

Local and Foreign Shipping Notes

SIGNAL SERVICE BULLETIN Issued by authority of the Department of Marine and Fisheries. St. John, Jan. 15, 1914.

ALLAN LINER SOLD One of the old-time Allan steamers, the Oradian, has just been sold to Italian parties at \$90,000.

STEAMER ASHORE Rockland, Me., Jan. 14—Standard Off steamer Delivery No. 2, was floated today from Stave Island, near Sargentville, where she drifted ashore in the heavy gale last night.

ABANDONED SCHOONER Boston, Jan. 13—Schooner John Paul, supposed from Stonington for New York, sank at four a. m. today for four and one-half miles southeast of Hedge Fence Lightship, while being towed to Vineyard Haven by revenue cutter Acushnet.

WANOLA FROZEN IN. The tern schooner Wanola, bound from Port Daniel, Quebec to New York with a cargo of lumber, is reported at Yarmouth. A message to J. Willard Smith Wednesday from Captain Ward of the Wanola, said: "Yarmouth harbor is frozen over and the Wanola is frozen in."

TIMELY RESCUE. Boston, Jan. 15—The foundering of the Bath schooner Grace A. MacIn, 30 miles south of Matineus Rock, yesterday, and the timely rescue of her crew of seventeen men, from an open boat 100 miles off by the Str. A. W. Perry, Halifax, for Boston, was reported by wireless today.

A GOOD VOYAGE. The tern schooner Frydren, Capt. Muir, owned by Hon. George A. Cox of Shelburne, arrived at Santos, Brazil, on the 6th inst. As she left Halifax on the 15th of November the vessel made the voyage in 82 days, which is considered good, the average time between Halifax and Santos for sailing vessels being 55 days.

LOST ANCHORS. Vineyard Haven, Jan. 14—Schooner Charles C. Lister, South Amboy, for St. John, N. B., was brought here to night in tow of tug John G. Chandler. She had lost both anchors, the windlass was disabled and the vessel was leaking freely. While thus crippled she went ashore on Point Gammon, but was hauled off today.

SIGHTED WRECKAGE. Captain B. T. Kemp of the Boston tug Vesta reports a piece of wreckage bearing west by north 500 yards from Fynde's Ledge buoy, projecting three or four feet out of water, apparently held by some sunken object. It is a serious menace to shipping and Captain Kemp believes it to be a piece from the schooner Davis Palmer, which was wrecked four years ago in the memorable Christmas gale, twelve lives being lost with her.

THE STEAMER CORSIKAN. The present voyage of the Allan Liner Corsikan on the Royal Mail service from Liverpool to Halifax will in all probability terminate the career of this popular ship on the Liverpool route. On the return to Liverpool the Corsikan will be thoroughly overhauled before taking her place on the "One Class (11) Cabin" service between Glasgow and Montreal for the summer season.

Thought Nothing But Death Would End Her Misery. WAS TROUBLED WITH Heart Disease.

Mrs. J. D. Talbot, Owen Sound, Ont., writes: "I have been a great sufferer from heart disease, and leaking valves. I have had recourse to every kind of treatment I could think might help me, including the skill of several doctors. I suffered so for years that at times I have felt that nothing but death could end my misery. I was advised by a friend, who had suffered untold pain and misery, just as I had, and had been cured by Milburn's Heart and Nerve Pills, to give them a trial, so I decided to do so. I am delighted with the result, as I am now completely cured, and can eat and sleep as I have not done for years."

en route to Canada on the Corsikan are Mr. and Mrs. Malcolm Willock, James and Mrs. Gray, Colonel Shaker, Colonel Gwatkin, Mr. and Mrs. Frank McDonnell, etc.

MARINE DISASTERS London, Jan. 14—Steamer Winnfield (Br), Jones, from Tenerife Dec. 24 for Norfolk, put into Bermuda with propeller broken. A telegram received from St. Michaels states that schooner Blen (Fr), Touche, from Cayenne Nov. 11 for St. Martins, W.I., has been abandoned dismasted; all on board saved and landed at St. Michaels by steamer Bjornfjord (Nor), from Newport News for Naples.

PICKED UP ANCHOR Portland, Jan. 14—Steamer Calvin Austin, when she hoisted anchor in the lower harbor yesterday preparatory to coming to the dock pulled up a second anchor, which from its rusty appearance had evidently been in the water for some time. It was at first thought it might have been the one lost by the schooner Mary E. Morse some weeks since, but it proved to be much smaller than the one she dropped, evidently belonging to some small coaster.

MARINE DISASTERS London, Jan. 13—A telegram received from Havana states that while at sea a fire broke out on board steamer Esperanza, Curtis, from New York for Progress and Vera Cruz; the fire was extinguished before much damage was done; jettisoned cargo. A telegram received from Calcutta states that a fire has broken out in the docks; quay sheds burned, stored with 1,700 to 2,000 tons of goods for steamer Karroo (Br), Large, for Colombo, New York and Boston and trans-shipment; goods consisted of jute, hides, shellac and tea.

