

# Talk of the City and Round About

## The Chief Constable—The Smiths' Forfar—What the Traffic Figures Show—Taysiders Honoured in South Africa

The preliminary steps towards the appointment of a new Chief Constable for Dundee Police Force will be taken when the Corporation Police Committee meets to-night.

The letter from the Scottish Office received last week will be before the meeting. It states that applications should not be entertained from present or former members of the Dundee Force, and, as the Scottish Office are partners with the Town Council in the cost of police administration, there is little doubt that this recommendation will be accepted.

To-night's first step will be to decide upon the terms of the advertisement inviting applications for the post.

The salary to be offered, the maximum wages to be permitted, and other conditions will be decided upon.

In view of the strictures on canvassing which were made by Judges of the Court in the recent scandal action, it is very probable that it will be prohibited.

### The Smiths' of Forfar

Three cheers for the Smiths! In Forfar their name still stands to the forefront, according to the new Forfar directory.

They top the list with 71, but they get quite a keen challenge from a not-so-common name in Milne, which totals 65.

The only other name in the hunt for leading honours is Stewart, of which ilk there are 56.

There is nothing at all in the 40's, and fourth place is tied for by Clark and Ross, each with 38. Close on their heels come Brown (37), Pettie (36), Whyte (35), Anderson (34), and Bruce (31).

Thing to note is that all the Whytes in the directory at least, spell their name with a "y," and the Millars, of whom there are 28, all end up "ar."

Names in the 20's are—Lowson (20), Miller (20), Nicoll (20), Duncan (20), Fyfe (20), Shepherd (20), Simpson (20), Young (20), Lindsay (20), Low (20), Henderson (20), Hill (20), Johnson (20), Thomson (20), Walker (20), Cook (20).

That's all over 20, but Black, Ferguson, Gibson, Reid, and Scott all come very near it with 19.

Note that the Macs haven't a look in M'Intosh (all spellings) and M'Laren are best with 15.

### What the Traffic Figures Show

Motor traffic increasing enormously.

# HERE and THERE

## AMERICAN FARMING—COUNTRY CAMPING DIFFICULTIES—OUR INFIRMARIES—CELTIC ART—BRITAIN'S FLOWER INDUSTRY—RUSSIAN WOMEN BUILDERS.

Official reports on farming in the State of Kansas should interest Scottish farmers. The returns show that 8,250,000 acres were sown with wheat. For the harvesting of this vast area, over 25,000 combined harrow-threshers were used. Labour-saving machinery must be used in Kansas in order to keep down working costs.

In England and in Wales the wheat average for the same period was about 1,750 bushels, and in America it is estimated that not more than 60 combined harvesters were operated.

Attention is directed to the noteworthy fact that while the average yield of wheat per acre in Kansas is under 10 bushels, the British average is about 32 bushels. It would appear that British farmers are in a position to produce a considerable surplus of wheat for export.

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**Country Camping Difficulties.**  
All interested in the development of country camping and of the providing of facilities for the public in the open country, have long been aware of the many bills which have been introduced for the restriction of camping and of restrictions in country places. Representatives are carrying on negotiations with the local authorities and other bodies now dealing with the Bills, but about the use of the open country opinion is divided.

It is clear that there is need for legislation in connection with the camping and recreation act which is now being considered. It is clear that there is need for legislation in connection with the camping and recreation act which is now being considered.

**The simple test of taste has made more friends for "Johnnie Walker" than all its advertising.**



**RECORD NUMBER OF DIVORCE DECREES**

Mr Justice Langton, in London Divorce Court, today made absolute the decrees nisi granted in 465 matrimonial cases, this being a record number.

Among the decrees made absolute were those awarded to the Hon. Mrs Evelyn Florence Margaret Winifred Heygate, daughter of the late Lord Burchard, by her husband, Mr Edward Rowland Heygate.

**Russian Women Builders.**  
Russian official reports show that more than 500,000 women are at work in the building industry.

