

Local and Foreign Shipping Notes

SIGNAL SERVICE BULLETIN.

Issued by Authority of the Department of Marine and Fisheries. 10 a. m. Cape Race, 720—Clear, strong northwest. Light fall of snow last night. February 4, eight p. m. Sicilian abeam Inward.

Sable Island, 880—Cloudy, light northwest. February 4, eleven forty-five p. m. Teutonic abeam, bound St. John.

Cape Sable, 138—Cloudy, moderate north. Brier Island, 61—Fair, fresh north. Point Lepreau, 22—Clear, light northeast.

Partridge Island—Clear, light north-east. 3 p. m. Cape Race, 720—Nine fifteen a. m. Uranium 185 miles southeast, inward.

Sable Island, 330—Cloudy, light northwest. Tea thirty a. m. Sicilian 148 miles southeast, bound Halifax.

Halifax, 267—Steamer Kristiania-Jord arrived yesterday 8:30 p. m. Cape Sable, 138—Cloudy, strong east. Teutonic 120 miles east at 8 a. m.

Brier Island, 61—Fair, moderate north. Point Lepreau, 22—Fair, moderate east. Partridge Island—Fair, moderate northeast.

THE WHITE STAR LINER. The White Star liner Teutonic, the first of this fleet to come into the port of St. John, is reported to dock this morning about six o'clock.

COMING TO ST. JOHN. The Australian and New Zealand line steamer Kio Ora, sailed from London on February 1st by Sydney, C. B. She will be due at St. John February 15.

ICE BOUND VESSELS. Curling, N.B., Feb. 4—U. S. naval tug Foamco arrived off Bay of Islands today from Norfolk, Va. to assist the icebound herring schooner Hiram Lowell and Francis Willard.

SHIP ON FIRE. Boston, Feb. 4—Fire was discovered at 8:30 this morning in store-room in the after part of the steamer which arrived yesterday from Huelva; the flames were confined to the ship's stores, and damage is not considered heavy.

VESSELS DAMAGED. London, Feb. 4—Steamer Jupiter (Ger. Davinson, from Gulfport Jan 13 for La Plata, has arrived at Kingston, Ja., with propeller shaft broken and propeller bent.

Steam yacht Warrior, previously reported ashore off the northwest coast of Colombia, has been floated and is being towed into Kingston, Ja.

INSURANCE RENEWED. The insurance renewal of the Coastwise Transportation Co.'s fleet, Boston has just been completed at London. The fleet consists of six steamers and four barges. The steamers are covered at 4 per cent. with an average clause of \$4,850 on the iota form of policy. The barges range from \$350,000 down to \$250,000. The barges are covered against total loss only and shipowners' liability at a rate of 7.35 per cent.

MEDITERRANEAN SERVICE. Montreal that the interrupted sailings of the C. P. R. Mediterranean service, which were suspended during the months of February and March, would not be resumed; but an official denial has been given to these reports. The Ruthenia will resume sailings from Trieste on April 25, returning from Montreal May 25, while the Tyrolia will sail from Trieste may 23 and from Montreal June 20. Monthly sailings from either side will be maintained until the end of the St. Lawrence navigation season for 1914. The vessels employed on the route will call at Naples both ways, as usual.

SAN FRANCISCO NOTES. San Francisco, Cal., Jan. 31—Str. Pectan, from Taltal for Port San Luis (before reported ashore on Miguel Island) seems to be in a bad position; is afloat at both ends but is held fast amidships; work is progressing satisfactorily.

Bark Hawaii, from Eureka Jan. 11 by Sydney, NSW, which put here today, report Jan 18, 100 miles WSW of Cape Blanco, during a hurricane, lost deckload of 300 m lumber, smashed two lifeboats and stove in forecastle and galley; lost royal yard, foresail, forestaysail and mainsail.

DANGERS TO NAVIGATION. New York, Feb. 5—Reported to the Hydrographic Office: U. S. revenue cutter Onondaga reports that a thorough search failed to locate the obstruction reported by tug Cumberland and Jan 2, when a barge she was towing, drawing 8 feet of water, struck heavily on some obstruction; Cape Henry bearing SSW and Tall of the Horseshoe lightship bearing W by S. The reported position was dragged over to a depth of 12 feet without locating an obstruction.

