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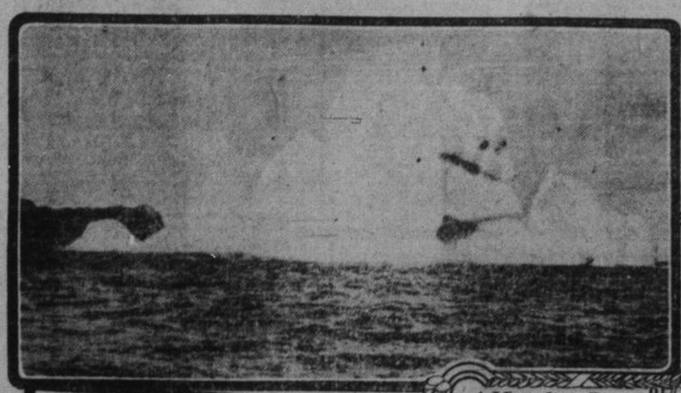
ICEBERGS
THE PERIL OF THE DEEP



A Monster Berg

Photographed from the S.S. Carpathia
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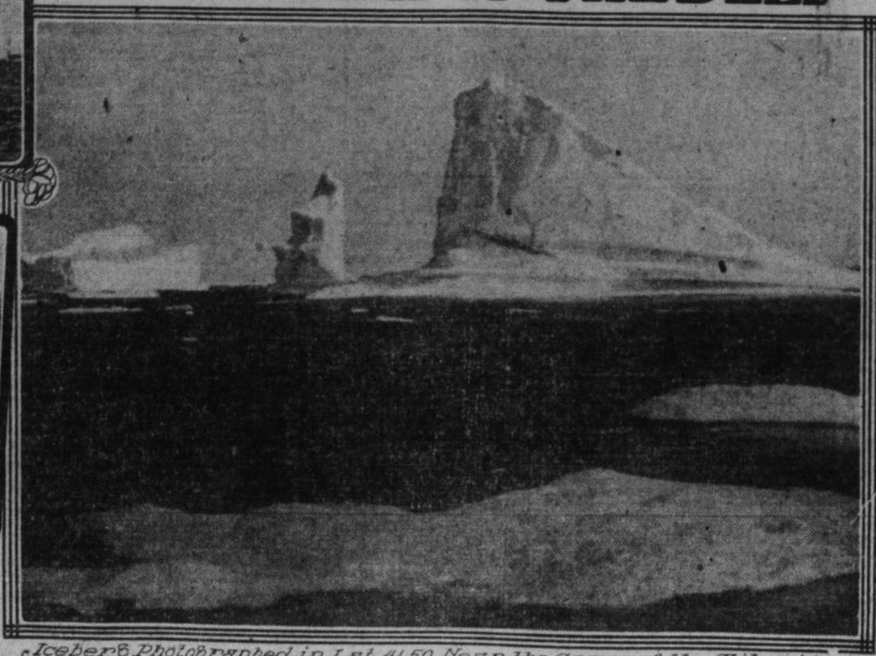

Iceberg Photographed in Lat. 41.50, Near the Grave of the Titanic

Photographed from the S.S. Carpathia

The sinking of the giant White Star liner Titanic, after having collided with an iceberg, going down with more than 1,500 souls, has quickened the pulse of every master of the great steamships that ply the Northern route between this country and Europe. And well it may, for all perils of the deep are as nought compared with the awfulness of striking one of those huge pieces of floating ice.

That is was a submerged shelf of ice that dealt the death blow to the Titanic there is no doubt, and it seems strange that there should be on record an instance of another vessel being similarly injured, although not so seriously, for she managed to make port. This vessel was the British steamer Nessmore which made Halifax a few years ago with her bows stove in. When she was docked for repairs it was found that there was a deep score extending two-thirds the length of the hull. Four frames were broken and many of the plates were almost cut through, showing that had the impact been greater the plates would have been cut through and the vessel must have been overwhelmed by the inrush of water which no pumps could have checked.

At the inquiry that followed the skipper of the Nessmore testified that after striking the berg he backed off and changed his course and expressed the belief that it was possible that the steamer had struck a projecting ledge deep under the water, for there was clear water between his ship and the berg up to the moment of striking.

