

PERIL OF ICEBERGS

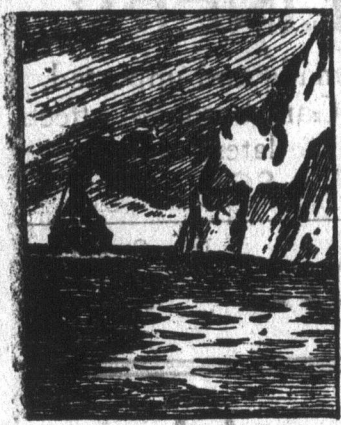
THEIR EARLY APPEARANCE-A NEW MENACE TO OCEAN TRAVEL.

They Are Ahead of Their Usual Time This Year-The Glacial Leviathans, Which Generally Do Not Appear Till Midsummer, Now Obstruct the Pathway of Transatlantic Commerce-What They Look Like.

The oldest mariners entering the port of Halifax, N.S., have never before seen thus early in the season so many and so great icebergs in the path of ocean traffic as now menace transatlantic shipping. Usually the ice does not appear in any considerable quantities as far south as the line of steamship travel until the latter part of July or early in August, when the sea is calmer and icebergs are less frequent. Even then these great floating mountains of ice are a source of much danger. When they come earlier, in March and April or even in May, during the season of dense fogs, violent winds, storms and low temperature, the peril to shipping is increased a hundred-fold.

Many transatlantic steamers entering that port during the last fortnight have encountered great bodies of floating ice, which entailed the most watchful care on the part of the navigators to prevent disastrous collisions and resulted in much perplexing delay. The log of one incoming vessel showed that nearly a hundred icebergs varying in height above the water line from fifty to 300 feet were sighted on the trip across the Atlantic. These covered a stretch of over 150 miles, being mainly between latitude 42 degrees 35 minutes, longitude 49 degrees 20 minutes, to latitude 42 degrees 53 minutes, longitude 52 degrees 53 minutes, which is about 200 miles southeast of Halifax. Its passage was a most hazardous one, and several occasions a collision which might have sunk the ship and caused a frightful disaster was narrowly averted. Other ships have scarcely less sensational stories to tell of experiences with the perilous ice.

According to the expert hydrographers, who know as much about it



MONSTER ICEBERG IN STAMER TRACK.

From photo taken 99 miles east of Halifax.

as anybody else and probably not much more, this early appearance of the ice is the result of a warm and early spring in northern latitudes, causing the breaking off of large bodies of ice from the great glacial formations of the arctic circle, from whence they are brought southward along the coast of Newfoundland in the path of steamer traffic by the regular currents.

The size of an iceberg appearing above the surface of the sea does not constitute its essential peril to shipping. Frequently that seen above the water is less than a ninth of its total bulk, so that a berg that stands 200 feet above the sea level may be actually 2,700 feet high and of far greater area than is indicated by the exposed surface.

In mild weather the proximity of a large body of ice at sea is usually indicated by colder air and water, but in thick and heavy weather, which prevails at this season of the year, it is extremely difficult to detect the presence of an iceberg by the temperature until the ship is squarely upon it. A familiar method of keeping a lookout for ice in thick weather is to take "soundings" with a thermometer. The instrument is lowered below the surface at intervals of 2 to 3 degrees is usually the signal for reducing the vessel's speed, doubling the lookout and keeping the whistle blowing for echoes. An automatic signaling thermometer is also used. This is kept permanently below the surface, and any important change in temperature is registered in the pilot house.

The birth of the iceberg is in the far north. As a glacier or ice river pushes its way into the ocean huge masses break away from the edges and float seaward. Currents carry them sometimes for thousands of miles before their disintegration.

Charts of the north Atlantic show what a vast number of bergs float with the Labrador current in a southerly direction around the coast of Newfoundland and Nova Scotia and from thence farther out to sea until they finally melt away and become a part thereof. Many of these great floating mountains come from the coast of Greenland, where the succession of glaciers gives birth to thousands of bergs. Like human beings, each one fulfills its own destiny. Some are ground near the place of their formation. Others pursue their solitary and majestic course toward the open sea and gently melt away their lives on the deep waters of the Atlantic. Still others, like desperadoes of the highway, run straight for some noble ship and send her foundering to the bottom. And, as they are different in their history, so are they varied in appearance, some being wall-like,

ABSOLUTE SECURITY.

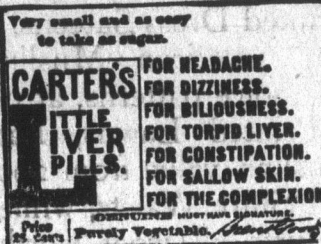
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See Fac-Simile Wrapper Below.



CURE SICK HEADACHE.

solid ramparts, with square, almost perpendicular faces, impossible to scale, two or three miles long and half as many broad. Others might at a little distance be mistaken for a splendid palace, a Turkish mosque or a Gothic church.

Occasionally an iceberg gets worn away at the water line, while the base below the water is intact, and supports an extended surface on a comparatively narrow stem. Others are tunneled or arched. In fact, there is no limitation as to form or size. The most beautiful and the most grotesque may sail side by side. One may be a mile square and the other only forty or fifty feet.

Whether large or small, but a small



AN ICEBERG IN THE AGE.

proportion of either is seen. The great mass is always below the water.

At times there is something most graceful in the movements of an iceberg. One of large size was observed some years ago which for a time oscillated backward and forward with a regular movement like the pendulum of a clock. It was a grotesque, almost humorous, sight to observe the great mountain of ice swaying from side to side like one of the polar bears that haunt the far north. Then gently and almost imperceptibly the berg "turned turtle," showing a gently rounded surface where before had been jagged peaks and turrets. It was a dissolving view in the literal sense.

