

# MAKE LINERS ICEBERG-PROOF! IT CAN BE DONE

Dr. Arthur Selwyn-Brown, Noted American Scientist, Traveller and Expert Navigator, Writes on the Graveyard of the Atlantic, and Points Out the Lesson To Be Learned From the Titanic Disaster.

## SUNK BY THE ICEBERG FLEET

Year	Ship Lost	Place	Lives Lost
1863	Canadian	Mid-Atlantic	15
1864	Immigrant Ship	Off Cape Race	138
1869	Vicksburg	Grand Banks	29
1878	Warrior	Off Cape Race	67
1881	North Star	Cabot Strait	67
1887	Medway	Off Newfoundland	23
1897	Vallant	Grand Banks	70
1898	Snowbird	Grand Banks	8
1900	Endymion	Grand Banks	67
1901	Islander	Off Alaska	22
1902	Albatross	Mid-Atlantic	1342
1912	Titanic	Off Cape Race	1342

[By Dr. Arthur Selwyn-Brown.]

The disaster to the Titanic must attract attention of the civilized world to the dangers presented to Atlantic navigation by icebergs, and also to the means steamship builders must take to minimize the dangers.

The disaster teaches some stern lessons, and if they are not heeded there will be more severe penalties to pay. Atlantic navigators have experienced trouble from ice from the earliest times, hundreds of vessels have been known to founder after colliding with icebergs, and it is probable that hundreds of other vessels posted as missing met similar fates.

The majority of icebergs found in the Atlantic originate on the western coast of Greenland between Cape Farwell and Disco Bay. The whole of the interior of Greenland is covered with a thick mass of ice. These spread in ice packs are known as glaciers. One is 15,000 feet wide and 940 feet deep. It produces enough ice to supply 100,000,000 people with five pounds of ice daily for a century.

Icebergs float with field ice sometimes alone, sometimes in fleets. Sometimes there are several hundred icebergs in a fleet. The Arctic and East Greenland currents are the principal transporters of the ice and icebergs. They bring the ice around Cape Chidley along the Labrador coast. Near Cape-St. Charles it divides. Some of the ice runs into the strait of Davis and the east coast of Newfoundland and spreads into the Atlantic or follows the New England coast. It is estimated that icebergs travel at an average rate of 12 miles per day. But if the wind is blowing with the current, the speed may reach 20 miles a day or more.

Icebergs can be easily seen during the day, except in foggy or stormy weather, but at night a vessel can sail quite close without the ice being detected. Science has not, up to the present, devised any certain means of locating the presence of ice. Barometric and temperature changes are not certain indications. The greatest help the mariner has at present is afforded by the ice and meteorological charts.



This is the "Graveyard of the Atlantic," where hundreds of vessels have been dashed to the bottom by Greenland's icy "Fleet." The ocean bottom east of Nova Scotia and Newfoundland is strewn with wrecks.

almost unharmed. If the Atlantic passenger vessels continue to use the present sailing tracks means must be taken to similarly safeguard them.

Little attention was given to this important matter by the builders of the Titanic; they wanted to construct a gigantic floating palace of great speed. They succeeded, but the fate of the vessel indicates serious defects that will, perhaps, never be told.

Although the Titanic was provided with 15 water-tight compartments she had a double bottom, which was not divided up. With her enormous momentum she would simply telescope on colliding with an iceberg. The bottom would give way and permit water to run into all her compartments. Something of this kind must have occurred.

From the meagre facts at present known, it would seem that an inadequate lookout was kept and that a mistake was made by the officers in going full speed at night where they were well aware of the presence of ice.

Good will eventually be done by the terrible accident. It will cause marine constructors to strengthen the framework and shells of steam vessels, paying more attention to that feature of shipbuilding than they have done before.

## PROVINCIAL DETECTIVE FINDS SHOTGUN IN INDIAN'S CABIN

John Williams Denied Owning a Weapon—Sensational Developments May Follow Condemned Man's Statement of Double Murder on Walpole Island.

[Special to The Advertiser.]

Walpole Island, April 22.—Stephen Kyoshek, the Walpole Island Indian, under sentence of death for the killing of two fellow-tribesmen, Adam Johns and Charles Nahdee, may yet be proven innocent of the crime fastened upon him by a Sarnia jury.

