

# THE LATEST SHIPPING NEWS AND ANNOUNCEMENTS

## MARINE NOTES OF THE WORLD

### RECENT CHARTERS.

British steamer, 1,962 tons, transatlantic trade, one trip on time charter, basis 6s 6d, delivery New York, June 27; British steamer, 2,140 tons, same, basis 6s 6d for the first month, 4s 3d for the balance of time, delivery Gulf, June.

### COMING FROM LONDON.

Furness liner S. S. Shenandoah left London for St. John via Halifax on Saturday morning.

### STEAMER NOTES.

Barge No. 3, in tow of the tug Peloponnesus, reached St. John Saturday from New York with 1,200 tons of coal for R. P. and W. P. Starr. The C. P. R. steamer Empress of Ireland from Liverpool June 13, docked at Quebec at 5:40 p. m. on Friday.

### TUG IS RAISED.

Boston, June 22.—Tug Mary Arnold, which sank in Cape Cod Canal, has been raised and will be towed here for repairs.

### DANGERS TO NAVIGATION.

New York, June 22.—Stmr Tallie (Br) reports June 7, lat 34 06 N, lon 75 00 W, passed a nun buoy with white and red stripes. Stmr Eastwood (Br) reports June 15, lat 33 35 N, lon 75 08 W, passed a log 10 feet long, covered with marine growth. Stmr El Cid reports June 11, lat 32 04 N, lon 77 52 W, passed about 10 pieces of timber about 30 feet long and 1 foot square.

Stmr Monarch (Br) reports June 6, lat 47 50 N, lon 46 50 W, to lon 47 51, passed a large and two small icebergs; lat 47 42, lon 48 14, a large iceberg about 400 feet long and 80 to 90 feet high; lat 47 46, lon 48 45, two large bergs.

Stmr Manchester (Br) reports June 8, lat 48 07, lon 48 01, passed a large iceberg and several growlers; 9th, lat 47 50, lon 49, a large berg.

Stmr Cymric (Br) reports June 9, lat 48 34, lon 46 31, saw a small iceberg; lat 48 28, lon 4 64, five large bergs and several growlers; and lat 48 04, lon 48 31, a large berg and several growlers.

Stmr Scotia (Br), reports June 19, sighted an iceberg in lat 50 15, lon 52 30.

U. S. revenue cutter Miami reports as follows: "Noon position June 18, lat 45, lon 46 37; passed small berg, 100 feet high, current N. 1 mile an hour; no bergs reported; foggy now."

### MINIATURE ALMANAC.

June Phases of the Moon.  
New Moon, 4th, 11h. 58m.  
First quarter, 11th, 12h. 37m.  
Full moon, 18th, 11h. 54m.  
Last quarter, 26th, 11h. 16m.

Day of Week  
Sun Rises  
Sun Sets  
H. Water a.m.  
H. Water p.m.  
L. Water a.m.  
L. Water p.m.

24 M 4:28 8:10 2:31 15:02 8:48 21:11  
25 W 4:42 8:11 4:09 16:33 10:18 22:40  
26 Th 4:42 8:11 5:00 17:25 11:04 23:32  
27 F 4:43 8:11 5:52 18:19 11:54 24:24

### VESSELS BOUND TO ST. JOHN.

Steamers.  
Kanawha, London, June 4.  
Moeris, 2,192, W M MacKay, Liverpool, May 20.  
Infant, 2,539, Robt Bedford, Glasgow, June 11.

### VESSELS IN PORT.

Steamers.  
Beeswing, 1,252, J E Moore & Co.  
Briardene, 1,723, W M Thomson & Co.  
Scrubber, 2,470, W M MacKay.

### SCHOONERS.

Elma, 299, A W Adams.  
Salle E Laidlaw, 199, D J Purdy.  
Harry Morris, 98, C M Kerrison.  
Minnie Slauson, 271, A W Adams.  
Monna, 284, P McIntyre.  
Romeo, 111, Peter McIntyre.  
Parana, 99, J W Smith.  
Helen G King, 136, A W Adams.  
Two Sisters, 89, C M Kerrison.  
F H Odiorne, 507, C M Kerrison.

