

Local and Foreign Shipping News

SIGNAL SERVICE BULLETIN.

Issued by Authority of the Department of Marine and Fisheries.
St. John, N. B., Jan. 12-10 a.m.
Cape Race, 720—Closest strong southeast, 3 a.m., Sicilian 150 miles northeast.
Halifax, 267—Tunisian arrived at 3 a.m. Rappahannock arrived at 3.30 last night.
Brier Island, 61—Fine, light north-west.
Point Lepreau, 22—Fair, moderate north. Two three-masted schooners inward.
Partridge Island—Fair, light north-east.

STEAMER DUE.

The steamer Cobeguid from the West Indies, is expected today on her first round trip on this route.

BOUND TO ST. JOHN.

The steamer Ramore Head sailed from Glasgow on Jan. 10th for this port and is assigned to the Robert Reford Co.

IN DEEP WATER.

The wreck of the steamer Oklahoma was sunk in lat. 38 13 30 N, lon. 74 45 W. Soundings showed eight one-half fathoms over the wreck.

IN HARD WEATHER.

Lizard, Dec. 26—Steamer Ethelstan (Br), from Savannah, Ga., for Bremen, signalled lost part of decked during heavy weather.

SOLD AT AUCTION.

Parabero, N. S., Jan. 11—Schooner Alice F. Turner, at this port badly damaged, is to be sold at public auction by order of the court on Jan. 14.

WENT TO WEST SIDE.

The steamer Bengore Head shifted to the west side yesterday afternoon to finish discharging her cargo of guano. She will load cargo for Dublin.

WILL LOAD GRAIN.

The steamer Burrfield sailed from Wilmington on Saturday for this port to take a cargo of grain from the C. P. R. elevator for Avonmouth.

VESSELS RELEASED.

The moderate weather prevailing the last few days has released a large fleet of coal laden sailing vessels and barges that were imprisoned in Vineyard Haven and Nantucket Shoals during the gales of last week.

CREW RESCUED.

Washington, Jan. 11—A message received here states that 16 of the crew of fishing schooner Elva L. Spurling, of Provincetown, Mass., were rescued early today by the Race Point life saving station.

HAD PLATES DAMAGED.

Bremen, Dec. 27—Steamer Waldfeld (Br), from Norfolk, was in collision with tug Nordenham when entering Geestemunde yesterday and sustained damage to three port bow plates.

SCHOONER LEAKING BADLY.

Chatham, Mass., Jan. 12—The four-masted schooner Mount Hope bound from Nova Scotia for New Haven in ballast, anchored three miles off shore today and signalled for assistance. She was leaking badly, and her skipper asked that a revenue cutter be sent out to the schooner.

LOST DECKLOAD.

San Francisco, Jan. 3—Steamer J. B. Stetson, which arrived here today from Gray's Harbor, reports on Dec. 31, in heavy seas, lost overboard about 200,000 feet of lumber of deckload; also received damage about decks.

FLOATED WITHOUT ASSISTANCE.

London, Jan. 9—Steamer Philadelphia, from New York, arrived at Cherbourg and Southampton, while near Plymouth Friday ran ashore during a thick fog at a point between Ram Head and Penlee Point, about four miles outside Plymouth harbor. She was floated without assistance.

STEAMER ON FIRE.

Port Elizabeth, Dec. 30—The fire on steamer Miramichi (Br) has been extinguished; cause of fire unknown; surveyors recommend complete unloading forward end ship; cargo all damaged more or less. Off shore and smoke; will commence discharging tomorrow approximately 1,000 tons.

SHIP ON FIRE.

Steamer Alfred Nobel (Nor), from New Orleans, reported on arrival at Boca Grande Friday that at sundown Thursday a burning steamer was sighted in lat. 27 20, lon. 85 46. Apparently there was no one on board. The burning steamer appeared to be in a sinking condition and evidently was a large vessel.

CHANGE OF LIGHTS.

Portland, Jan. 12—Mariners sailing out of Boston are drawing up petitions for a change in the lighting system of the outer harbor, claiming that the present arrangement of the gas buoys and other lights is confusing, mentioning the fact that during the past year or two some fifteen or twenty vessels have struck on Ram Head Bar.

STEAMSHIP NOTES.

The Allan Line steamer Tunisian reached Halifax at 3 a.m. yesterday from Liverpool, with mails and passengers.

The Furness Line steamer Rappahannock arrived at Halifax from London at 3.30 Sunday night. After discharging Halifax cargo, she will come to St. John.

The Allan Line steamer Sicilian was 130 miles northeast of Cape Race at 8 a.m. yesterday, bound outward.