There is a continuous change in the appearance of icebergs. At times a Gothic cathedral is stimulated; again, with the sunset's warm glow, the surfaces may take to themselves a likeness to a tropic landscape. Cascades will descend from the upper slopes, breaking into feathery spray as the stream meets with obstacles. Sailors in the arctic make mental pictures as children do with passing clouds of these strange forms. Home, with its familiar scenes, may be imagined amid the very abomination of desolation.

As to the size of icebergs—well, one must be there to appreciate their proportions. Sir John Ross observed one that was 2½ miles long by 2½ miles broad and 150 feet high. The weight was estimated at 1,500,000,000 tons. This, however, was not an extraordinary iceberg. Sometimes they are observed floating to a height of 700 or 800 feet. As only one-tenth of the mass is above water and visible, it is seen that they require plenty of depth as well as sea room for their movements. If the weather is mild and the sea calm, all is likely to go well under the watchful care of the expert navigator, but when the storms and fogs accompany the icebergs there is imminent peril. Thus it is that the appearance of the ice this season two months earlier than usual adds a new and serious menace to transatlantic commerce.

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REV. DR. RAINSFORD.

The Experiences of One of New York's Greatest Clerics When He Was a Curate in Toronto, Ont.

It was a new experience for the Torontoian of a quarter century back to go to St. James', and hear the straight, clear-cut addresses of William S. Rainsford, who is now one of the greatest clerics in New York with a great parish and many clergy under him. He talked business for his business was to bring men and women into the church. He had no mannerism—who could have mannerism at twenty-six and be sought else but a fool? And so Rainsford was not. He had come to Canada from England unacquainted and unknown. He had preached a mission in London, Ont., and had been invited to Toronto. Here Dean Grasset, the rector of the Cathedral, talked with him, says The Toronto News Day by Day man. Much impressed by his sincerity, originality and irresistible earnestness, the good dean invited the young Englishman to remain for a time. Rainsford became a guest at the rectory, and there were prepared the clear-cut sermons that went like arrows to men's consciences. He was no born orator; in fact, he confessed, and people who were intimate with him, knew at the time, were the product of ceaseless labor. There are some to whom every swan is an ordinary goose, and these took umbrage at the young preacher's methods of preparation. One of his customs was to wander out into the churchyard and, climbing one of the old trees, to ensconce himself on a comfortable branch. There, with the volumes that he had stowed in his pockets, and his notebook, he would make ready the address that night. Certain good folk thought it was undignified for a clergyman to climb trees, but Rainsford, if he ever heard of the objections, took no pains to reply to them. He might have found a fine argument in the case of Zoroaster, but he refrained. He was full of animal spirits and he wanted the fresh air. He got it in the tree tops.

The mission lasted four months, and for those four months the Anglican churches in Toronto—and some other churches—were awakened as they never had been before. Thousands were turned away every night. Even the chance was invaded by the auditors; often four hundred persons were crowded within the chancel rail. There are men in Toronto to-day who will never forget those sermons. They were burned into the mind, not by rant or morbid reasoning, but by clear-cut Gospel interpretation. One of the men who heard had been a good fellow, a vivacious, but by clear-cut Gospel interpretation, but he made no parade about it. Before he died, the citizens of Toronto elected him to the highest office in their gift. When the mission was ended Rainsford returned to England, but the parishioners of St. James' were determined to have him permanently with them, and he came back to be their curate. His four years of work in the parish were a success. He did much that needed to be done, for the town was growing away from the Cathedral; there were no Sunday cars to bring worshippers to church, and the long walk was not popular. But the congregation began to fill up when Rainsford resumed work.

His wife gave him valuable assistance. She was a good, good-natured, enthusiastic Englishwoman, whose father, a Mr. Green, was one of the proprietors of the famous Green line of steamships plying between Australia and the Mother Country. Mr. Green was able to give his daughter all the help that money could buy, and the poor of the parish felt that help many a time. In the summers Mr. and Mrs. Rainsford lived on the Island, and the stalwart curate never missed his morning spin in a lap-trotter row boat. At college in England he had been an expert swimmer. He had been brought with him to Canada, and on Sunday mornings it was whispered that the curate of the Cathedral, on his way over to morning service, had no objection to giving the ferry boat a good race, and beating her top. Another of his fancies was for dog-jet black cock-sparrows, that accompanied him on many a tramp over the heights to the north of the city. Many a farmer coming into town was amazed at the spectacle of a six-foot-two clergyman taking a dog-jet along the country road attended by three or four young cockers. The man added plenty of exercise to blow off his superfluous steam. Sprinting and rowing helped him to achieve his end.

But, although Rainsford saw nothing evil in the exercise, he frowned down upon some things that were done by his hearers. He told them that it was wrong to dance—not because there was anything inherently wicked in the figures—but because the time that might have been spent on good works was wasted. He told them that they should not go to the theatres; and he gave them some reason for his admonition. They stayed away from the playhouses. The congregation became filled with all sorts of parish organizations for good, and grew and prospered. Many hoped that some day the young clergyman would be rector of the parish, but fate decreed otherwise.

Barr, the Colonizer.

An old acquaintance of Rev. J. M. Barr tells The Winnipeg Tribune that Mr. Barr was born at Hornby, in Trafalgar Township, Halton County, Ontario. His father was a Presbyterian minister, who moved from Ireland to Hornby. Rev. J. M. Barr and his brother studied for the Presbyterian ministry, but afterwards joined the Anglican Church. This is not Rev. Mr. Barr's first experience in the West. Over twenty years ago he established a church in the Saskatchewan country. He took a good outfit with him, but returned to Ontario in a year or so.



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