

## FEET AREN'T ACHING OR TIRED NOW--"TIZ"

It's grand for sore, swollen  
sweaty, calloused feet  
and corns.



Good-bye sore feet, burning feet,  
swollen feet, sweaty feet, smelling  
feet, tired feet.

Good-bye corns, callouses, bunions  
and raw spots. No more shoe tightness,  
no more limping with pain or  
drawing up your face in agony. "TIZ"  
is magic! And right off "TIZ" draws  
out the poison exudations which  
upset the feet. Use "TIZ" and wear  
smaller shoes. Use "TIZ" and forget  
your foot misery. Ah! how comfort-  
able your feet feel.

Get a 25-cent box of "TIZ" now at  
any druggist or department store.  
Don't suffer. Have good feet, glad  
feet, feet that never swell, never hurt,  
never get tired. A year's foot com-  
fort guaranteed or money refunded—  
Advertisement.

## Money Given Back, If Not Effective

If you are seeking relief from  
Eczema, Erysipelas, Pimples,  
Blotches, Scabies, Salt  
Rheum, Ringworm, Itching  
Piles, Dandruff, Ivy Poison,  
Barber's Itch, or any similar  
skin disorder, do not waste  
time on pastes and ointments.  
Try at once this infallible,  
guaranteed remedy.

### Ex-Zema-Fo

is a clear, colorless, odorless scien-  
tific preparation, put up solely for  
the relief and eradication of skin  
diseases. It does not stain the  
clothing, it does not harm anything,  
but it is emollient and healing  
in its action upon the skin.  
If it does not afford you the relief  
claimed, the druggist will refund  
the purchase price. 50c and \$1 a  
bottle.

**FOR SALE BY**  
Keller's Drug Store, 205 Market  
street; Grunden's Drug  
Store, 923 North Sixth street;  
William F. Steever, Four-  
teenth and Market streets;  
John H. Park, 621 Race street;  
Thompson's Pharmacy, Sixth  
and Macay streets; Kitz-  
miller's Pharmacy, 1325 Derry  
street.

## PEOPLE Of All Ages



Come to Dr. Phillips for first-class dental  
work, because my reputation has put me  
in the front rank of dentists. My ex-  
perience has enabled me to adopt the  
most thorough and painless methods of  
performing dental operations.

Dr. Phillips' practice has increased  
under the direct supervision of myself.

UNTIL I have to employ a greater  
number of men who are of superior ability,  
it will pay you to have us do your work.

Don't worry about payments, ar-  
rangements can be made to suit  
you.

Plates, \$5 and up.  
Crown and Bridge Work, \$3 to \$5.  
Fillings, \$1 to \$2.  
Gold, \$10 up.  
Best Work, Best Material, Lowest Prices.  
Written guarantee with my work.

### DR. PHILLIPS

320 Market Street

Office Hours: Daily, 8:30 A. M. to 8  
P. M., except 15th & 16th.  
C. V. Telephone 2207

LADY ATTENDANT

The ladies are most thoroughly

equipped for the city.

GERMAN SPOKEN.

Branch Offices—Reading and Philadelphia.

—Advertisement.

A GOOD  
TRUSS

Where a truss is not demanded  
where no ailment serious enough  
to require a truss exists, a truss  
provides good support to the parts  
that are weak.

If a rupture exists a truss becomes  
most necessary. Trusses fitted pri-  
marily and accurately at lowest  
prices.

Forney's Drug Store

426 MARKET STREET

"We serve you wherever you are."

Cumberland Valley Railroad  
TIME TABLE

In Effect November 40, 1913.  
TRAINs leave Harrisburg  
at 6:00 a. m. and Martinsburg at  
7:32 a. m. 8:40 p. m.

For Hagerstown, Chambersburg, Carlisle, Mechanicsburg and intermediate  
points, 7:52 a. m. 7:52 \*11:53 a. m.  
2:40 p. m. 7:40 \*11:16 p. m.

Additional train for Carlisle and  
Mechanicsburg at 9:45 a. m. 2:18, 3:27.

For Dillsburg, at 5:03, 7:52 and  
11:55 a. m. 2:18, 3:40, 5:32 and 6:30.

Daily. All other trains daily, except  
Sunday. H. A. RIDDLE, G. P. A.  
Supt.—Advertisement.