For every six men employed in industry in Soviet Russia there are four women working beside them, and many of these are reported to be good workers, not only in the factories and workshops, but in labouring services on the roads and railways.

By COMMANDER LIGHTOLLER

# The Night The Titanic Struck

## Vital Wireless Warning That Was Delayed... "I Felt a Sudden Jar Run Through the Ship"... Anxious Passengers Flock on Deck

**I WAS appointed to the Titanic,** of tragic memory, as first.

It is difficult to convey any idea of her size. You could actually walk miles along decks and passages, covering different ground all the time.

I was thoroughly familiar with pretty well every type of ship afloat, from a battleship to a barge, but it took me 14 days before I could with confidence find my way from one part of that ship to another by the shortest route.

As "zero" hour drew near, so order could be seen arriving out of chaos. On the stroke of the hour the gangway was lowered, the whistle blew, ropes were let go, and the tugs took the strain.

She was away.

We went across to Cherbourg—a short run which barely warmed her up. There a longer leg to Queenstown, and finally, the following day, we opened her up on the long run to New York.

We were not out to make a record passage; in fact, the White Star Line invariably run their ships at reduced speed for the first few stages, in the event of the long run, for the engines of a ship are very little different from the engines of a good car; they must be run in.

**Continuing his life story, Commander Lightoller gives a graphic description of the Titanic disaster.**

Over 1500 lives were lost when the liner, on her maiden voyage, struck an iceberg off Cape Race.

Commander Lightoller was the only officer to survive.

possibility of seeing ice, as there always is when crossing The Banks; ice may be sighted.

In point of fact, under normal conditions, we should have proved to be well south of the usual ice limit; only in this case the ice limit had moved very many miles south, due solely to the immense amount of ice released in the Arctic.

In ordinary circumstances the cold current carrying the icebergs south strikes the warm current flowing to the north-east and under-runs it—that is to say, the cold current goes into the warm current, on the same principle that warm water always rises.

The effect of this is to melt the iceberg around the water line. It soon "calves" or breaks up into smaller pieces, which again break up, continuing to float in the warm surface current for a short time, until completely melted.

And so the work of disintegration goes on in an ever-increasing ratio, thereby forming the "ice limit."

Ten p.m. came and with it the change of the officers' watches.

We were then making an easy 22 knots. It was pitch dark and dead cold. Not a cloud in the sky, and the sea like glass. The very smoothness of the sea was, again, another unfortunate circumstance that went to complete the chain.

Titanic had been put through a fine sieve, and particular care taken that there were the highest individual effort, intelligence, and no misfits.

The result was that when the call came—the call on every man to exhibit the courage—the response was absolutely universal. Not a man failed.

The final and conclusive proof lay in the fact that every single boat in the ship was cleared, swung out, and safely lowered into the water and got away, without a hitch of any kind.

It was an utter impossibility to convey an order by word of mouth; speech was useless, but a tap on the shoulder and an indication with the hand, dark though it was, was quite sufficient to set the men about the different jobs, clearing away the boat covers, hauling tight the falls and coiling them down on deck, clear and ready for lowering.

The passengers by this time were beginning to flock up on the boat deck, with anxious faces, the appalling din only adding to their anxiety in a situation already terrifying enough in all conscience.

All one could do was to give them a cheery smile of encouragement, and hope that the infernal roar would soon stop.

My boats were all along the port side, and by the time I had got my watch well employed, stripping the covers and coiling down, it became obvious to me that the ship was settling. So far she had remained perfectly upright, which was apt to give a false sense of security.

Soon the bosun's mate came to me and indicated with a wave of his hand that the job I had set him of clearing away was pretty well completed. I nodded, and indicated by a motion of my hand for him to swing out.