Relative to the sunken wreck of a schooner to the northward of Diamond Shoal lightship, of which numerous reports have been received, the revenue cutter Onondaga reports: "Jan 28 located the wreck 10 1/2 miles N 1/2 E of Diamond Shoal lightship. The heels of four lower masts were projecting 8 to 10 feet out of water, their heads held down by rigging attached to the hull. Numerous small spars, such as topmasts, gaffs, etc., were floating by, held by their rigging. The hull of the schooner was resting on bottom in 17 fathoms of water and there was 11 fathoms of water over it. It was apparently a four-masted coal laden schooner. Two of the lower masts were removed by explosion; also most of the small wreckage. While the other two lower masts were left floating heel up, held by the rigging, and a topmast and a gaff floating between these two spars, it is not believed that the wreck is now a serious menace to navigation. An attempt will be made shortly to remove all trace of the wreck."

Str. East Point reports Jan 31, lat

PORT OF ST. JOHN.

Arrived Thursday, Feb. 5. Coastwise—Str. Donors Bros, 64, Warnock, Chance Harbor; schr Fred and Norman, 31, Cheney, Grand Harbor.

Clear. Steamer Orithia, Morris, Baltimore, Robt. Reford Co. Sailed. Steamer Calvin Austin, Mitchell, Boston, A. E. Fleming.

DOMESTIC PORTS.

Nanaimo, Jan. 31—Arrd strm Kestrel, Turler, Prince Rupert. Halifax, Feb. 4—Arrd strm Kanawha, St. John.

BRITISH PORTS.

Liverpool, Feb. 4—Arrd strm Campania, New York. Avonmouth, Feb. 4—Arrd strm Royal Edward, St. John.

Liverpool, Feb. 4—Sld strm Victorian, St. John. London, Feb. 2—Arrd strm Rappahannock, Hanks, St. John and Halifax.

Manchester, Feb. 3—Arrd strm Manchester Inventor, St. John for Manchester. Newport, E. Feb. 2—Sld strm Kio Ora, Macfie, St. John, N. B., via Sydney.

Greenock, Feb. 2—Sld strm Tritonia Murray, Mobile.

FOREIGN PORTS.

Rockland, Feb. 3—Arrd schr B Hazard, St. John for Boston. Vineyard Haven, Feb. 3—Arrd schr Minnie Slauson, Port Johnson for St. John, N. B.

Havana, Jan. 27—Arrd schr C W Mills, Mobile; 29th, schr Annie M Parker, St. John. Sld Jan. 27, schr Cheslie, Pasacoula.

Rockland, Feb. 4—Arrd schr E B Hall, Bridgewater, N. S. Gloucester, Feb. 4—Arrd schr Edna, St. George; Silver Spray, Port Reading; Rhoda Holmes, New York.

Portland, Feb. 4—Sld schr Ann Louise Lockwood, New York. Vineyard Haven, Feb. 3—Arrd schr Minnie Slauson, Port Johnson for St. John.

CIVIC PAY DAY.

Cashier Willet yesterday paid out \$6,245.98 in wages to civic employees for the half month, ending January 31, as follows:

Officials	\$1,622.90
Police	790.25
Sundry	1,037.53
Market	1,607.31
T. W. Cooper, 150, laid up, A. W. Adams	1,507.91
Fire and Salvage	1,226.66

STRANDING OF THE STEAMER COBEQUID

No Official Copy of Investigation Received by Agents in Halifax — The Insurance.

Halifax, Feb. 5.—An official copy of the finding of the court in the matter of the formal investigation into the causes which led to the stranding of the steamer Cobequid on Trinity Ledge, Bay of Fundy, on the 18th ult., held at Halifax, was received this morning by the local agents of the company, Pickford and Black.

In summarizing the evidence given, the court found that the soundings taken with the patent sounding machine every half hour during the night apparently did not come in with the ship's assumed positions, and log lines appear to have fouled the sounding wire during the casts taken at midnight, which interfered considerably with the time of obtaining the soundings, and also must have had some material effect on the logs showing, which, under the prevailing weather conditions and the fouling, could not have been very reliable.

In concluding its findings, the court, which was unanimous in its opinion that Captain Howson was responsible for the loss of the ship, says: "It was unfortunate that the master was unable to give the exact position of his vessel by wireless when she stranded, although under the weather conditions it would not appear that a rescue could have been effected much before the time that it actually occurred."

The insurance. It has transpired that the wrecked R. M. S. P. steamer Cobequid was insured on the London market for £20,000. Almost as soon as news of the accident reached the other side, the rate for re-insurance ran up to 99 guineas, and the vessel was shortly after uninsured. The ship has disappeared. Underwriters are already receiving notices of claims on the cargo.

KILLED WHILE TRYING OUT A NEW BIPLANE.

Verailles, France, Feb. 5.—Raoul D. Reals, a French aviator, was killed here today by a fall from a height of 600 feet when he was experimenting with a new model biplane. He had been a certified flying man since November, 1911.