Battle Line steamer Albuera, Captain Purdy, arrived at Rosario from Santa Fe on January 10.

Manchester Line steamer Manchester is inventor, Captain Everett, from Manchester via Halifax, brought out

GRAIN SHIPMENTS.

According to the Portland papers the steamships from that port are carrying large quantities of grain.

Five steamers will load grain at the Grand Trunk docks this week, the Ionian, Jacana and Tantallon, now in port, the other two being the Devona, which is expected to reach here on Monday, together with the Linda Fall, now discharging at Boston, and which will probably show up tomorrow. It is expected the cargoes of the five steamers will approximate 750,000 bushels of grain.

DANGERS TO NAVIGATION.

(Reported to the Hydrographic Office) New York, Jan. 11—Schooner Annie M. Parker reports Dec. 30, lat. 42 51 N, lon. 67 29 W, passed a red gas buoy.

Steamer Gregory (Br) reports Jan. 3, lat. 35 31 N, lon. 71 15 W, passed four pieces of timber about twenty feet long and three feet square.

Steamer Oxonia (Br) reports Dec. 29, lat. 29 31 N, lon. 69 27 W, passed a better standing upright and projecting about three feet out of water, with funnel broken off about one foot above casing.

MARINE TRAGEDIES HEAVY.

London, Jan. 12—The marine tragedies of 1913 are unusually heavy, the monetary loss totalling \$35,000,000. Not for many years have such heavy casualties been faced by the underwriters of Lloyd's as in the year just ended.

During the eleven completed months of last year, there have been 5,332 accidents of all descriptions to vessels of 500 tons gross and upwards, 10,101 being responsible for 1,820, standstills for 1,532, weather damage for 985 and fire and explosions for 423.

No fewer than 216 ships, sixty British and 154 foreign, aggregating 458,910 tons, were totally lost.

Freights scarce

Portland Argus: Freighters for sailing vessels of all classes are extremely scarce at the present time, "square riggers," especially finding it very hard to secure charters. Lumber for South America, which has furnished cargoes for quite a number of the larger sized vessels, is not in very active demand just now, and rates have a sagging tendency. The Italian bark Giuseppe, which arrived here on Nov. 7 with a cargo of salt from Tripoli, hauled into the stream after discharging, where she has been lying ever since, unable to secure a charter in any direction. Captain Salvo had about made up his mind to winter in Portland, but was agreeably surprised yesterday on receiving a wire from his agents that they had found a freight for him, although to secure it he has got to go to the other side of the world, a 9,000 mile hike around the Cape of Good Hope to Newcastle, New South Wales. The bark will go out in ballast, having already 400 tons on board, and will take 400 tons of which the lighter Leviathan will bring around from Saco.

MINIATURE ALMANAC.

January—Phases of the Moon.
First quarter, 4th 9h. 9 m.
Full moon, 12th 11h. 9 m.
Last quarter, 19th 2h. 30 m.
New moon, 26th 2h. 34 m.

Jan. 12—Sun sets 4.55. Moon sets 12.18. 6.06. 13.03. 7.03. 13.28.

VESSELS BOUND TO ST. JOHN.

Cobeguid, St. Kitts, Jan. 5. Manchester Inventor, 2775, Wm. Thomson & Co. Manchester Exchange, Manchester, Jan. 5.

Marina, 3,222, Glasgow, December 27. Manchester Inventor, 2,775, Manchester, December 29.

Hollington, 2,723, Newport, December 29.

VESSELS IN PORT.

Bengore Head, Wm. Thomson & Co. Falls of Nith, 2,821.

Frithing, Wm. Thomson & Co. Lake Michigan, 5,240, C. P. R. Marina, 3,222, Robert Reford & Co. Royal George, 5,685, C. N. R.

Schooners.
Adonis, 316, N. J. Cushing.
Chas. C. Lester, 266, A. W. Adams.

Hattie H. Barbour, 266, W. Adams.
Hattie W. Lewis, 297, J. W. Smith.
Helen G. King, 126, A. W. Adams.

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Hunter, 187, D. J. Purdy.
Helen Montague, 246, R. G. Ellis.
Isiah K. Gleason, J. W. Smith.
J. Arthur Lord, 189, A. W. Adams.
J. S. Lamproy, 260, R. M. Harrison.
Lucille, 104, Master.
Margaret May Riley, 241, A. W. Adams.
Nellie Eaton, 99, A. W. Adams.
Orinimbo, 121, A. W. Adams.
Ravola, 122, J. W. Smith.
Scotia Queen, 108, A. W. Adams.
Sallie R. Ludlow, D. J. Purdy.