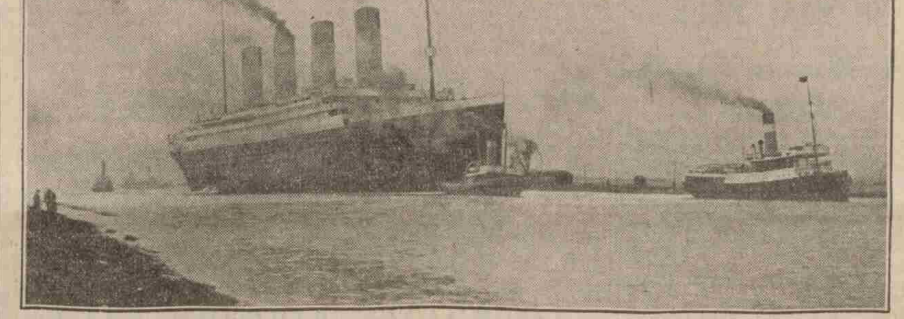
**Hurried Inspection**

By this time it was clear that the ship was seriously damaged and making a lot of water. She struck the berg well forward of the foremast, and evidently there had been a slight shelf protruding below

### Sea Like Glass

It has often been said that had not the Titanic been trying to make a record passage the catastrophe would never have occurred.

Nothing of the kind.



The Titanic leaving Belfast, where she was built, for Southampton, in 1912.

She was certainly making good speed that night of April 12, but not her best—nothing compared with what she would have been capable in, say, a couple of years' time.

The disaster was just due to a combination of circumstances that never occurred before and can never occur again. That may sound like a sweeping statement, yet it is a fact.

All during that fatal day the sea had been like glass—an unusual occurrence for that time of the year—not that that caused any great worry.

Again, there had been an extremely mild winter in the Arctic, owing to which ice from the ice cap and glaciers had broken away in phenomenal quantities, and official reports say that never before or since has there been known to be such quantities of icebergs, growlers, field ice, and float ice stretching down with the Labrador current.

In my 12 years' experience on the Atlantic I had certainly never seen anything like it—not even in the South Atlantic, when in the old days of sailing ships we went sometimes down to 65 degrees south.

She was certainly making good speed that night of April 12, but not her best—nothing compared with what she would have been capable in, say, a couple of years' time.

### She Strikes

Murdoch, the first officer, took over from me in the ordinary way. I passed on the "items of interest," as we called them, course, speed, weather conditions, ice reports, wished him joy of his watch, and went below.

The temperature on deck felt somewhere around the zero °F of Canada, although, actually, it wasn't much below freezing, and I quickly rolled into my blankets.

I was just about ready for the land of nod, when I felt a sudden vibrating jar, run through the ship.

I instantly leapt out of my bunk and about on deck in my pyjamas; peered over the port side, but could see nothing there; ran across to the starboard side, but neither was there anything there, and as the cold was cutting like a knife, I hopped back into my bunk.

In any case, to go dashing up to the bridge in night rig, or even properly clothed, when not on duty would be bound to ensure anything but a hearty welcome. Another thing, to be elsewhere than where you are expected to be found, in a ship like that, would result in the man who is sent to call you being utterly unable to find you. So I just waited.

### Reports of Ice

Wireless reports were coming in through the day from various ships of ice being sighted in different positions.

Nor was that anything unusual at this time of the year, and none of the reports indicated the extent of the ice seen.

A report would read, "Iceberg (or icebergs) sighted in such and such a latitude and longitude."

Later on in the day we did get reports of ice sighted in larger quantities, and also two reports of field ice, but they were in positions that did not affect us.

The one vital report that came through, but which never reached the bridge, was received between 9.40 and 10 p.m. from the Mesaba, stating—"Ice report in latitude 42° N. to 41-25° N. Longitude 49° W. to 50-30° W. Saw much heavy pack ice and great number large icebergs. Also field ice. Weather good; clear."

Phillips, the wireless operator on watch who received the message, was not to know the extreme urgency of the warning or that we were at that time actually entering the area given by the Mesaba, an area literally packed with icebergs, field ice, and growlers.

He was very busy working wireless messages to and from Cape Race, also with his accounts. The junior operator, Bride, of course, knew nothing about this vital warning, being off duty and turned in.