### DOMESTIC PORTS.

Quebec, June 21.—Arr: Sts Mesford, Anticosti; Kendall Castle, Sydney; Ligan, Sydney; Canobie, Seven Islands; steam yacht Silvana (Am).  
Arr: Sts Elr (Nor) Sydney; Kilmanning, Sydney; Arannmore, Nantiquan.

Montreal, June 21.—Arr: Sts Manchester Port, Manchester via Char. Bissettown.  
Arr: Sts Flax (Ger) Hamburg; Cld 21st; Sts Huron, London; Dalton Hall, Hull; Hesperian, Glasgow; Letitia, Glasgow; Pikepool, Bristol.

Cld June 22nd: Sts Montclair, London; Scotia, London via Havre; Eng. Lishman, Bristol.  
Delaware, June 19.—Arr: bark Oatlands, Goolie, England.  
Montreal, June 20.—Arr: Sts Welshman, Liverpool.  
Cld 20th: Sts Mount Temple, London and Antwerp.

Halifax, June 20.—Arr: Sts Kanawha, London; Bertha (Russ), Libau; Scandinavia, Glasgow.  
Sid 20th: Sts Bernia, Libau; Oceano, Demerara and British West Indies.

Quebec, June 20.—Sts Empress of Ireland, Liverpool; Manchester Port, Sydney.

### BRITISH PORTS.

Plymouth, June 20.—Arr: Sts Philadelphia, New York; Olympic, do.  
Liverpool, June 20.—Sid: Sts Victorian, Montreal.  
Manchester, June 20.—Arr: Sts Manchester Exchange, Adamson, Philadelphia for Manchester; Manchester

## THE CONSTITUTIONAL FIGHT FOR THE MADERO IDEALS IS FAST SPREADING ALL OVER MEXICO



Black parts of the map show where constitutionalists are in active control. Shaded parts (Chihuahua) show where active military operations have been suspended and Guaymas, in Sonora, still held as an open port by the federals. The rebels are gaining in the northern and central parts of Mexico and hold many cities already. They have captured everything they have fought for and find little trouble in holding the places.

## HALIFAX OR ST. JOHN

Which has Nature Best Fitted for a Modern Atlantic Port for Canada?—Question Discussed in Interesting Manner by F. W. Holt, C. E.

To the Editor of The Standard:  
Sir,—The distance from Cape Race to Halifax direct is 473 knots; from the same point to St. John direct is 715 knots, and a call at Halifax decreases the distance to 750 or 35 knots extra. To express these distances in statute miles add 15 per cent, and we have 544, 822 and 862 1/2 respectively. Halifax to St. John via I. C. R. is 275 miles, and from St. John to Montreal via C. P. R. is 483 miles; Halifax to Montreal via I. C. R. is 887 miles.

That is expressed in statute miles the distances from Cape Race to Montreal under present conditions, and most direct sailings are as follows: Halifax via St. John, 1,302 statute miles; St. John direct, 1,305, both shortest distances.

The theoretical advantage then which Halifax has over St. John in time is the difference in speed between that of land over water. This means that it will take about nine hours by land and for 242 knots of sea it will require 24 hours for a 10 knot boat; 13 1/2 hours for an 18 knot boat; 12 hours for a 20 knot boat; and 9 3/4 hours for a 25 knot one.

That is to say, as sea speed increases the theoretical time gain in favor of Halifax is lessened, and when they become equal it disappears.

Now take the facts as they are. The sea courses are under nearly equal conditions till near Halifax, only the direct Halifax course lies nearer land, and it may be subject to thicker weather, require reduced speed and most careful sailing, or else a lengthened course. The coast of Nova Scotia is bold, the soundings irregular, and a poor and uncertain guide.

In approaching land care must be taken. The theoretical advantage then which Halifax has over St. John in time is the difference in speed between that of land over water. This means that it will take about nine hours by land and for 242 knots of sea it will require 24 hours for a 10 knot boat; 13 1/2 hours for an 18 knot boat; 12 hours for a 20 knot boat; and 9 3/4 hours for a 25 knot one.

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## QUIET AT OTTAWA

Only Six Cabinet Ministers in Capital Saturday—Premier Returns from Halifax Improved in Health.

