

# Biggest Show of the Season at The Majestic TO-DAY

# "NERO"

A Mammoth Twelve Reel Production, with a wonderful cast of Italian artists

A PERFECT REPRODUCTION OF ANCIENT ROME



# MISS KATHRYN GULLIVAN

Late of the Metropolitan Operatic Assn.,

SINGING THE SONGS THAT PLEASE

One Show starting at 8.15 o'clock. Admission 30 cents

MATINEES WEDNESDAY AND SATURDAY. MISS GULLIVAN WILL SING. USUAL PRICES.

## Old Windjammers on British Registry

NUMBER ONLY TWELVE.

Ten years ago there was one hundred square-rigged sailing vessels upon the British register. The last hundred has dwindled by now to a remnant of a dozen or so, nearly all of which belong to the undistinguished type of large carrier popular in the brief revival of sailing shipbuilding in the early Nineties. The older and more notable ships went long ago. The few examples of the Seventies, which remain in active service, ships like the one-time Aberdeen clipper *Sophocles*, and the Canterbury, the last of six notable vessels built by Robert Duncan at Port Glasgow in 1874 for the Colonial emigrant trade, have sailed for many years under alien flags. Among the survivors the Mount Stewart, a full-rigged ship, built in 1891 by Barclay, Curle and Co., whose ships were of good repute in the closing days of sail, had the distinction of being the last vessel to be built specially for the Colonial wool trade, which, even in her early years, was passing into the hands of steam.

She is also made noteworthy in contrast with nearly all her contemporaries by having lived out her days under her original Aberdeen house flag, and has, I believe, had only two masters during her career. A contemporary vessel is the Tamar, a steel full-rigged ship, built at Southampton in 1889, also for the Colonial trade, in which, however, she never made a name. About ten years later the Tamar was sold to her present Liverpool owners, under whose flag she has made some excellent passages,

notably one record run out from the Channel to Callao in 89 days.

The unfortunate *Tamar* fared badly during the war years, since, as a rule, she could neither fight nor run. The London four-masted barque *Medway* was an exception. In the early days of hostilities the *Medway* was making her homeward passage round the Horn under low canvas, when a steamer was sighted, which presently showed German colors, and signalled the barque to heave to. Instead of doing so, Captain Jackson of the *Medway* crowded on the three top-gallant sails, and soon left his pursuer standing still. One would back an able four-masted barque against any steamboat in a stern chase in these latitudes. Another once well known four-master, *Clink's* old *Pimoro*, was a less fortunate victim of something very like fratricide. Upon her last voyage from Buenos Aires to the Azores for orders, the *Pimoro* fell in with an apparent harmless stranger which "closed herself when within range of the raider *Seadler*. At one time the *Seadler* had been the Glasgow-owned ship *Pass* of Baltimore. She latterly sailed under the American flag and, having been seized and taken into Hamburg in the early months of the war, had been fitted with auxiliary power, and sent to sea in the guise of a harmless sailer, prey upon her kind. Naturally, the victims of the *Seadler* made loud protest at the time against the deceitfulness of her inoffensive exterior.

After the first year of war those old stagers which had been driven by steam in their time from all their strongholds, began to experience a revival of usefulness. Veterans, that had been relegated, finally as one thought, to service as hulks, were re-

turned again and put into position. The little barques *Menock* and the *Trangate*, dating from the Seventies, had swung at moorings in Chilean ports for fifteen years, when they put to sea again and, for all I know, may still be picking up a livelihood along the South American seaboard. The old *Antiope*, a well known clipper, built by Reid of Port Glasgow in '66, had been in her time a notable vessel in the Eastern and Colonial trades. She had then descended, as befell most of these old ships, to lumber carrying in the North Pacific, until reduced to still more humble service as a hulk in Australian waters. But the war brought the *Antiope* out again. After some further years of service which formed an interesting pendant to her variegated career, she returned to retirement as a sugar hulk at Chinde, and received honorable mention quite recently in Lloyd's List for riding out a cyclone at her moorings there.

An interesting conversion of the same period was that of the Pacific Mail Company's iron steamship *City* of Sydney, built in 1895, into a four-masted schooner. She took 83 days upon her maiden voyage under canvas, at the age of forty years, from San Francisco to Sydney, N.S.W. Such conversions were not uncommon in the old days. The early type of steamer, long, narrow, and deep, like a plank on edge, did good work under sail power. The London four-master *Lancing*, built as a steamboat, in 1856 was, until a few years ago, a noble vessel for smart passages, and still figures upon the active Norwegian list. As the last I heard of her was that she was loading lumber in the St. Lawrence. I hope that the *Lancing*

will complete her 60 years of continuous usefulness.