GRETA LOST AND CREW SAVED. Sch Greta, Capt. Berryman, bound from Perth Amboy for St. John, with coal, which was caught in the heavy gale east of Cross Rips, and dismantled, was abandoned at 4 p.m. on the same day. The master and crew were taken off by the tug Nimasket and landed at Vineyard Haven. The Greta was unmanageable as her main rigging was heavily loaded and her steering gear out of commission. The Greta was 146 tons register, built at Dorchester, N. B., in 1899 and owned by Charles Powell of Dalhousie.

DANGERS TO NAVIGATION (Reported to Hydrographic office) New York, Jan. 14—Steamer Evelyn reports Jan. 1, lat 29 24 N, lon 80 52 W, passed a small boat, painted yellow and half full of water. United States revenue cutter Miami completely destroyed the wreck reported in lat 28 58 N, lon 84 27 W. Schooner Elysia Credick reports Jan 5, about fifty miles east of Cape Henry, passed a deckhouse, a number of keels and beams and other small wrecks.

Norfolk, Va., Jan. 14—Under ruling of treasury department, just promulgated and in effect today, foreign steamers calling at Norfolk and Newport News for bunker coal only are not required to enter and clear through the custom house, unless they land or take on seamen in port. The collector of the port holds that those requiring bill of health also must enter and clear and this last ruling has been submitted to the department on point of action. It is estimated that ownership of such vessels will save about \$9,000 annually through remittance of these dues.

BOSTON STEAMER BUSINESS. (Advertiser.) In all no less than 15 steamship lines are assured to the port of Boston. This is an announcement which has caused the commercial authorities of the city to rejoice. A Boston merchant may ship his goods almost anywhere in the world, simply by bringing his packing cases down to the docks, at the proper time. The news is also of interest to the manufacturers of New England, who will no longer find it necessary to send their goods by the longer route to New York, but may ship right from Boston. The many improvements in the shipping facilities of Boston are cause for general appreciation of the service of the directors of the port, who have done a splendid piece of work. Boston is due for a great increase of business as soon as it is possible to develop terminal facilities, of such a character as to ensure prompt handling. The time is coming, when Boston should be able to take care of this line of business, more cheaply and more quickly than any other port.

DANGERS TO NAVIGATION (Reported to Hydrographic office.) The station of the Canadian Signal Service reported ice as follows:—Metane, Jan. 6, ice moving east; Fame Point, Jan. 5, 6, 7 and 8, light open ice everywhere; Father Point, Jan. 5, close packed ice; Point Amour, Jan. 8, light open ice everywhere moving west; Belle Isle, Jan. 7, light close packed ice distant; one berg; Jan. 8, one berg.

HAD ROUGH VOYAGE. Portland, Jan. 14—The steamer Governor Dingley has encountered some pretty severe gales in her travels along the coast, but seldom a worse



Unscrupulous imitators are selling a mixture that isn't even real chewing gum to people who want the clean—pure—healthful WRIGLEY'S SPEARMINT

They imitate our package in colors, shape and general appearance. BUT they dare not use the word "Wrigley's." They dare not use the spear. So make sure you get the refreshing, beneficial genuine. Look before you pay.



Be sure it's WRIGLEY'S Look for the spear

that she met on her passage from Boston Monday night, and had Captain Clark realized what was in store for him he would doubtless have hesitated about starting out. The boat left Boston at her usual time and had hardly cleared the harbor when she encountered a strong northwest gale, the wind blowing very nearly fifty miles an hour with a tremendous sea running. It was intensely cold and ice made rapidly, the flying spray freezing as soon as it struck, and the steamer was covered with ice from stem to stern when she arrived in port about 7.30 o'clock yesterday morning, presenting a handsome appearance as she came up the harbor. About midnight a heavy sea struck the port side of the steamer with almost the force of a torpedo, staving in the gangway on the lower deck, ripping the heavy iron shutters from their hinges and snapping the six inch oak braces behind them. Tons of water followed the break, deluging some slight damage to the cargo. The steamer was obliged to run off before the wind for a couple of hours while planking was being fastened over the open gangway, after which the regular course was resumed, the balance of the passage being covered without further damage. It was a wild night and all on board were rejoiced when the steamer reached her dock yesterday morning.

MINIATURE ALMANAC. January—Phases of the Moon. First quarter, 4th 9h. 9m. Full moon, 12th 11h. 9m. Last quarter, 19th 11h. 20m. New moon, 26th 11h. 24m.

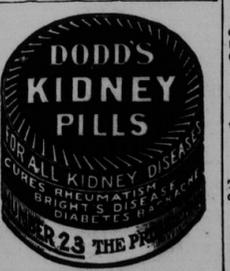
PORT OF ST. JOHN, N. B. Arrived Thursday, Jan. 15th, 1914. Str. Raphanhook, Kellman, London via Halifax, Wm. Thomson and Co. Str. Hochelaga, 2605, Tudor, Sydney, R. P. and W. P. Starr, coal. Coastwise—Str. Connors Bros, 64, Warnock, Chance Harbor.

DOMESTIC PORTS. Farrisboro, N. S., Jan. 15—Arr: Str Eastington, Stevenson, St. John, and off for Portland with 1810 tons coal.

