

CHANGES IN OUR SHIP REGISTRY

Some Vessels Added and
Some Stricken Off—Hard
Thing to Keep Track Of.

(Special to Times.)
Ottawa, Dec. 24.—During October twenty-one vessels of wood construction were added to Canadian registry, as against three steam vessels of steel construction. The twenty-one vessels, however, had a total gross tonnage of only 3,837 and net tonnage of 2,169 and comprised eleven sailing vessels of 1,814 gross tonnage, three steam vessels of 2,075 gross tonnage and seven gas vessels of 148 gross tonnage. The three steel vessels had a gross tonnage of 14,243 and a net tonnage of 8,770 and all were built at ports in Canada.

The wooden vessels built in Canada of those added to the registry in October included six sailing vessels, two steam vessels of a total gross tonnage of 247 and five gas vessels. There were purchased from foreigners five sailing vessels, one gas vessel and one steam vessel of 1,829 gross tonnage.

The process of eliminating from the registry vessels that have disappeared from actual participation in the business of the country for years, goes on. In October there were removed from the registry fifty-seven sailing vessels of a total gross tonnage of 3,912; thirty-one steam vessels of 1,841 gross tonnage, and sixteen gas vessels of 132 gross tonnage. Just how necessary this elimination process has become may be indicated by stating that the Dolly Gray of Toronto, a fire ton boat, broken up ten years ago, is just removed. Others removed include the E. E. Lowe of Sydney, N. S., broken up in the ice some years ago; the Hally S. of New Westminster, B. C., a 44 ton boat burnt in 1902; the Jessie of Quebec, a nineteen ton boat, broken up in 1906; the Harriet of Halifax, a three ton boat, sunk in the North Arm of Halifax harbor eleven years ago; the Warren G. of Sydney, a three ton boat broken up fifteen years ago; the Leader of Sheburne, a 126 ton sailing vessel, sold to French subjects twenty years ago, and the Minnehaha a 137 ton sailing boat registered at Toronto, which now disappears from among the vessels making up Canada's merchant fleet, because it has been converted into a house on land.

The difficulty of keeping track of the large number of small vessels annually being wrecked, burned, broken up or abandoned is further emphasized by the fact that no information whatever could be obtained with regard to many vessels on the register. These vessels are removed from the register with the following causes assigned:

"Supposed to be out of commission," "lost" and "out of existence." Eleven sailing vessels of 1,614 gross tonnage were added to the registry in October, while fifty-seven of 3,912 gross tonnage were thus removed. Three steam vessels made of wood, of 2,075 gross tonnage were added, while thirty-one of 1,841 were thus removed, making a net gain in tonnage. Seven gas vessels of 148 gross tonnage were added and sixteen of 132 gross tonnage were removed. No steel vessels were deducted so that the three entered were sheer gain.

PENNIES SAVED BANDIT'S LIFE

Impeded Path of Bullet When
Apprentice Was Shot in
Gun Battle.

Chicago, Dec. 24.—Examination of a wound sustained by a sailor bandit, who with three men in army uniforms, fought a gun battle with a private detective in front of the home of Cyrus H. McCormick, head of the International Harvester Company, proved that his pocketbook containing eight pennies saved his life. The force of the bullet was impeded when it struck the pennies and it lodged in his abdomen. It was easily removed by a police surgeon, with his fingers. Roger Gale, the detective, stationed at the McCormick home as a guard, was attacked by the quartet. The sailor, who

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Season's Greetings

MAY YOUR CHRISTMAS BE A MERRY
ONE AND THE COMING YEAR YOUR
MOST HAPPY AND PROSPEROUS ONE,
IS THE WISH OF

Consumers Coal Company

said he was John Johnson, an apprentice at Great Lakes Naval Station, was deserted by his companions when he fell wounded after a score of shots had been exchanged.

"It was my first job," he said, "I wanted a little Christmas spending money. I met the three soldiers and asked them to go along on a little stick-up party. I never saw them before."

The help problem is mainly one of helping yourself. — Pittsburgh Gazette-Times.

N. S. CLERGYMAN DIES IN INDIA

Rev. William F. Archibald
Was Brother of Mrs. J. B.
Snowball of Chatham.

Chatham, Dec. 23.—(Spl.)—Much sympathy is being extended Mrs. J. B. Snowball, who received announcing the death of her only brother, Rev. William F. Archibald, at Colchester, chaplain to His Majesty's forces. Mr. Archibald spent many years in India, having gone out to Scanderbad with the 21st Royal Scots in 1878, remaining there ten years and was later stationed at Bombay. On his return to England after twenty-eight years in India he joined his old regiment, the Royal Scots, at Colchester, and was with them at the time of his death.

EXCLUSIVE THIRD-CLASS LINERS FOR IMMIGRANTS TO UNITED STATES

Will Float American Flag—First of the
Fleet From New York for Hamburg
on Christmas Day.

New York, Dec. 23.—No longer will Olga and Gretchen and Giuseppe and their children have to put up with the crowded conditions of the steerage on their trips from European homes to the land of promise.

The sailing of the steamship Mount-Clay, of the United American Lines, from New York for Hamburg on Christmas Day will mark the opening of an exclusive third-class steamship service for immigrants, according to announcement here. The Mount-Clay was formerly the Prinz Elbe Friedrich, seized with other German shipping in American ports at the declaration of war.

The vessel has been entirely refitted in preparation for her new duties. There are two dining saloons, a ladies' saloon, a men's waiting room, a smoking room,



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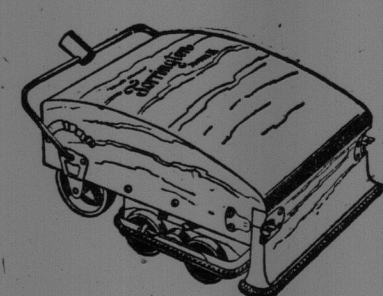


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