Icebergs have always ben a terror to navigators since the sailing of the first trans-Atlantic vessel from America for European ports. In the beginning it was customary for steamers sailing eastward to edge along the coats until they made Cape Race on the lower extremity of Newfoundland, their last landfall and, sailing westward, to make this point their first landfall. This course too vessels fairly across the Grand Banks, a region of 45 per cent. fog and in a few years the coast around Cape Race became strewn with wrecks of vessels that had lost their bearings and had piled up on the rockbound coast.

About 10 or 12 years ago, the several big steamship companies made an agreement to adopt a course known as the Northern route for westbound steamers and a Southern route for eastbound steamers. The Northern route for a westbound steamer took her from Queenstown in a southwesterly direction to about 42 degrees, North; 47 degrees West, at which point the course was changed to due west for New Pork. Eastward, from New York the course was almost due West to 41, North 47, West, thence the course was changed northeasterly.

By these routes even the northernmost was more than 700 miles from Cape Race, and it passed by 70 or more miles the outer edge of the Grand Banks and its dreaded fog and ice zone. The acident to the Titanic, however, has shown that even the fact that she was fully 60 miles to the south of the course she should have followed, having been in the path of the eastbound ships, did not put her clear of ice, and so the various steamship companies have laid off new ocean lanes, this time still farther to the south.

To the arm-chair navigator, nothing is more certain than the belief that if one will draw a bucket of fresh sea water and place in it a thermometer, a rapid fall of the mercury will at once denote the presence of ice. This is a fallacy, proven by numerous experiments by ship masters and by naval officers who have sought, and sought anxiously, for some real indication of the whereabouts of bergs when the air is thick with fog.

Shipmasters, in making experiments along this line, have found that at the point where the waters of the Labrador current and the Gulf Stream commingle there is frequently a difference of 20 degrees in the temperature of the surface sea water within a distance of a few hundred yards, and not a piece of ice within 20 miles. On the other hand, in clear weather, these same shipmasters have passed close to huge bergs and noted no difference in the temperature of the water they have drawn to test.

Not in many years have there been so many bergs reported as during the past few weeks. Not only have the floating fields been larger in extent but they have been reported many miles to the south of where they have been reported in the past. From western Greenland, where the bergs originate, come reports of remarkable freedom of ice, indicating that the entire formation has worked its way into the Aatlantic to become a menace to shipping.

In western Greenland the bergs are in formation all of the year, but in the middle of summer the ice begins to break up, setting adrift thousands of these flotillas of majestic but terror-inspiring formations, many of which reach the Grand Banks the following spring. In size these bergs vary, but one that is from 60 to 100 feet to the top of its walls, with spires or pinnacles from 200 or 275 feet high, and a length of 1,000 to 1,500 feet is considered to be an ordinary Arctic berg. These measurements, however, apply only to the part that may be seen, which is generally conceded to be but one-ninth of the size, eight-ninths being under the water.

When a berg, such as described, breaks adrift from the ice pack it starts on its southward journey via the Labrador current. Its drift is not an easy one, however, for the whole coast of Labrador is cut up by numerous islands, headlands and bays that form serious, and, perhaps, fortunate obstructions for the bergs. Some of them ground in the Arctic basin and are ground to small pieces; others reach the shores of Labrador, where they continually ground and float, each time reducing their bulk. Many of them disappear entirely through the steady grinding.

It is remarkable how little it sometimes requires to break up a huge berg. Often the concussion of gunfire will cause a huge white monster to split. Striking a rock will have the same effect. Fishermen and whalers give the bergs a wide berth, fearing they will be caught beneath a portion should the berg split. The noise of the rending of the bergs along the Labrador coast during July and August is said to be almost deafening at times.

But in spite of the long drift and the many obstructions some of the huge bergs do reach the open waters of the North Atlantic and there have been, from time to time, reports of having sighted gigantic floes, some of which were said to be 300 to 600 feet high and 1,00 to 2,000 feet long. Allowing a little for imagination, and something for the breadth of the berg, one has to admit that a steamer striking such a floe would have but little chance.