BRITISH PORTS. Brow Head, Jan. 13—Arr: Str Scandinavian, Halifax for Liverpool; Cop Inthlan, St. John, NB, for Havre and London.

FOREIGN PORTS. Fernandina, Fla., Jan. 14—Arr: Sch Lewiston, St. George, NB. New York, Jan. 14—Arr: Sch Percy B, Port Clyde, NS. Boston, Jan. 12—Passed Highland

White Star Liner is DAMAGED IN COLLISION. New York, Jan. 15—The accident which happened to the steamship Majestic at Cherbourg, France, last evening, just as she was about to start for this port, was explained this afternoon in a message received by the White Star line. It stated that while in port the Majestic had been run into by a tender. One of her ports was broken. A plate was quickly rivetted over the hole, however, and the liner got away at three a. m. for Queenstown and New York.



NOTICE TO MARINERS. Notice is hereby given that Sheet Harbor and Whistling buoy is adrift. Will be replaced as soon as possible. CHAS. H. HARVEY, Agent, Marine and Fisheries Dept. Halifax, N. S., January 13, 1914.

RAILWAYS. "GOING TOURIST" is a Popular Way to Travel. CANADIAN PACIFIC. 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.

STEAMSHIPS. ELDER-DEMPSTER LINE. South African Service. Proposed Sailings. S.S. Falls of Nith, Jan. 20. S.S. Kaduna, Feb. 20. S.S. Benguela, March 20. S.S. Benin, April 20.

STEAMSHIPS. DONALDSON LINE. GLASGOW AND ST. JOHN. From Glasgow. From St. John. Dec. 20 S. S. Lakonia Jan. 10. Dec. 27 S. S. Marina Jan. 17. Jan. 10 S. S. Ramore Head Jan. 17. Jan. 17 S. S. Orithia Feb. 10. Jan. 21 S. S. Cassandra Feb. 19. Feb. 14 S. S. Athenia Mar. 5.

WINTER TRIPS TO THE WEST INDIES BY THE "ROYAL MAIL" CRUISE NO. 1.—Sail from Halifax on January 30th, calling at Bermuda, the Windward Islands, Barbados, Trinidad, Demerara and return to St. John, 29 days. First cabin, \$100.00.

COAL AND WOOD. COAL. OLD MINES SYDNEY—Especially adapted for grates. SPRINGHILL ROUND—A splendid range coal. RESERVE SCREENED—Gives excellent results for all household purposes.

DRY HARD AND SOFT WOOD. Foot Germain St. Geo. Dick. Telephone 1116. 46 Britain St.

500 TONS OF Best Lehigh American Hard Coal LANDING. Also plenty of Scotch Hard Coal in Chestnut, Nut or Jumbogizes, and Old Mine Sydney, Pictou Egg and Broad Cove soft coals.

MACKEREL. Salt Mackerel in Half Bbls. JAMES PATTERSON, 19 and 20 South Market Wharf, St. John, N. B.

BAR STEEL. Orders received for Bar Steel of all kinds, including mild or soft welding, Also Concrete Bars, in stock, various kinds for quick delivery including Twisted Concrete Bars, Cast Steel of all kinds. Metal Lathing and Expanded Metal.

RAILWAYS. Commencing Wednesday, Jan. 14, Trains Number Three and Four Between St. John and Moncton Will Be Discontinued

INTERCOLONIAL RAILWAY. Connection at Moncton with Ocean Limited for Montreal will be by number two, leaving St. John at 7.10 a. m. Connection with Ocean Limited from Montreal at Moncton with number one, arriving at St. John twenty-one thirty.

STEAMSHIPS. ALAN LINE. ROYAL MAIL STEAMSHIPS. TO LIVERPOOL. From Sat 17 Jan.—Tunislan, ... Halifax Wed 21 Jan. Hesperian, St. John Sat 21 Jan.—Alstian, ... Halifax Wed 4 Feb.—Grapian, ... St. John

STEAMSHIPS. TO GLASGOW. Thru 15 Jan.—Tonia, Portland. Thru 22 Jan.—Numidian, Boston. Thru 5 Feb.—Pretorian, Portland. Thru 12 Feb.—Sicilian, Boston

HEAD LINE. ST JOHN TO DUBLIN. S. S. Ramore Head, ... Jan. 30. ST. JOHN TO BELFAST. S. S. Inishowen Head, ... Jan. 3. S. S. Bengora Head, ... Jan. 30. Dates subject to change.

MANCHESTER LINE. From Manchester St. John Dec 27. From St. John Dec 27. From St. John Jan 17. From St. John Jan 31. From St. John Feb 14. From St. John Feb 28.

THE MARITIME STEAMSHIP CO. (LIMITED). Until further notice the S. S. Connors Bros. will run as follows:—Leave St. John, N. B., Thorne Wharf and Warehouse Co. on Saturday, 7.30 a. m. for St. Andrews, calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or Letete, Deer Island, Red Store, St. George. Returning leave St. Andrews 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 Warehousing Co., St. John, N. B. Phone 77; managers, 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.