Later, when standing with others in an upturned boat, Phillips explained when I said that I did not recollect any Mesaba report. "I put the message under a paper weight at my elbow, just until I found out what I was doing before sending it to the bridge."

Had I, as officer of the watch, or the captain, become aware of the perils lying so close ahead and not instantly slowed down or stopped, we should have been guilty of culpable and criminal negligence.

### Badly Holed

The time we struck was 2.20 a.m. April 12, of tragic memory, and it was about ten minutes later that the fourth officer, Boxall, opened my door and, seeing me awake, quietly said, "We've hit an iceberg."

I replied, "I know you've hit something." He then said—"The water is up to F deck in the main room."

That was quite sufficient. Not another word passed. He went on closing the door, whilst I slipped into some clothes as quickly as possible, and went out on deck.

The decks in a modern liner are lettered from the boat deck downwards A, B, C, D, E, and so on.

The fact of the water having reached F deck showed me that she had been holed badly, but at the time, although I knew it was serious, I had not a thought that it was likely to prove fatal; that knowledge was to come much later.

The ship had been running under a big head of steam, therefore the instant the engines were stopped the steam started roaring off at all eight exhausts, kicking up a row that would have dwarfed the row of a thousand railway engines thundering through a culvert.

### Last Hour on Watch

For the last hour of my watch on that never-to-be-forgotten night, I had taken upon a stationary position on the bridge, where I had an unobstructed view right ahead, and perhaps a couple of points on either bow.

That did not signify that I was expecting to see ice, but that there was the

### All Hands on Deck

All the seamen came tumbling up on the boat deck in response to the order, "All hands on deck," just following the instant that told them that it was here they would be required to put on their lives.

You may be sure that the crew of the

### Can You Tell—

**1—Which European country is at present issuing postage stamps showing the head of an explorer?**

**2—What are German manufacturers sending to Australia in exchange for apples?**

**3—Where in America has a canyon recently been explored for the first time?**

**4—Which Pacific island is to be made a national park?**

**5—Relics of which English poet have recently been found in Spain?**

**6—From which western Australian town has an expedition left in search of new gold-fields?**

ANSWERS TO SATURDAY'S QUESTIONS.

1—Malta was governed in turn by Phoenicians, Greeks, Carthaginians, and Romans. It was conquered in 870 by Arabs. From 1099 to 1530 the island was joined to Sicily. The Knights of St John then ruled it till it was taken by Napoleon in 1798. The natives rose against the French and with their consent the island was taken over by Britain in 1814.

2—The first Indian stamps appeared in 1852 and were nothing more than an embossed seal. To-day they are catalogued at as much as £90 each.

3—"Asia" means the land of the dawn. The name is derived from the Sanskrit word Ushas.

4—The centenary of the oldest church still standing in New Zealand is to be celebrated. This historic church at Russell, Bay of Islands, was built a few years before New Zealand became recognised as part of the British Empire.

5—Seals are increasing rapidly in numbers in the South Pacific. In 1911 there were about 250,000; to-day there are three millions as the result of the treaty of protection made 24 years ago between Great Britain, U.S.A., and Japan.

Locusts are reported to have appeared at the coast of Kharga and Dakhla in the Libyan Desert.

### WELL-KNOWN PERTH MAN

## Passing of Mr John Lindsay

The death occurred in Perth Royal Infirmary of Mr John Lindsay, secretary of J. Pullar & Sons (Ltd.), and a director of St. Johnstone Football Club.

He had undergone an operation for acute appendicitis, and had been ill for some time.

Mr Lindsay was all his life associated with the firm of J. Pullar & Sons (Ltd.), having joined the staff as a boy. He gradually rose through the various grades on the commercial side until Messrs Eastman & Sons (now Associated Dyers and Cleaners) assumed control, when he was appointed secretary to the firm and a member of the directorate.