In one instance an iceberg proved to be a floating home for a company or 27 men, members of the crew of the exploring steamer Polaris, which, in 1872, was crushed in an icepack. The men managed to save a vast quantity of the ship's stores and were also fortunate in finding themselves upon solid ice when the pack broke up. In a short time the men discovered that they were upon a berg that was drifting to sea. As long as the berg held together they felt that they were safe, although there is no knowing the many horrible hours they had through the 195 days and nights they were adrift upon their strange craft. It was on the last day of April that they managed to attract the attention of the sailing steamer Tigress and in a little while they were safely on board and enroute to civilization. Surely no party could have had a more terrible experience or a closer shave.

Another instance in which a berg proved to be a life raft was when the crew of the steamer Castlegate sought refuge upon a berg with which their vessel had collided and sunk from the injury. For two days and nights the men were adrift with practically no shelter, whereas the crew of the Polaris had tents and ample supplies. In this case, however, help was quick, for they were rescued by a sealer; and just in time, for there sprang up a blizzard that broke up the berg.

The most unusual experience that ever a ship had was when the skipper of the Portia, in 1895, was persuaded to approach close to a berg so that some of the passengers might take pictures of it. The genial skipper accommodated them and steamed close in. The steamer ran over a portion of the berg that was under the water. The movement of the steamer disturbed the equilibrium of the berg and it turned over. The Portia was lifted clear of the water as the sheet of ice under her arose, and what might have happened is a matter of conjecture, but the ice broke and the ship once more settled into her native element. It is safe to say that no more passengers with cameras will be accommodated by that particular shipmaster, who afterwards declared that it was the narrowest escape from disaster that any man could have.

Even the hardy Newfoundland fishermen, with all their knowledge and skill, are sometimes victims. There was the bark Nellie that sailed in May, 1910, with a crew of ten. Before dark the two survivors were back in port, having been picked up from a floating spar by another fisherman. The Nellie had struck a berg. The sailing schooner Albatross, with a crew of twenty-two, sailed in March of the year before, never to be heard of again. The presumption is that she struck a berg shortly after leaving port for the weather was foggy.

There is not a year but what fishing and sealing craft hailing out of St. John's and other far north ports disappear, victims of what no one knows, but it is generally conceded that icebergs play a principal part in the tragedies that are never told.

From April to October the Grand Banks off Newfoundland are veiled by heavy fogs through which the giant, pallid glaciers drift in silence, borne by the currents and wind in a general southerly direction, sometimes fast, sometimes slow, and not until they strike the warmer water that flows in the Gulf Stream do they begin to melt.

Of the ships that have collided with these floating islands and not reached port to tell there are many; indeed it is a question what does happen to the ship that is posted as "missing," month after month, until the years escape and all hope is abandoned.

Even steam craft built especially to withstand the hard usage of Arctic ice succumb. The Wolf, the Hope, the Mastiff, the Resolute, the Elliott, and many others are on the records as lost in the ice—some by being caught in packs and crushed, others from colliding with bergs. Among the long list of "missing," is the Collins liner Pacific, which is supposed to have struck a berg and gone down with all hands. A few years ago one of the "Turret" steamers, a huge freighter, sailed from Baltimore with wheat for Europe. She took the Northern route and she has long since been posted as "missing." Her fate is not known but it is not unlikely that she struck a berg.

It is no wonder that the sinking of the Titanic has caused every shipmaster running a trans-Atlantic route to be apprehensive lest a like fate befall him.

DRINK CURE A MIRACLE.
No, Just Sound Science.

Many drunkards are sent to jail when what they need is medicine. Drink has undermined their constitutions, inflamed their stomach and nerves, until the craving must be satisfied, if it is not removed by a scientific prescription like Samaria.

Samaria Prescription stops the craving, restores the shaking nerves, builds up the health and appetite and renders drink distasteful, even nauseous. It is odorless and tasteless, and dissolves instantly in tea, coffee or food. It can be given with or without the patient's knowledge.