In spite of these instances of rejuvenescence, the war years played havoc with sail. By 1917 the fleet of 1914 had been halved by war losses, marine casualties, and transfer to foreign flags. The case of the one-time notable Glasgow ship is typical. In 1914 they numbered seven able vessels. The *Dumfriesshire*, a characteristic four-masted barque of the Nineties, was torpedoed off the Smalls in 1915, and went down in five minutes. In the same year the *Inverness* was dismantled off Hobart and shire was sold foreign in her damaged state. In 1921, as the *Svartskog*, she went missing on a voyage from Norfolk, Virginia, to Buenos Aires. Her consort, the *Kirkcubright*, was also posted as missing in the same year. The *Kirkcubright* is now a hulk at Fremantle, the *Clackmannanshire* sold to shipbreakers and with the sale foreign of the *Elginshire* early this year, another sailing fleet has been dispersed. Threatened so long with destruction, on cannot but admire the running fight which the obsolescent sailer has put up against steam. But it can only be a matter of a year or two now before the last dozen follow into oblivion the great fleet of which they are the rearguard. The survivors are old and not worth the cost of repair upon the occurrence of any of the maritime misadventures to which age makes them increasingly liable. There is only one market now for the sailing vessel. Relieved of her topmasts, she requires a little alteration to make a serviceable hulk. In that unadventurous capacity the last of the type are fated to eke out their days.

"Leads in every District"

# VICTOR FLOUR

Jan. 1914

After the honeymoon: "Dearest, this is the first dinner I ever cooked." take it for the third or fourth." depends our national health and welfare. "Wonderful! One could easily mis-

## Removed Four of Raleigh's Big Guns

STRANDHILL'S SUCCESSFUL SALVAGE WORK AT WRECK OF WARSHIP.

Four of the large guns of his Majesty's ship *Raleigh*, which went ashore in the Straits of Belle Isle, in August of 1922, were salvaged recently by the wrecking steamer *Strandhill* of the Halifax Dredging Company, of which Hon. R. G. Beasley, of Halifax, is the head. There were seven guns of 7.5 calibre on board the *Raleigh*, and it is expected that the other three will be salvaged within a very short time if the weather remains such as to enable their removal. The guns are valued at 20,000 each.

The Halifax Dredging Company received the contract for saving these guns about two months ago. They specially purchased the steamer *Strandhill* for the purpose. The *Strandhill* is a boat of about 2000 tons gross, or 1641 tons net, is broad beamed, has a long boom for lifting purposes and is specially adapted for such work as raising guns of seventeen tons dead weight. Six weeks were spent in preparing the *Strandhill* for the work. She has been two weeks at the wreck, but until a few days ago the weather was not such that she could approach close enough to the *Raleigh* as to lift the guns. In the meantime, however, her men had been aboard the warship, and made the guns ready for transfer as soon as the weather permitted. Such conditions came within a short while and in the little time they had to work the *Strandhill's* men had transferred four

of the cannon. The men are at work on the warship only when the seas are not running, otherwise they break high over ship.

Captain Smeltzer of the Canadian Government Merchant Marine command of the *Strandhill* is the salvaging operations, and Captain Ford of the *La Canadienne*, another of the Halifax Dredging Company's steamers, is superintendent of work of salvage.

Besides the guns there are anchors and four chains to be salvaged.

## Chamberlain Notes Give Anecdote of Former King

LONDON.—(A.P.)—Some interesting letters written by Austen Chamberlain to his family when, in 1887, young man he visited Germany complete his education, are published in the September issue of the *Pire Review*.

Among other anecdotes they give the following story of King Wilhelm, now the occupant of the House in Holland, and often referred to as plain William Hohenzollern. "Prince Wilhelm, seeing one of German officers, Goltz Pasha, serving in the Turkish Army, three orders on his breast, asked what service he got them. The officer, after a moment's hesitation, replied: 'The first I got for flattery, the second for stealing, and the third for being a scoundrel.' I must have answered the prince, 'The Sultan sent me all three, and in diamonds.'"

She Has Not Forgotten her neighbor, who knew her and daughter, and all the daughter's friends. She could not help but be heartbroken over her life over to the neighbor. She has always been far more than a little note of sympathy to her friend. It would be difficult to know how much this makes me feel. I know that she said one year when she said me the flowers.

# NOTICE TO SHOPKEEPERS!

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Therefore, BUY SUNLIGHT SOAP, the soap that you KNOW WILL SELL

Don't be talked into buying soap which your customers do not want

Whenever you buy unknown inferior soap you always lose money

Stick to Sunlight and you won't be stuck, Sunlight sells itself

Selling Sunlight Soap is the easiest thing any shopkeeper has to do

Sunlight Soap, the soap which sells best, is the best soap to buy

You can sell SUNLIGHT in bars for 14c.; in half bars for 7c. and cakes for 5c.

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KELLOGG'S

KELLOGG'S  
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MOIRS' FRESH  
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ALTAR CANDLE  
DECORATED  
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C. F.

Duckworth