

THE LATEST SHIPPING NEWS AND ANNOUNCEMENTS

MARINE NOTES OF THE WORLD

LARGE BARGE LAUNCHED—PASSED WRECKAGE

Brig Foundered—Steamer Stranded—Kastalia Damaged by Ice—A Large Tramp Steamer Ashore.

BRIG FOUNDERED.

St. Pierre, May 18.—Brig Annonce of Canine, France, foundered today on Quere Bank; crew of 26 men landed here.

LARGE CARGO OF TIES.

One of the largest cargoes of railroad ties ever shipped by sailing vessel from the south reached Boston on Friday by the six masted George W. Wells. The schooner came from Pernambuco with 54,000 heavy ties.

STEAMER STRANDED.

London, May 18.—A telegram from Dardanelles, states that stmr River Orontes, from Batoum for Philadelphia and New York, has stranded at Dohansan.

KASTALIA IN THE ICE.

St. John's, Nfld., Telegram 14th.—The Donaldson liner Kastalia, thirteen and a half days out from Fowey, bound to Botwood with china, clay and coal, put into port yesterday afternoon for repairs after an unsuccessful attempt to reach her destination. As a result of contact with the ice there is four feet of water in the chain locker, the forward part of the ship. The Kastalia kept too far north and encountered field ice. There was a very heavy jam in the Exploits. The ship did some butting and caused three plates to be loosened on the starboard side near the bow. Water got through and it was decided to come to St. John's harbor. In all probability the Kastalia will be dry docked before making a second attempt to reach Botwood.

SCHOONER'S CARGO BURNED.

Schooner Emily L. White, which has just finished discharging a cargo of hard pine lumber has hauled into the stream at Portland, Me., and will get her first chance to load lumber at Selma, N. S., for New York. She was en route to New York when she was burned in the wharf at Selma, N. S., on May 17. The lumber was piled up in the wharf and the fire started in the night and burned for several days. The schooner was chartered by the Selma Lumber Co. and the cargo was insured by the Selma Lumber Co. The fire was caused by a spark from a stove in the wharf.

SCHOONER AND TUG ASHORE.

Waterbury, Queens Co., May 17.—During the heavy gale on Wednesday night and Thursday morning the schooner Flying Yankee was blown ashore near the Waterbury wharf and filled with water. She is lying on her starboard side and is very likely that she will remain where she is for the remainder of the summer as the water is receding rapidly. The schooner was owned and commanded by Captain Eccles.

CAPTAIN LUGAR DEAD.

Halifax, May 20.—Capt. W. R. Lugal, chief examiner of masters and mates, died this morning after a brief illness. Capt. Lugal was an Englishman, coming to Halifax as first mate of the sabb ship Mackay Bennett. Leaving the cable service, he resided in England for some years when he received the government appointment. He married Miss Emily Baily, of Halifax, and leaves a large family.

A LARGE TRAMP.

The steamer Carleton arrived at Portland, Me., Friday last, and will load wheat for export. Her officers report one of the roughest summer passages they ever experienced. She sailed from Shields on April 30, and was 12 days in coming across continuous northwest winds having prevailed, with frequent snow squalls, the steamer having been delayed for fully three days on account of the unfavorable weather. She is one of the largest of the so-called tramp steamers ever seen in this port and is expected to take out a record cargo. She has a great carrying capacity, and last November took out a cargo of nearly 400,000 bushels of oats from Baltimore to an English port. From there she took coal to Port Said, Egypt, and then loaded 90,000 tons of Indian wheat at Kunachee, East Indies, for England. She will not commence taking on her grain before Tuesday afternoon, as considered.

NEW VESSEL LAUNCHED.

Quebec, May 20.—There was launched this morning from the works of George T. Davie & Son, Lewis, Que., a handsome modelled Canadian government hopper barge "No. 1" built for service in the River St. Lawrence. The vessel is the first of its kind to be constructed on Canadian soil, and is the pioneer of a large fleet to be built in the near future to assist in the increased dredging operations of the river. The dimensions are as follows: Length, 100 feet; breadth, 22 feet; depth, 14 feet; draught, 12 feet; gross tonnage, 850 tons. She is classed 100 A1 Lloyd's river service under special survey, and equipped according to Canadian government inspection. Her machinery develops 500 indicated horse power, and she has triple expansion engines 14 3/4 x 24 x 28 inches diameter cylinders, and 22 inches stroke, steam working with horizontal boilers, ten feet diameter by 10 feet in length, supplied at a pressure of 180 pounds per square inch.

STEAMER PASSED WRECKAGE.

Montreal, May 20.—The British tramp steamer Millpool, arriving at Montreal from Newport today passed close to some wreckage on the voyage, which had all the appearance of having belonged to some ship which had recently foundered. Capt. MacKenzie reported that on May 14 he passed a ship's mast with gear attached in 44 2 N. and 49 5 W. The mast was about 40 feet long. The next day he passed more wreckage, apparently from the same ship in 45 50 N. and 54 42 W.

ACTION OF UNDERWRITERS.