ZAM-BUK IN THE HOME

Read How Useful it Proved in These Widely Different Cases.

Zam-Buk's strongest point is its effectiveness in all kinds of skin diseases and injuries. Just note how excellent these persons proved it in widely different directions.

Sore Heels.—Mrs. C. A. Campbell of Pownassan, Ont., writes: "One of my heels was very badly blistered by a pair of new shoes, and the poisonous dye from my stockings got into it, and made a bad sore. For a week I could not put on a shoe, and suffered great pain. I applied Zam-Buk, and in a few days it drew the poison out and healed the wound."

Bed Out.—Mrs. J. Virgint of Onondaga, Ont., writes: "Zam-Buk healed a bad cut which I sustained. I was hurrying across my yard one day when I slipped and fell heavily, my knee striking a sharp stone. At the moment, I did not realize how badly I was hurt, but I found I had a bad cut and very deep. We bathed the cut and applied Zam-Buk. This stopped the smarting very quickly, and in a few days it had healed the wound completely. For cuts and bruises Zam-Buk is a splendid remedy."

Eczema Cured.—Mrs. Antoine Arsenault of Marlinville, P.E.I., writes: "I can highly recommend Zam-Buk to anyone suffering from eczema. I had this disease and was under doctors' treatment for two years, without any good result. For cuts and bruises Zam-Buk and in the end it cured me."

Zam-Buk is just as good for piles, blood-poison, festering sores, pimples, eruptions, cuts, burns, hives, and all skin injuries and diseases. 50c. box all druggists and stores, or post free for price from Zam-Buk Co., Toronto. Try Zam-Buk Soap, 50c. tablet.

SCHOONER CANARA HAD ROUGH TIME

Crew Down with Beriberi—Mate Buried at Sea—The Schooner had very Rough Time.

With her mate buried at sea, her captain and crew down with the dread beriberi, and her rudder broken, the schooner Canara managed to get into Bridgetown, Barbados, on Monday, in a more or less precarious condition, according to cable advice received by J. Joseph Rudolf, managing owner, at Lunenburg. With the exception of the above but few details are available as yet, except that several of the crew are in a critical state. The mate, Travers, a man from Newfoundland, succumbed while on passage and was buried at sea. Captain Archibald Conrad of Lunenburg, who did not escape the disease, is reported out of danger and slowly improving. The Canara left St. John's, Nfld., with a cargo of fish for Mexico, and left the latter port for St. John's, Nov. 27, 1913.

FUNERALS.

C. P. Harris. The funeral of C. P. Harris, held in Moncton on Wednesday afternoon, was attended by many business men and professional men, and others. Rev. Canon Siam, of St. George's church, was assisted by Rev. W. J. Wilkinson, of Springfield. The pallbearers were, Dr. W. L. Harris, George L. Harris, John Harris, Edward Harris, Hubert Sinclair and C. W. Peters. The body was interred in Elmwood cemetery.

Butters and Goats

Here is a story they are telling around city hall. The mare is said to be responsible. Two boys called at the office of one of the commissioners in quest of cards enabling them to get book out of the public library. While the commissioner was preparing the cards, one boy piped up: "Say Mr. Commissioner, what is all the trouble about the mare is said to be responsible. I hear a lot of talk about 'butters.' What are them 'butters,' anyway?" Ah, don't ask the commissioner such questions. They are the goats," interjected the other kid.

For Sale

The Schooner CALABRIA, of 451 Tons Register, and Schooner ORIOLE of 124 Tons Register, Enquire of J. SPLANE & CO.

White Star Dominion Line

SPECIAL SAILING—ST. JOHN TO LIVERPOOL Teutonic, February 11, at 1.30 p. m. Splendid Accommodation for Second and Third Class Passengers. Second Class, \$55; Third Class, \$32.50. For full particulars apply to ANY AGENT.

"GOING TOURIST" CANADIAN PACIFIC

Is a Popular Way to Travel! Tourist Sleepers—light and airy, with big comfortable berths, accommodating two adults, if desired—are carried from Montreal on Fast Transcontinental Express Trains for points in Western Canada, British Columbia, and on the Pacific Coast. Not as luxurious as the Palace Sleeper, but they meet the requirements of a superior class of patrons just as well—and at half the cost. ECONOMY AND COMFORT COMBINED. W. B. HOWARD, D. P. A., C. P. R., ST. JOHN, N. B.