PORT OF ST. JOHN, N. B.
Arrived Monday, Jan. 12, 1914.
Schr. Adonis, 316, Brown, South Amboy, N. J. Cushing and Co., 608 tons coal, R. F. and W. F. Starr.

DOMESTIC PORTS.
Sydney—Sld, Jan. 10, star Hoche-laga, St. John.
And star Kendal Castle, St. John.
Parrabero, N. S., Jan. 12—Arrived schooner Levuka, Ogilvie, St. John, with merchandise.

BRITISH PORTS.
Glasgow—Sld Jan 10, stmr Ramore Head, St. John.
Liverpool—Arr Jan 11, stmr Cedar, New York.
Plymouth—Arr Jan 11, stmr George Washington, New York.
New York—Passed Jan 11, stmr Canada, Portland, Me.
Glasgow—Arr Jan 9, stmr Carthage, Philadelphia, via St. Johns, N.B.
Dunnet Head—Passed Jan 8, stmr Fremosa, Portland for Leth.
Fowey—Sld Jan 8, stmr Cynthia, Portland.
London—Arr Jan 9, stmr Huron, Portland.
Sld stmr Pomeranian, St. John, N. B.

FOREIGN PORTS.
Vineyard Haven—Arr Jan 11, schr Nettie Shipman, South Amboy.
New York—Sld Jan 11, schrs J. Howell Lewis, St. John; Hugh De Paynes, Savannah.
Vineyard Haven—Sld Jan 11, schr Gladys B. Smith, New York.
Plymouth, N. H.—Sld Jan 11, schr Harold B. Cousens, St. John.
Portland—Sld Jan 11, schrs H. H. Chamberlain, St. John; Ashley, New York; J. L. Colwell, St. John.
Rouen—Arr Jan 6, stmr Nancy Lee, Murchie, Sydney, C. B.
New London—Sld Jan 9, schr Bertha, New York.
Portland, N. H.—Arr Jan 9, schr Ekimko, Apple River, for Boston.
Boston—Arr Jan 9, schrs King Josiah, Parabero, N. S.; Mercedes, Clementsport, N. S.
Rosario—Arr Jan 10, stmr Albuera, Purdy, from Santa Fe.

HYDRAULIC ENGINEER
FROM DOMINION TO
ATTEND MEETING

Special to The Standard.
Ottawa, Jan. 12—The Minister of Interior has instructed Mr. J. B. Chalmers, superintendent of water power, and Mr. J. T. Johnston, hydraulic engineer of the waterpower branch, to attend the session of the International joint commission which commences in Washington tomorrow. This action has been taken on account of the importance to the city of Winnipeg and the province of Manitoba, of two questions to be considered by the commission, the shale lake diversion for water supply and the elevation of the Lake of the Woods.

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In Plain Wrapper.
We want every man and woman, suffering from the excruciating torture of piles to just send their name and address to us and get, by return mail, a free trial package of the most effective and positive cure ever known for this disease, Pyramid Pile Remedy. The way to prove what this great remedy will do in your own case, is just to fill out free coupon and send to us and you will get, by return mail, a free sample of Pyramid Pile Remedy. Then after you have proven to yourself what it can do, you will go to the drugist and get a 50-cent box. Don't undergo an operation. Operations are rarely a success and often lead to terrible consequences. Pyramid Pile Remedy reduces all inflammation, makes congestion, irritation, itching, aches and ulcers disappear and the piles simply quit. For sale at all drug stores at 50 cents a box.

FREE PACKAGE COUPON
Fill out the blank lines below with your name and address, cut out coupon and mail to the PYRAMID DRUG CO., 406 Pyramid Bldg., Marshall, Mich. A trial package of the great Pyramid Pile Remedy will then be sent you at once by mail, FREE in plain wrapper.
Name _____
Street _____
City _____ State _____

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

FUEL FOR SHIPS

Looking to the Future for a New Source of Energy.

(London Chronicle.)
An era when radium might be used as fuel for ships and motor-cars was hinted at by G. M. S. Phillips at the Cancer hospital in London recently.

"I am not saying this with any seriousness," he remarked with a smile; but an experiment he carried out—one of a series in the course of his future—indicated that there was foundation for his observation. In solution radium decomposes water, giving out an explosive mixture of gas.

Mr. Phillips produced these gases, and by fusing them with an electric spark created a current of air which drove a small fan.

Another experiment described was a "sporting event" as the lecturer was doubtful whether he could encompass from the stage along the roof a fine tubing, 25 feet in length, connected with a tube of zinc sulphide. The lights were turned down and in the darkness radium emanations were pumped through the tubing, and in an instant the sulphide was glowing luminously while the audience—many of whom were medical men—loudly applauded.