Special to The Standard.  
Ottawa, June 21.—The midsummer holiday has settled upon the administration. Saturday morning there were only five ministers in town. Mr. Doherty, Dr. Reid, Mr. Burrell, Mr. Nantel and Mr. Crothers. The number Minister came into town at noon Saturday. He had not been expected to arrive until tomorrow. Mr. Borden was quite recovered from his indisposition at Halifax, but took it easy, going out to the golf links on Saturday afternoon.

Mr. Borden will spend the remainder of the month in Ottawa, and will then take about a month's rest.

A meeting of the council was held Saturday, a quantity of routine business being put through.

ULTIMATUM WON AT PARIS.

Paris, June 22.—The grand steppes of De Paris, at four miles, one-half furlong, and valued at \$30,200, was won today at the Autuill track by Edmond Vell. Pickard's Ultimatum, M. J. Pratt's Marteau II, was second and Baron Louis La Cazes Injustif third. The American owner, Eugene Fischhoff, finished fifth with Tripoli II. A brilliant June day brought out a record attendance. All twelve starters of the quality and the race proved one of the best of the year. It was unmarred by falls or other incidents.

Even from a naval point of view: If modern disappearing guns were located at St. John, the harbor and Campobello with torpedo boats and suitably located mines the whole British fleet could be safely and at their pleasure in the Bay of Fundy and its approaches, there is plenty of sea room, the soundings are a regular and safe guide, and owing to the Bay being nearly surrounded by land, and the temperature regulating effect of the Reversing Falls, the chances of fog and thick weather are very small in winter, and a steamer can make full speed to the entrance of the harbor and schedule time to port, while it is uncertain just what time she may make to Halifax, and the practical time in most cases prove to be in favor of St. John. Fortunately the new mail contracts are such that there will be a fair chance to compare results this coming season, and even with boats of the present speed it will not be long before the mail time via either port should be in favor of St. John, and at any rate the time become more definite than at present.

The saving of 12 to 15 hours of sea voyage and substituting land travel in its place is, it would seem, of no advantage to passengers, as they have become used to the sea, and the practical time in most cases prove to be in favor of St. John. Fortunately the new mail contracts are such that there will be a fair chance to compare results this coming season, and even with boats of the present speed it will not be long before the mail time via either port should be in favor of St. John, and at any rate the time become more definite than at present.

That the C. P. R. is an ably managed corporation we must admit from its past history, and that they carefully study every move before it is made. The fact that their boats will come direct to St. John is evidence that their investigations have convinced them this is best, even under present conditions, and if a profitable business shall call for a higher speed later, we may expect the conditions to be met.

If this is an axiom as far as the C. P. R. is concerned we may also expect other able managed railways to reach the same conclusions later.

As a matter of fact for old fashioned slow steamers and as a port of call for steamers to the United States for international reasons, Halifax is an excellent port. If steamers are handicapped by being compelled to call there on their way to other ports then the statements of the I. C. R. office may be correct, but given a free-for-all chance as St. John will build up the whole system.

Avail yourself of a perfect cure by using Milburn's Heart and Nerve Pills. Mrs. E. Beers, Upper Main River, N.B., writes:—"I have used Milburn's Heart and Nerve Pills for over three months. I was so nervous I would imagine everything and would spring out of my bed at night."

I tried the doctors, but they did me no good. My brother advised me to take Milburn's Heart and Nerve Pills, which I did, and I can give them the greatest thanks, as they completely cured me."

Price, 50 cents a box; 3 boxes for \$1.25, at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

COAL AND WOOD

SCOTCH HARD COAL

To Arrive from Glasgow in a Few Days

Scotch Chestnut, Scotch Nut, Scotch Jumbo.

Please order promptly to secure delivery from this steamer.

J. S. GIBBON & CO.

1 Union St. and 6½ Charlotte St. Telephone Main 2536.

COAL

SPRING PRICES

American Anthracite

are being fixed, and we are now in a position to take orders at lowest prices.

R. P. & W. F. STARR, Ltd.

49 Smythe St. 228 Union St.

We are now booking orders at lowest prices for Scotch and American Anthracite

Foot Germain St. Geo. Dick 46 Britain St.

Scotch and American Coal

Now ready to be delivered, 100 Tons American Chestnut Coal. I am ready to take orders for SCOTCH ANTHRACITE COAL, for summer delivery.