Read what it did for Mrs. G., of Vancouver:

"I was so anxious to get my husband cured that I went up to Harrison Drug Store, and got your remedy there. I had no trouble giving it without his knowledge. I greatly thank you for all the peace and happiness that it brought already into my home. The cost was nothing according to what he would spend in drinking. The curse of drink was putting me into my grave, but now I feel so happy, and everything seems so different and bright. May the Lord be with you and help you in curing the evil. I don't want my name published."

Now, if you know of any unfortunate needing Samaria Treatment tell him or his family or friends about it. If you have any friend or relative who is forming the drink habit help him to release himself from its clutches.

Write to-day.

A Free Trial Package of Samaria prescription, with booklet, giving full particulars, testimonials, price, etc., vill be sent absolutely free and post paid, in plain sealed package, to anyone asking for it, and mentioning this paper. Correspondence sacredly confidential. Write to-day.

THE SAMARIA REMEDY CO., Dept. 7, 49 Colborne Street, Toronto Can., also for sale at Jas. B. McLeod's drug store, Kingston.

ANCESTRY OF DOGS.

Resemblance Between Skulls of Indian Wolves and Canines.

Harper's Weekly.

It seems to be generally accepted by naturalists and the world at large that the domestic dog is in some sense a collateral descendent of the wolf or jackal.

A professor in the Natural History Museum in Paris has communicated results of his study of various canine skulls to the Academy of Sciences. He appears to have noticed certain peculiarities of growth which have hitherto escaped zoologists. He states that the skull of almost every species of wolf and jackal differs from the skull of the shepherd-dog to an extent that makes it impossible that this dog should belong in the same classification.

The skull of the Indian wolf, on the contrary, shows some points of resemblance. This, indeed, is the only savage canine the top of whose head projects like that of our dog.

There are, moreover, other characteristics which the Indian wolf has in common with the dog and which the ordinary wolf does not share with them, although his origin and that of the dog have long been supposed to be a common one.

The conclusion of this scientist is that the Indian wolf is the progenitor of the shepherd-dog and the blood hound. There were two primitive races of dogs analogues to these which were first domesticated in Centra, Asia, whence they passed to Europe, and there seems no reason to doubt that the bloodhound of to-day is the direct descendent of the dog spoken of by the ancients as "the dog of the age of bronze."

MAKE DYSPEPSIA VANISH.

Distress From Gas, Heartburn and Indigestion Go in Five Minutes.

Every family here ought to keep some Diapepsin in the house, as any one of you may have an attack of Indigestion or Stomach trouble at any time, day or night.

This harmless preparation will digest anything you eat and overcome a distressed, out-of-order stomach five minutes afterwards.

If your meals don't tempt you, or what little you do eat seems to fill you, or lays like a lump of lead in your stomach, or if you have heartburn, that is a sign of Indigestion.

Ask your Pharmacist for a 50c. case of Pape's Diapepsin, and take a little just as soon as you can. There will be no sour risings, no belching of undigested food mixed with acid, no stomach gas or heartburn, fullness or heavy feeling in the stomach, Nausea Debilitating Headaches, Dizziness or intestinal griping. This will all go and, besides, there will be no sour food left over in the stomach to poison your breath with nauseous odors.

Pape's Diapepsia is a certain cure for out-of-order stomachs, because it prevents fermentation and takes hold of your food and digests it just the same as if your stomach wasn't there.

Relief in five minutes from all stomach misery is at your drug store waiting for you.

These large 50c. cases of Pape's Diapepsin contain more than sufficient to cure any case of Dyspepsia, Indigestion or any other Stomach trouble.

Annual Massacre of Workingmen.

In 1907, according to the United States Geological Survey, 3125 men were killed and 5316 injured in coal accidents in the 22 states that produce 98 per cent. of the American coal; in 1908, 2540 were killed and 6772 injured. In the decade ending with 1908 19,469 men were killed in the coal mines of these States.

The Interstate Commerce Commission reports that in the seven years ending with 1908, 28,895 employes were killed and 335,964 were injured on the railroads of the country.

According to the United States Census Bureau of all deaths of adult males from 1900 to 1908 inclusive 126,567, or 9.1 per cent., were due to accidents, and the United States Bureau of Labor says: "It is safe to assume that about one-half of the deaths from accidents among males is the result of industrial employments."—New York World.

Happiness that lasts is acquired on the instalment plan.