## MANY PASSENGERS AND CREW LOST

[Continued from First Page.]

Nantucket, which was limping along with a crumpled bow toward Norfolk to-day, was the only ones who know all the story of how the two big ships, picking their way through a blanket of fog—one bound north the other bound south, met with a crash near the winter quarter shoal lightship. S. O. S. calls ringing out to the coast stations started every available agency of rescue into action but not soon enough.

### THE SHIP GOES DOWN

While the Nantucket backed off, lowered boats and began sweeping the misty seas with her searchlights, the Monroe, her passengers pitched out of berths in night clothes, sank like a plummet.

In the swirling vortex of the sinking ship men shouted and women screamed through the mist. The Monroe went down so quickly that there was little time for launching boats and it is believed that the only ones saved were those picked up at once by the Nantucket.

The lost had scarcely a chance to realize that death was upon them before they were struggling in the sea. The doomed passengers of the Monroe, fast asleep in their cabins when the two vessels came together, went down to death with only time for a shriek of despair. Only those kept awake by the snorting sirens that wailed their useless warnings through the fog, knew when the vessels struck. The rest, thrown from their berths by the force of the collision, heavy with sleep, had barely time to struggle to the deck of the sinking vessel before they were plunged into the water.

Not ten minutes intervened between the time the blunt bow of the Nantucket crashed its way into the side of the Dominion liner and the time that it slid under the waves. The eighty-five rescued clung to the Nantucket to-day were lifted from the icy water after their vessel had gone down.

Both vessels had quieted down for the night before the collision. Captain Berry, on the bridge of Nantucket and the lookout, had the deck to themselves as the vessel slowly skimmed through the fog and mist. Captain Johnson kept the bridge of

the Monroe. Thus with sleep spreading a mantle of silence over all and the dense fog enfolding the heaving sea, the two vessels felt their way toward each other in the murk.

As the Nantucket staggered back the crunch of steel on steel, Captain Berry swung out his search light and dimmed the lights. Monroe looked up through the drifting fog. Uncertain as to the fate of his own vessel, he ordered out the lifeboats. Lost from view in the fog they began the work of rescue. Guided only by the shrieks of the drowning, the boats picked up the survivors. When the searchlights' faint glow brought to view no more struggling figures and when the shouts of the lifeboat crew brought no answering shouts from the sea, the task was given up.

**Liner Hamilton Assists**  
With her saloon crowded with drenched and suffering men and women, the Nantucket turned her gaping prow southward. Soon she fell in with the Dominion liner Hamilton, answerer to the cry of distress. Assured by the Hamilton that the Nantucket was making her way slowly to Norfolk. She will be met by the revenue cutter Onondago and was expected in port late to-day.

Captain Johnson aboard the Nantucket, began making up a list of the Monroe's rescued to be sent by wireless to Norfolk.

Then, after ten minutes from sleep to struggle in the cold sea—and the exposures proved a grave trial to many of those saved. Wireless messages report a number in serious condition.

The Monroe is the first steamer lost by the Old Dominion line during the half a century it has been in operation. The steamer was valued at approximately \$500,000 and her cargo at much more, making the total loss, exclusive of lives, about \$1,000,000.

**First Time in History  
of Company Any Loss of  
Life Has Been Reported**

By Associated Press

Washington, Jan. 30.—This is the first time in the history of the Old Dominion line that the life of a passenger has been lost at sea," said H. B. Walker, of New York, president and general manager of the Old Dominion Steamship Company, to-day.

The line was organized in 1867. Seven steamers have been open for several weeks. The Monroe was the staunchest of the lot. She was put into service in 1903. There was life saving equipment aboard for nearly double the number of souls she carried on this trip. Under the navigation laws we are required to have 100 per cent equipment at this season. The line had fully that. The Monroe carried baggage for over 300 and there were but 133 persons aboard her, all told."

**Husband Dies While  
Women Is on Board**

By Associated Press

Norfolk, Va., Jan. 30.—Mrs. T. J. Woods, the only Norfolk passenger aboard the Monroe left the ill-fated vessel for New York to reach the bedside of her dying husband. The fate of Mrs. Woods was not known to-day when a telegram from New York told of the death of her husband.

