat many husbands got away with their wives. The reason for this was that at that time there were not enough women on the deck to fill the boats. The officers knew the desperate need of the situation and the urgency of getting the boats off quickly, so they filled the boats with those on the deck and got them away.

"Of the husbands who remained behind after putting their wives in the lifeboats only three were reunited.

"We were a mile away from the Titanic when there was a great explosion. It appeared to me as if the boilers had blown up and the Titanic had been lifted up amidships and broken in half. This is the way it appeared to me.

"The men in the lifeboats took off their coats and gave them to the women, who were, for the most part, scantily clothed. Fortunately, some of those rescued had brought blankets with them from their staterooms when they came up on deck.

### Says Dead Were Thrown Overboard.

"The most pathetic thing I heard was that on one of the boats, a collapsible lifeboat, holding sixteen to twenty persons, the party were up to their knees in water for six hours, so that one man had his legs frozen and eight died.

"The eight were thrown overboard, to lighten the boat and to keep it from being swamped.

### LINER'S GRAVE TWO MILES DEEP.

Location of Titanic's Deathbed Placed by Canadian Marine Official.

Halifax, N. S.—The deathbed of the ten-million-dollar steamer Titanic, and of probably many who must have been dragged down with her, is two miles, at least, below the surface of the sea.

### Sixty-four Titanic Victims Found.

St. Johns, N. F.—Sixty-four bodies have been recovered by the cable steamer Mackay-Bennett, which has been searching the vicinity of the Titanic disaster. A number of bodies which were recovered were sunk again, as they were without identification marks. The sixty-four bodies recovered are regarded as identifiable. Those that were sunk were in a condition making their preservation impossible.



This cut illustrates a

## Misses' \$12.75 Suit

of all wool serge.

Jacket is satin lined, reverses and cuffs faced with satin to match color of suit.

A trim, jaunty, faultlessly tailored suit.

Comes in Tan, Light Brown, Navy and Copenhagen Blue.

A Ladies' Suit very similar of Cream Serge at the same price.

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## Optometrist

and Manufacturing Opticians.

School children's eyes will be examined free of cost when accompanied by a note from their teacher or family physician.

The latest methods known to science are employed—**no drops**—artificial eyes in stock.

Lenses duplicated on short notice.

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## Lamp Oil

is the best ever made. Costs little more than inferior grades.

Your dealer has it in original barrels direct from refiner.

**WEAVERLY OIL WORKS CO.**  
Independent Refiners  
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THE DIAMOND BRAND.  
Endless Ask Your Druggist for Chichester's Diamond Brand Pills in Red and Gold metallic boxes, sealed with the Diamond Brand.

Take no other. Buy of your Druggist. Always in the Diamond Brand Pills, for 25 years known to be the best. Always in the Diamond Brand Pills, for 25 years known to be the best. Always in the Diamond Brand Pills, for 25 years known to be the best.

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