Montreal, May 20.—The action of the underwriters of Lloyds and the marine insurance companies in refusing to insure the largest type of modern liners constructed for the Hamburg-American, Cunard and other companies, has had the effect of compelling these lines to undertake much of their own insurance. The contention of underwriters is that even if there be no serious casualty, the levitations rarely make a trip without encountering some mishap sufficient to run away with the premium and leave underwriters in an unsatisfactory position. The insurance question is therefore bound to have a tendency to limit the size of future ships, and it seems probable that with the launching of the new White Star liner Britannic, which is under construction at Belfast, the limit will have been reached as regards the size of vessels which cross the North Atlantic.

VESSLS IN PORT.

Steamers. Romney, 1,763, J. M. Moore, No 6 berth, Shenandoah, 2,92, Wm Thomson and Co.

PORT OF ST. JOHN, N. B.

Arrived Tuesday, May 20. Steamer Eastington, 568, Stevenson, Parrsboro, R.P. & W.F. Starr.

DOMESTIC PORTS.

Quebec, May 20.—Arrd, 3.30 a. m., stmr Montreal, London and Antwerp. Flat Point, N. S., May 20. Signalled stmr Louisiana, Jones, Trinidad via Sydney for Montreal.

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DANGERS TO NAVIGATION.

New York, May 20.—Stmr California (Fr), from Havre, reports May 13, lat 47 04, lon 49 15, passed 17 large icebergs; some were 150 feet high and 600 feet long, others were much smaller; near by were a great many growlers.

Stmr Alkonqui reports May 14, lat 33 43 N, lon 73 44 W, saw a black bell buoy.

Stmr El Oriente reports May 9, between Alligator and Cayarfort Reefs, lat 24 51, lon 30 37, to lat 25 15, lon 30 12, passed through a number of logs of various sizes; the largest one being about 20 feet long and 1 foot in diameter.

Stmr Westhampton (Br) reports May 8, lat 25 21 N, lon 80 05 W, saw wreckage about 20 feet long and 12 feet wide, consisting of a portion of a small sailing vessel, with decks level with the water. The only part visible and then only at close quarters, being the iron wire frames, that showed about 1 foot out of water. The bow and stern seemed to be gone altogether.

Stmr Baron Inverdale (Br) reports May 8, lat 20 45 N, lon 74 45 W, passed a derelict sailing vessel, about 180 feet long, bottom up.

Stmr Calabria (Br) reports May 15, passed a log about 20 feet long and 6 feet in circumference, in lat 41 16 N, lon 47 46 W.

Stmr Craigvar (Br) reports May 7, lat 41 N, lon 46 19 W, passed a square log about 25 feet long, projecting about 1 foot out of water; lat 41 05, lon 44 50, passed a quantity of wreckage, apparently consisting of a schooner's deckhouse and poop, with white rails and stanchions attached.

Stmr Lutetia (Br) reports May 7, lat 42 30 N, lon 43 04 W, to lat 42 23 N, lon 43 10 W, passed wreckage consisting of a number of deck planks, secured to beams, and a ship's companion hatch. About a large log, 40 to 50 feet long and 3 to 4 feet square, covered with marine growth, were seen.

The following ice reports were received from stmr Scotia (Br): "May 12, lat 48 15, lon 52 20, a berg; lat 48 45, lon 42 30, a berg; lat 48 45, lon 52 30, a berg; lat 49 45, lon 52 30, a berg; lat 49 15, lon 52 30, a berg; lat 49 45, lon 52 30, pack ice and bergs; lat 51 15, lon 54 30, pack ice, and lat 51 45, lon 54 30, pack ice, bergs and growlers."

The Millpool came to light to load grain at this port for Europe.

MINIATURE ALMANAC.

May Phases of the Moon. Full Moon . . . . . 20 3 18 Last Quarter . . . . . 27 2 4

W 21 4.33 7.48 . . . . . 12.26 6.21 18.40 T 22 4.53 7.48 0.36 13.13 7.07 19.27 F 23 5.22 7.52 1.39 7.52 20.14 S 24 4.51 7.50 2.10 14.45 8.36 21.01 M 25 4.40 7.51 3.01 15.32 9.21 21.49 M 26 4.49 7.52 3.45 16.22 10.07 22.38

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KING NICHOLAS, TO SAVE HIS COUNTRY, GAVE UP SCUTARI

A new Montenegrin Cabinet has been formed, the portfolios being distributed as follows: Premier—General Vukotitch. Foreign Minister—Mr. J. S. Pliamenata. Minister of Interior—Mr. L. Goinitch. Minister of Education—Mr. Lazar Myrskovitch. Minister of Justice—Mr. Ljubie Bakitch. Minister of Finance—Mr. Kiste Popovitch.

This Cabinet was formed to take the place of the government which resigned when King Nicholas decided to evacuate Scutari at the behest of the European Powers.

King Nicholas, in a speech to the members of the Montenegrin Parliament, declared that, in the interest of general peace and in order to save Montenegro, he had been forced to give in to the European Powers. Russia, Serbia and Greece, he declared, had counselled submission in the part of Montenegro. Russia, however, had undertaken to continue to protect the little kingdom.

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