ELDER-DEMPSTER LINE

South African Service. Proposed Sailings. S.S. Kaduna, February 20 S.S. Beuguela, March 20 S.S. Benla, April 20 For Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay. Cold storage accommodation on each vessel. Accommodation for a few cabin passengers. For freight and passenger rates and full particulars, apply to

J. T. KNIGHT & CO., Agents ST. JOHN, N. B.

The Royal Mail Steam Packet Co.

TRIPS TO THE WEST INDIES. CRUISE NO. 1. Sall from Halifax on February 13th, calling at Bermuda, the Windward Islands, Barbados, Trinidad, Demerara and return to St. John—thirty-nine days. First Cabin from Halifax to Demerara and return to St. John \$100.00. CRUISE NO. 2. Sall from Halifax February 15th, calling at same ports until reach Trinidad, where transfer is made to same company's steamer, calling at Panama (Canal), Jamaica, Cuba and thence to New York—forty-five days. First Cabin Halifax to Trinidad and return to New York \$145.00. WILLIAM THOMSON & CO. Agents — St. John, N. B.

DONALDSON LINE

GLASGOW AND ST. JOHN. From Glasgow From St. John Jan. 17 S. S. Orithia Jan. 31 S. S. Cassandra Feb. 14 S. S. Athalia Feb. 28 S. S. Letitia Mar. 13 Mar. 7 S. S. Cassandra Mar. 26 Freight and passage rates on application.

THE ROBERT REFORM CO., Limited, St. John, N. B.

HEAD LINE

ST. JOHN TO DUBLIN. S. S. Ramore Head Jan. 30 ST. JOHN TO BELFAST. S. S. Inishowen Head Jan. 30 S. S. Bengore Head Jan. 20 Dates subject to change. For space and rates apply WM. THOMSON & CO., AGENTS.

Na-Dru-Co Laxatives

are especially good for children because they are pleasant to take, gentle in action, do not irritate the bowels nor develop a need for continual or increased doses. 25c. a box, at your Druggist's. National Drug and Chemical Co. of Canada, Limited, 177

THE MARITIME STEAMSHIP CO. (LIMITED)

Until further notice the S. S. Coronors Bros, will run as follows: Leave St. John, N. B., Thorne Wharf and Warehouse Co. on Saturday, 7:30 a. m. for St. Andrew's, calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or Letete, Deer Island, Red Store, St. George. Returning leave St. Andrew's Tuesday for St. John, calling at Letete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor, tide and weather permitting. AGENT—Thorne Wharf and Warehouse Co., St. John, N. B. Phone 77; manager, Lewis Connors, Black's Harbor, N.B. This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

MANGHESTER LINE

From Manchester From St. John Jan 10 Manchester Port Jan 31 Jan 17 Manchester Mariner X Feb 2 Jan 24 Manchester Importer Feb 14 Jan 31 Man. Corporation X Feb 16 Feb 7 Manchester Shipper Feb 23 Feb 14 Manchester Spinner Mar 2 Feb 21 Man. Inventor X Mar 14 Feb 28 Manchester Exchange Mar 16 Steamers marked X take cargo for Philadelphia. For space and rates, apply WILLIAM THOMSON & CO. Agents, St. John, N. B.

All the Way by Water. EASTERN STEAMSHIP CORPORATION International Line.

Change in Schedule—Winter Fares. St. John to Portland, \$4; St. John to Boston, \$4.50; Staterooms, \$1.00. Leave St. John 9 a. m. every Thursday for Eastport, Lubec, Portland and Eastport. Returning leave Central Wharf, Boston, Mon. 9 a. m. and Portland, 5 p. m. for Lubec, Eastport and St. John. M. S. Steamship Line. Direct service between Portland and New York. Leave Franklin Wharf, Portland, Tues., Thurs. and Sat. 6:00 p. m. Fares \$3.00 each way. City Ticket Office, 47 King St. L. E. THOMPSON, T. F. & P. A. A. E. FLEMING, Agt. St. John, N. B.

Ever see Dame Nature? She's in every WRIGLEY'S SPEARMINT bush. It's Dame Nature that gives this tidbit its cooling, refreshing benefits. She causes the pure, natural mint leaf flavor that's natural aid to your teeth, appetite, digestion.

THE FLAVOR LASTS

It's the clean, pure, healthful confection that old or young, strong or weak, can enjoy without limit—without harm. How else can you get so much enjoyment for a nickel?

Be SURE it's Wrigley's BUY IT BY THE BOX (of twenty packages. It costs less—of any other—and stays fresh until used)

Chew it after every meal Made in Canada Wm. Wrigley Jr. Co., Ltd. 7 Scott St., Toronto, Ont.

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Vertical text on the far left edge of the page, including "WOODS", "WEEK", "arum", and other fragments.