"Every One Thought I Had Consumption. — Pe-ru-na Saved Me."

"I THANK DR. HARTMAN FOR PE-RU-NA."

MRS. MOIS PARIZEAU.

"I hardly know how to thank you for the good Peruna has done me.

"I suffered five years with pain in the stomach. About a year ago it became so bad I could hardly bear it. I coughed day and night and grew weaker and weaker. The pain extended through my body and I also had difficulty in breathing, which made me cough. Everyone thought I had consumption.

"My husband heard of Peruna and bought five bottles. This treatment virtually cured me and now I recommend Peruna to every one who is suffering.

"I thank Dr. Hartman for this excellent remedy."

Ste. Julie de Vercheres, P. Q., Canada. —Mrs. Mois Parizeau.

A NEGLECTED cold is generally the first cause of catarrh.

WOMEN SHOULD BEWARE OF CATCHING COLD.

Women are especially liable to colds. These colds occur more frequently during the wet, sloppy weather of winter and spring than any other time of the year. Often they are not considered serious and are allowed to run on, or they are treated in such a way as to only palliate the symptoms, while the cold becomes more deep-seated and the patient finally awakens to the fact that she has a well-developed case of catarrh.

By reason of their delicate structure, the lungs are frequently the seat of a cold, especially if there is the slightest weakness of these organs. The treatment of catarrh of the lungs is also more difficult and discouraging than catarrh of any other organ of the body.

It would be wise therefore, to guard against it by every precaution possible.

Peruna has been found the most reliable of all remedies for coughs, colds and catarrh, by reason of the fact that it goes at once to the very seat of the trouble.

It searches out every crevice, every duct of the body. It quickens and equalizes the circulation of the blood, thus relieving the congested mucous membranes. It exercises a healing and soothing effect upon the mucous membranes, no matter whether they are the more exposed membranes of the head and throat, or whether they line the remotest cells of the lungs.

PE-RU-NA THE REMEDY FOR CATARRH OF THE LUNGS.

Mrs. Jaschob, 1631 Hicks St., Toledo, Ohio, writes:

"When I wrote to you for advice, I had been sick for three years. I had trouble with my throat. Often I could not breathe through my nose. I also had pains in my chest and a cough. I took Peruna according to directions and it has cured me."

The New Perfection Oil Cook-stove
Suits Everybody

It suits the most exacting French chef. It suits the housewife. It is found in luxurious villas—in camps—in farms—in humble city homes. Everybody uses it; everybody likes it. It is the all-round stove for all the year round. It bakes, broils, roasts and toasts as well as a coal range. It is equipped with a special heating plate, and we sell the New Perfection oven, broiler, toaster, and pancake griddle—each specially designed for use with the

New Perfection Oil Cook-stove

All dealers sell the stove. It is handsomely finished in nickel, with cabinet top, drop shelves, towel racks, etc. Long chimneys, enameled turquoise-blue. Made with 1, 2 or 3 burners.

Free Cook-Book with every stove.

Cook-Book also given to anyone sending 5 cents to cover mailing cost.

THE IMPERIAL OIL COMPANY, Limited
Winnipeg, Montreal, St. John, Halifax and Queen City Division, Toronto

RADWAY'S PILLS

FOR THE STOMACH LIVER BOWELS AND KIDNEYS

FOR FIFTY YEARS THE HOUSEHOLD REMEDY
Made from Purely Vegetable Ingredients
Superior in every respect to the ordinary powders and substances of the commonly advertised Pills.

DR. RADWAY & CO., December 21, 1903
Dear Sirs—I write to let you know that I have used your remedies for the past forty (40) years. Have brought up a large family on them, and now my children are (who are all married) use them, too. I cannot praise all the Radway's Remedies enough, so I thought I would send this as a token of gratitude from
Yours truly,
MRS. MARGARET ROBERTS,
317 South Third St., Brooklyn, N. Y.
P. S.—You can use this as you think best.

RADWAY'S PILLS ARE WARRANTED TO EFFECT A POSITIVE CURE.
ACCEPT NO SUBSTITUTES.
RADWAY & CO., LTD., MONTREAL, CAN.