Investigations made by officers, following statement by Kyoshek, to his spiritual adviser, tend to throw new light on the tragedy of New Year's night, when Nahdee and Johns were shot to death, and their bodies sunk in St. Clair River, following a quarrel, in which a pretty squaw, the incentive of the tragedy, was the result of these investigations depends the fate of Kyoshek. Whether he will be hanged at Sarnia on June 6, as ordered by the trial judge, or whether his place will be taken by one or more others, depends largely on how far his version of the affair, given in fear of death, after months of unbroken silence, can be verified by the officers.

### Finding of Shotgun.

The finding of a gun, supposed to be the weapon with which the murders were accomplished, in the possession of another Indian, is the clue by means of which the authorities hope to prove the complicity of others in a crime the brutality of which is without parallel in the annals of the Island.

### On New Year's Night.

Nahdee, Johns, Kyoshek and an Indian girl named Flossie Williams came in boats to Nahdee's cabin on Squirrel Island in the St. Clair River. Then Kyoshek quarrelled with Nahdee, and Johns, and Mrs. Williams, who overheard the commotion, swore in court that he threatened to get a gun and kill Nahdee. Later several shots were heard in the direction of Nahdee's cabin, and in the morning the place was found covered with blood and bearing evidences of a terrible struggle. The next day the body of Johns, riddled with shot, was recovered from the river.

Kyoshek and the girl, whose fickle affections were blamed for the trouble, had disappeared.

Both were later arrested, and after the finding of a coroner's jury, Kyoshek was held for the superior court at Sarnia charged with the murder of Johns and Nahdee.

### Maintained Innocence.

Although he stoutly maintained his innocence a jury found him guilty and he was sentenced to be hanged.

He took his sentence without a murmur, and reiterated his declaration of innocence so strongly that many people believed that Nahdee, whose body had never been found, might have murdered Johns, and fled the country. A few days later, however, the finding of Nahdee's murdered corpse concealed under a pile of sticks and leaves on the shore of the river, seemed to remove all doubt as to the prisoner's guilt.

### Kyoshek Weakens.

Up to this time Kyoshek had steadfastly refused to make any statement beyond a general declaration of innocence, but after the discovery of the murdered Nahdee, he began to weaken. Yesterday he made a confession to an Indian preacher, who had attended him in jail. He admitted knowledge of the crime, but stated that the shooting was done by one of three or four other men who were at Nahdee's cabin on the fatal night.

### Great Excitement.

Williams and several other Indians present seemed greatly agitated over the finding of the gun, but stoutly denied all knowledge of the shooting of Nahdee and Johns.

Provincial Detective Acton has developed further action until he has a consultation with the crown attorney. It is expected that several arrests will follow.

The news of these later developments has created intense excitement and when the preacher to whom Kyoshek made his confession visited Joseph Williams' cabin shortly after the departure of the officers he found the house full of natives excitedly discussing the affair. All his efforts to obtain further information proved fruitless.

The keenest interest is felt in the affair by residents along the St. Clair River, both in Canada and the United States. The central figures were well known to citizens on both sides, and the dramatic features surrounding the crime have made it unique in border history.

## FIRST AID EXAMINATION

Annual Tests Were Held in the Y. M. C. A.

The annual examinations for membership in the Forest City Division of St. John's Ambulance Association for First Aid to the Injured were conducted last evening in the Y. M. C. A. building by Examiner Dr. A. V. Becher.

A number of city policemen, who have studied first-aid work for some time, qualified with others. The following were added to the first-aid men of London: Messrs. P. Harper, James Singleton, H. Ricketts, Horace Vince, R. Monteith, W. Burdick, C. Gilson, A. Weeks, G. Chadwick, A. Watson, C. Halliwell, Cecil McRoberts, A. McKerwin and J. Edwards.

Mr. William Loveday was appointed first ambulance officer. Dr. Nelson George divisional surgeon, and W. H. Morton, divisional inspector of stores.

## TAX RATE IS SLIGHTLY LOWER

Struck at 22 3-4 Mills Against 23 Mills For the Previous Year.

## STREET LIGHTING BILL

A Difference of \$5,000 Between the Council and the Water Commissioners—Grants Made.

At the special meeting of the city council, held on Monday afternoon at 5 o'clock, the tax rate for the year 1912 was struck at 22 3-4 mills on the dollar. An effort was made to make it 23 mills, but the majority of the aldermen were in favor of the odd rate, so it was struck.