Keenly interested in Masonry, Mr Lindsay was a prominent member of Lodge Scots and Perth No. 3. He was particularly interested in Royal Arch Masonry, becoming First Principal of Scots and Perth Royal Arch Chapter No. 463. Only a few months ago he concluded a term as Grand Superintendent of Perthshire Province.

Mr Lindsay was a leading sportsman in Perth and Perthshire, and had been a director of St. Johnstone since 1924. He resided at Widdell, Kinnoull, and is survived by his wife and an son and daughter.

### Feeling Tired?

Start taking **SANATOGEN NOW**

Sanatogen will give you the extra energy to overcome that feeling of listlessness and irritability which is so typical of nerve weakness.

For Sanatogen feeds the nerves with exactly those elements—phosphorus and proteid—on which their health depends, and so makes you healthy and vigorous again. It also restores sound sleep and gives a healthy appetite.

"Sanatogen is readily absorbed by the stomach and has an immediate and remarkable effect shown by a steady increase of strength and energy."

"The Medical Press and Circular"

Decide now to be healthy and strong—start your course of Sanatogen to-day.

**SANATOGEN**

The True Tonic Food

Made at Chemists from 2/3 to 1/9

By GINATOSAN S.A., Longborough, Leics.



### WHAT OUR READERS THINK

**Dundee F.C. Team**  
To the Editor of the Telegraph and Post.  
Sir.—After witnessing Saturday's display at Dens Park, instead of an improvement, we were treated to the same old story—another win for the visitors. It's high time something was done about it. The directors should get down to real business. A new directorate was set up some time ago, and we were assured of a winning team being got together if we only had patience. Now, Billy McCandless, get busy and pick up something worth while. Until then, I suggest the team to be—Marsh, Resnie and Richards; Innes, Evans, and Smith; Reid, Guthrie, Coats, Adamson, and Linton.—I am, &c., The Duke.

**Dundee United's Team**  
To the Editor of the Telegraph and Post.  
Sir.—While all this chattering and changing in the Dundee United team to make a place for Duncan Hutcheon? Every United supporter, as well as myself, knows that "Hutch" is a centre-forward and a centre-forward only, and that as long as Arthur Milne is at Tannadice, Hutcheon must be content to play second fiddle.

**Waiting—Dinner**  
Waitress—"Do you say you wanted these for the dinner?"  
Diner—"Yes—to the Museum of Natural History."

**Prayer**  
The preacher was reading the Scripture when an elderly lady broke in—"What kind of Bible are you using, pastor?"  
"I'm reading from the Revised Version," he answered.  
"Mm!" she said. "The King James version was good enough for St Paul, and it's good enough for me."

**First Officer**  
The first officer on a ship called a deck hand to him and said—"Go below and break up that poker game."  
The sailor disappeared below and returned for the better part of an hour. Upon his return his superior officer demanded, "Did you succeed in breaking up that game?"  
"Yes, sir," replied the sailor.  
"Well, what in thunder took you so long?"  
"Well, sir," the sailor replied, "I had only threepence to start with!"

**Do you return the money when an article isn't satisfactory?**  
"That really depends on the article," the shop assistant replied.  
"This is a book," she told him.  
"What was wrong with it, madam?" he politely asked.  
"I didn't like the way it ended," she said.

**Judge**  
Judge—"Before being hanged, have you a last request to make?"  
Barber—"Yes, your honour; I'd like to shave the prosecuting counsel just once."

**Clerk**  
Clerk—"I have received a letter from a firm asking for a reference for that man Smith who used to work here."  
Manager—"Tell them he is a rogue and a thief, and that anything he knows he learned from us."

**Scientists are trying to find out why sausages go rancid. We can only hope nothing will be said to make them blush.**

**A Chicago woman has got a divorce because her husband twice kicked her out of bed. Perhaps he had been watching a highly exciting match in the afternoon.**

**An American statistician has worked it out that Wisconsin University girls use enough lipstick to paint four barns. But who wants to go out and touch up the garden shed with a lip-stick?**



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