James S. McGivern, 5 Mill St. Tel. 42.

For Sale

The Schooner CALABRIA, of 451 Tons Register, and Schooner ORIOLE of 124 Tons Register. Enquire of

J. S. PLANE & CO., 61 and 63 Water St., St. John, N. B.

For passage and freight apply to WILLIAM THOMSON & CO., Agents, St. John, N. B.

PICKFORD & BLACK LINE

ST. JOHN, N. B., to DEMERARA.

S.S. Briardene sails June 20 for Bermuda, St. Kitts, Antigua, Barbados, Trinidad, Demerara.

S.S. June 19.—Shenandoah, July 3 for Bermuda, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Trinidad, Demerara.

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## RAILWAYS.

### CANADIAN PACIFIC

Summer Tourist TICKETS NOW ON SALE

\$123.80

ST. JOHN

TO North Pacific Coast AND CALIFORNIA DESTINATIONS.

Special Pacific Coast Convention Fares on Sale to Public certain dates during Summer.

Full information on application to W. B. HOWARD, D.P.A., C.P.R. ST. JOHN, N. B.

## INTERCOLONIAL RAILWAY

Summer Change of Time JUNE 22ND THROUGH SERVICE TO QUEBEC and MONTREAL

No. 4 Express Leaving at 11:20 a. m. (Except on Sundays).

Will Carry Through Sleeping Car Connecting at Montreal with the OCEAN LIMITED.

No. 134 Express Departing at 6:35 (Except Sundays) Will Connect at Montreal with the MARITIME EXPRESS.

Through Service to SYDNEY

Connection (except Sundays) by No. 16 Express Leaving at 12:40 p. m. and by No. 10 Express Departing at 11:30 p. m.

George Carvill, City Ticket Agent, 3 King Street.

## THE INTERNATIONAL RAILWAY

Uniting Campbellton at the head of navigation on Bay Chaleur with the St. John River Valley at St. Leonard and connecting the Intercolonial and Canadian Pacific Railway systems.

Summer Time Table Summary Commencing Monday, June 9.

GOING WEST.

Express train leaves Campbellton daily (except Sunday), at 8:00 a. m. for St. Leonard and intermediate stations, due at St. Leonard at 4:10 p. m.

GOING EAST.

Express train leaves St. Leonard daily (except Sunday), at 4:45 p. m. after arrival of C. P. R. express from St. John, Vancouver, etc., due at Campbellton at 9:15 p. m.

And in addition to above and to the ordinary freight trains, there is also a regular ACCOMMODATION TRAIN carrying passengers and freight running each way on alternate days as follows:

Going West—Leaves Campbellton at 8:30 a. m. for St. Leonard, Monday, Wednesday and Friday, due at St. Leonard at 4:10 p. m.

Going East—Leaves St. Leonard at 8:00 p. m. for Campbellton, Tuesday, Thursday and Saturday, due at Campbellton at 4:15 p. m.

Governed by Atlantic Standard Time.

See local time tables and for full information regarding connections, etc., apply to R. B. Humphrey, freight and passenger agent, 55 Canterbury street, St. John.

E. H. ANDERSON, Manager. A. A. ANDREW, Traffic Mgr. THOMAS MALCOLM, Gen. Mgr. Campbellton, N. B.

## FURNESS LINE

From London. June 4 Kanawha June 21 June 19 Shenandoah July 3 July 9 Hapshannock July 23 July 17 Kanawha August 8

Dates subject to change. WILLIAM THOMSON & CO., Agents, St. John, N. B.

## PICKFORD & BLACK LINE

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## STEAMSHIPS.

### ALLAN LINE

ROYAL MAIL STEAMSHIPS

MONTREAL TO LIVERPOOL.

Royal Mail Service.  
Virginian ... Thurs. June 19  
Tunisian ... Friday, June 27  
Victorian ... Thurs. July 3  
Corsica ... Friday, July 11

MONTREAL TO GLASGOW.  
Royal Mail Service.  
Hesperian ... Sat. June 21  
Pretorian ... Saturday, June 28  
Grampian ... Sat. July 5  
Scandinavian ... Sat. July 13