Like an ultramodern conjurer, working with the latest medium, Mr. Phillips achieved other results illustrating the remarkable properties of radium. He took a balloon, and electrifying it with friction from a handkerchief, made it follow his finger about; then he passed a speck of radium in a tube over it and the electricity was gone and the balloon was unresponsive. He produced a blue speck of light which was easily influenced by a magnet. He showed the rays penetrating luminously through an opaque surface.

Mr. Phillips then dropped a little of radium into a glass of water. A few items of information which will perhaps be astonishing to the general public, such as: "The Beta rays of radium have a velocity of 180,000 miles a second."

The Alpha rays of helium have a velocity of 18,000 miles a second. There are 50,000 tons of radium in the sea.

One ton of radium is equal to 1,500,000 tons of coal in point of radium energy.

A gramme of radium diminishes to half its quantity in 1750 years; it is slowly giving off energy during that time equal to 3,600 horsepower hours.

In view of the fact, he said, that the exhaustion of the coal supply was put at 200 years, science must begin to look about for some new source of energy.

"This," he observed, pointing to a retort stand as an example of hidden possibilities, "may have enough power to run a steamship across the Atlantic."

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OLD MINES SYDNEY—Especially adapted for grates.
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EVERY WOMAN
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Ask your druggist for
it, or be sent by mail
the MARVEL, except on
order, to the nearest
dealer—without cost. It gives full
particulars and directions in plain
English. Write for it to
Ladies' WHOSE SUPPLY CO., Windsor, Ont.
General Agents for Canada.

Restored to Health by Lydia E. Pinkham's Vegetable Compound—Her Own Story.
London, Ont.—"I am a farmer's wife and a very busy woman. Last summer I was taken with severe pains in my back so bad that I could not get up or scarcely move with out pain, and my periods were painful. My husband called in a good doctor and I was under his care for some time, but he did me little or no good. One day a friend of mine told me to try Lydia E. Pinkham's Vegetable Compound as she had been greatly helped by it. I began taking it and soon got well, and my periods became natural again. Since then I have had perfect health. In fact I have never felt so well in my life. Lydia E. Pinkham's Vegetable Compound is a medicine many women need. If you think this letter will help other women please publish it."—Mrs. K. C. Young, Tumbler's Corner, London, Ontario, Canada.

Women who suffer from these distressing ills peculiar to their sex should not doubt the ability of Lydia E. Pinkham's Vegetable Compound to restore their health.

If you have the slightest doubt that Lydia E. Pinkham's Vegetable Compound will help you, write to Lydia E. Pinkham Medicine Co. (Confidential) Lynn, Mass., for advice. Your letter will be opened, read and answered by a woman, and held in strict confidence.

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Debs What are they?

Peps is the name bestowed upon a new scientific preparation put up into tablet or capsule form, which provides an entirely new and effective treatment for coughs, colds and lung and throat troubles.

Did it never occur to you as peculiar that when you have a cough or a cold, or any chest trouble, you should apply medicine—not to your lungs, but to your stomach?

Look at it the other way round. Suppose you suffered from some stomach complaint—indigestion or ulceration. How strange you would think it if you were asked to take a medicine which had to be breathed in, and which went—not to your stomach, but to your lungs and breathing passages?

Peps—this newest remedy for coughs, colds, and lung troubles—goes to the lungs and breathing tubes, direct. Peps are really pine

medicinal extracts specially prepared by a new scientific process and then condensed into tablet form. It is like making a breathable gas solid!

You put a "Pep" on your tongue and let it dissolve. As it does so, the healing essence it contains turns into vapor, and you breathe it direct to your lungs and air passages!

Just as the out-door treatment for consumption—the "breathing" treatment—is now admitted to be the only rational treatment, so the "Peps" treatment for colds and lung troubles is the only rational lung cure!

Peps cure catarrhs, coughs, bronchitis, sore throat, tightness or choking across the chest, difficulty in breathing, night cough, hoarseness, asthma, croup, smoker's throat, etc. Best for children, because free from opium, morphine, or any poison.

All druggists and stores sell Peps at 60c. a box or 3 for \$1.25.

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Cut out this article, write across the name of this paper, and mail it to Peps Co., Toronto, or 62 Princess Street, Winnipeg, enclosing 1 cent stamp to pay for return postage. A free trial packet of Peps will be mailed you by return. If you have a friend suffering from a cough, cold, or any chest or lung trouble, hand this on.

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BY ROGERS BROS.
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