The only portion of the finance committee's report that was discussed was that referring to street lighting. It will be remembered that the water commissioners made a proposition to light the city, and increase the number of lights now in use, for the sum of \$30,000 per annum. There were no figures on the question, but nothing resulted.

Mr. Richter endeavored to secure the figures from the commissioners, but failed to get satisfaction. At the other end of the day, and came to the conclusion that street lighting at the present time was worth \$5,000. The council decided to add \$5,000 for good measure, so there would be no doubt about the matter. The total \$35,000 was put in the estimates to cover the cost of extensions, making the total \$25,000 for lighting the street.

This was not satisfactory to the water commissioners, who were the council saying that \$30,000 was the lowest figure at which they could light the streets. Ald. Richter said the committee had gone thoroughly into the matter, and were convinced that the terms they offered were reasonable. He moved that the clause pass, and it did with no discussion.

**Grants to Charity.** The usual grants to the charities of the city were made. The Children's Aid Society was increased from \$150 to \$1,000; the Women's Christian Association, \$200; the Home, \$200; Sisters of St. Joseph, \$200; the United Protestant Church, \$200; the Women's Refuge and Infants' Home, \$100; the Victorian Order of Nurses, \$400; Salvation Army Rescue Home, \$300; Convalescent Home, \$100; Seventh Regiment First Baptist Church, \$100; and the Empire, \$10.

**Special Grants.** Other grants were made as follows: London Pet. Stock Association, \$200; Seventh Regiment Rifle Association, \$250; Seventh Regiment Forwarding, \$200; provided in no case the grant exceed 40 cents a man; Y. M. C. A., \$200, provided the taxes be paid from the fund; Horticultural Society, \$150, and the Western Fair, \$5,000, provided that \$1,000 is credited to the fund for a fire-proof safe building. The grants were increased over last year. The Western Fair in 1911 getting \$3,000.

When the chairman, Ald. Richter, moved that the rate be 22 3-4 mills, Ald. Richter moved that the rate be 23 mills. The rate be 23 mills, \$2,500 of the balance to be for Fire Chief Aitken's car, and the balance to be put to the fire-proof safe building. His motion did not receive a majority.

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## GRAND TRUNK BOARD COMING TO CANADA

Conference Is To Be Held at Winnipeg Concerning Future Plans.

Ottawa, April 23.—Vice-President E. J. Chamberlain, of the Grand Trunk Pacific, left for Montreal yesterday, and announced that he had received a cable from A. W. Smithers, chairman of the board of directors, and matters connected with the Grand Trunk should be temporarily controlled by Vice-President Vainwright.

The board of directors has directed that construction work on the Grand Trunk Pacific be quickly pushed forward. It is understood that Mr. Smithers will be accompanied by several of the English directors of the Grand Trunk to Winnipeg.

## SARNIA MAY SECURE \$250,000 STEEL PLANT

British Steel Company Wants Free Site and Fixed Taxation.

[Special to The Advertiser.] Sarnia, April 23.—A communication from the British Steel Manufacturing Company was read at a meeting of the Sarnia council last night. Two representatives of the company were here some time ago, and expressed themselves as being satisfied with the place with reference to the establishment of a plant here. The concern desires that the town furnish it with a free site and a fixed rate of taxation. If Sarnia is fortunate enough to secure this big industry it will add largely to the financial standing and growth of the town, as the company claims it will expend more than a quarter of a million dollars per annum in wages, and about thirty thousand tons of steel will be used yearly for manufacturing purposes. The council decided to favor a bylaw to be submitted to the people, giving the company a free site and fixed taxation.

A communication from the local board of trade, asking the council to assist them in bringing a Canadian branch of the United States Cream Separator Company here, was read and passed on, after considerable discussion. Johnson MacAdams, secretary of the board of trade, explained the situation to the council, and stated that the company would spend at least 25 men, as only an acre or two of free land was asked for, and a council decided to lend their assistance and place the question before the people.

## Chair for Police Chief.

No little amusement was caused by a discussion that arose over the purchase of a chair for the office of the police. The chairman of the finance committee, objected to the amount expended for the chair, which cost \$10, and Dr. Coulter humorously remarked that those who were in the way of the purchase undoubtedly stayed out late in the evening, and wanted to stand in with the chief. The purchase was approved.