**Captain Leyland Says  
Ship Was Well Equipped**

By Associated Press

New York, Jan. 30.—Confirmation of the sinking of the steamer Monroe was given early to-day by H. B. Walker, president of the Old Dominion Steamship Company in telephone message to officers of the line here from Washington. Until he had talked with Captain James Leyland, Superintendent James Leyland, main line division, was loath to accept as true the wireless reports of the disaster. Captain Leyland pointed out that the Monroe carried every protection against such an accident and he was visibly affected when Mr. Walker confirmed the press dispatches.

He is the first accident we've ever had," said Captain James Leyland, superintendent of the man line division, said as tears sprang to his eyes, and we can only hope that the loss of life is not as great as reported."

Captain Leyland said the Monroe carried 46 first cabin and eight second cabin passengers and a crew of 70.

The Monroe was built at Newport News, Va., in 1903. She was of 4,704 gross tons, 2,896 ft. long. Her length was 345 ft. 9 inches, 46 ft. 2 inches beam and 28 ft. 5 inches deep. She was commanded by Captain E. H. Johnson. Guy Henley was first officer, J. E. Cathey second officer and John Perkins chief engineer. Captain Johnson is reported among the rescued.

The Monroe had a capacity of 243 first and second cabin passengers. She was carrying a crew of 81. At this time of the year, Captain Leyland explained there was always a slump in the passenger traffic, accounting for the small number aboard at the time of the accident.

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The regular \$10-a-day size of Kellogg's Sanitone Wafers is for sale in Harrisburg by C. T. George, 1306 North Third street; C. W. Potts, 104 North Third street; C. E. Parker, 250 Second street; F. H. Park, Jr., 621 Race street; C. K. Kelly, 404 Market street; W. F. Steever, Fourteenth and Walnut streets.—Advertisement.

**List of Dead in Monroe  
Disaster Is Compiled**

By Associated Press

Norfolk, Va., Jan. 30.—The following is a list of passengers who perished on the Monroe:

Bolton, Mrs. W. L., Newark, N. J.

Clausen, W. C., Milwaukee, Wis.

Curts, Lieut. L. B., United States Army.

David F. C., Brooklyn.

Edwards, J., United States navy.

Gorman, Ed., Philadelphia.

Gibson, Mrs. D., New York.

Haskell, Jr., Cortland, N. Y.

Hoyle, Mrs. C. W., and wife, Gray, Virginia.

Jay, F. F., and wife, Mrs. Seville.

Marlow, Mr., Macaria Theatrical Company.

Oikonomato, Japanese.

Poole, C. W. and wife, Gray, Virginia.

Ray, J. F., and wife, Mrs. Macaria Theatrical Company.

Snyder, Miss, New York.

Vernon, Mr., Macaria Theatrical Company.

Williams, G., New York.

Mrs. Thomas R. Harrington, died after rescue.

**RUB BACKACHE AWAY  
WITH OLD TIME OIL**

The Moment You Rub Your Sore,  
Lame Back All Pain Goes

**OLD TIME ST. JACOB'S OIL**

Get a Small Trial Bottle and Put  
An End to Lumbago and  
Backache at Once

When your back is sore and lame  
or when it aches, turns gray, dull and  
lifeless, is caused by a lack of sulphur  
in the hair. Our grandmother made  
up a mixture of Sage Tea and Sulphur  
to keep her looks dark and beautiful,  
and thousands of women and men who  
value their looks, color, the beautiful  
dark shade of hair which is attractive,  
use only this old-time recipe.

Nowadays we get this famous mixture  
by asking at any drug store for a  
50 cent bottle of "Wyeth's Sage and  
Sulphur Hair Remedy," which darkens  
the hair so naturally, so evenly,  
that nobody can possibly tell it has  
been applied. Besides it takes off  
dandruff, stops scaly itching and fatal  
hair. You just dampen a sponge or  
soft brush with it and draw this  
through your hair, taking one small  
strand at a time. By morning the gray  
hair disappears; but what delights  
the ladies with Wyeth's Sage and Sulphur  
is that it makes beautifully darkening  
the hair after few applications.  
Nothing else stops lumbago, scaly  
itching and fatal hair. It never disappoints!

Advertisement.

**Abundance—Advertisement**

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