No report was turned in by Dr. Morrison, chairman of the fire and water committee, relative to the proposed new waterworks on the lake shore. The chairman remarked that ever since the drilling at the test, there has been quite satisfactory, and the gravel has been penetrated, and the drill is now down almost eighty feet. The work will be continued until a rock bottom is reached.

## Diver Will Examine Work.

Dr. Morrison reported that Contractor McCullough has finished repairing the intake pipe, and another diver will be sent down in a few days to examine the job.

The Winona, of the Hamilton Steel and Iron Company fleet, which has been lying here all winter, left today for Cleveland with Capt. B. Garvey in command.

The C. H. Hall, which was sold this year to a Canadian firm, arrived here with 450,000 feet of lumber from Alpena for the McGibbon Lumber Company.

Immigration Inspector Harry Bell turned back four Italian immigrants, the travelling first-class, and had berths in a sleeper, and had the train passed through at night they would never have been detected.

The legal point, upon which the fate of George Esson, the Petrolia young man, on trial here today for the murder of Thomas Major, apparently hangs is whether or not, according to the evidence given, Esson was criminally negligent in leaving the machine in a place where he died and not reporting the affair. It is not at all likely that the prosecutor will endeavor to convict the prisoner on a first degree murder charge, and judging from the evidence presented it would be almost impossible to do so.

"Our Fabry cures Chamberlain's Cough Remedy," writes Mrs. T. B. Kendrick, Rascara, Ga. "It is the best cough remedy on the market for coughs, colds and croup." For sale by all dealers.

## WAS ON A MISSION FOR THE GOVERNMENT

Mr. Sjostedt, Lost on Titanic, Was Returning to Ottawa With Valuable Report.

Ottawa, Ont., April 23.—Mr. E. A. Sjostedt, Swedish mining engineer, who lost his life in the Titanic disaster, had been on a mission in Sweden and Norway for the department of mines. Mr. Sjostedt, while not in reality a Government official, was bringing a valuable report in connection with the treatment of copper sulphide ores similar to those occurring north of Lake Huron. He sailed on Jan. 25th for Sweden and Norway, under the direction of Dr. Haanel, chief of the mines department, a compatriot, to investigate fully the feasibility of the method employed in Norway and Sweden of economically treating and smelting copper sulphide ores. He was to make such special investigations, collect information and data so as to make a report to the department for the ultimate information of the public, and to disseminate knowledge in rendering Canadian ore of economic value to investors. Dr. Haanel is much grieved over the death of Mr. Sjostedt.

## ADJOURNED VESTRIES

Christ Church and St. John the Evangelist Met Last Night.

The adjourned meeting of the vestry of Christ Church was held last night in the schoolroom of the church. The report of the auditors was read, and it was decided to have it printed for distribution. A committee was appointed to undertake the matter of wiping out the mortgage of \$600 on the church rectory.

At the meeting of the congregation following the vestry meeting, Messrs. J. McFadden and E. F. Clegg were appointed lay delegates to the synod. At the adjourned meeting of the vestry of the Church of St. John the Evangelist, the reports of a very gratifying nature were received. The question of building a new rectory was discussed, but it was finally decided to lay the matter over for a while. The stipend of the rector, Rev. Canon Craig, was increased \$100 per year. The select vestry was appointed a committee to decide the question of the church debt immediately.

## PRECIOUS BOOK LOST

Copy of Khayyam Inlaid With Gems Sinks With Titanic.

"London, April 23.—A copy of Omar Khayyam, illustrated by Elzhu Vedder, which took two years to bind in very elaborate, tooled morocco, inlaid with 1,500 gems and gold setting, and which was bought by an American at Sotheby's less than a month ago, was lost on the Titanic. The American paid \$2,025 for it."

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Let our Appliance Department tell you of our gas range proposition.

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**LAURIER BUST SAFE**  
Paul Chevre States It Was Not Shipped on the Titanic.

Montreal, April 23.—Mr. Paul Chevre, the Canadian sculptor, a survivor of the Titanic wreck, arrived in Montreal yesterday, and almost immediately to certain sensational interviews attributed to him by American newspapers.

**PILES CURED IN 6 TO 14 DAYS.**  
Your druggist will refund money if PAZO OINTMENT fails to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days.