

Local and Foreign Shipping Notes

SIGNAL SERVICE BULLETIN

Issued by authority of the Department of Marine and Fisheries. St. John, January 29, 1914.

Cape Race, 720—Hazy, light south-west. Six thirty. Englishman 220 miles east, outward. Five fifty-five a. m. Maxman abeam, outward. Jan. 29th, nine thirty p. m. Dominion 420 miles east, outward. Seven p. m. Scotian 700 miles east, bound west. Nine forty p. m. Ascania 350 miles east, bound west.

Sable Island, 880—Clear, strong north-west. Jan. 29th, two p. m. Ruthenia 180 miles southeast, bound St. John. Ten forty-five p. m. Gramplan abeam, bound St. John.

Halifax, 267—Nine thirty a. m. Kanawha sailed for St. John. Cape Sable, 138—Clear, moderate north-east. Seven p. m. Brier Island, 61—Fair, moderate east.

Point Lepreau, 22—Cloudy, light north-east. Partridge Island—Cloudy, moderate north-east. Louisburg, N. S., Jan. 28th, arrived. British steamer Edenhall from London at eleven a. m.

Cape Race, 720—Clear, cold, strong north-east. Sable Island, 350—Clear, north. Cape Sable, 138—Cloudy, strong east. Ruthenia abeam at noon.

Brier Island, 61—Fair, moderate south-east. Point Lepreau, 22—Cloudy, moderate south-east. One three-masted schooner outward.

Partridge Island—Cloudy, moderate south-east. Louisburg, N. S., Jan. 28th, sailed. British steamer Edenhall for New York at five p. m.

THE ALLAN LINE. The steamer Hesperian, from St. John for Liverpool, was 225 miles west of Fastnet on Wednesday at 8 p. m.

THE STEAMER GRAMPLAN. The Allan liner Gramplan from Liverpool arrived in port early this morning with a good general cargo, eleven first class, forty-one second and eighty-seven stowage passengers.

SAILED FROM HALIFAX. The Furness liner Kanawha sailed from Halifax at five o'clock yesterday morning, and the steamer Manchester Port left Halifax at 7.30 yesterday morning for this port.

COLLIDED AND SANK. Boston, Jan. 23—Fishing schooner Olive F Hutchins, while inward bound from the fishing grounds last night, collided off Castle Island with city steamer George F. Hibbard and sank.

STEAMER HOLLINGTON SAILS. The New Zealand and Australian line steamer Hollington, Captain Dunning, sailed yesterday afternoon for New Zealand and Australian ports, with a large general cargo.

LOST SPARS AND SAILS. Bahia Blanca, Jan. 28—Ship Edward Sewall, from Philadelphia October 19 for Seattle, before reported put in here Dec. 19 damaged and safe. Jan. 6, has been obliged to return, having encountered bad weather, during which lost spars and rigging.

SIGHTED SCHOONER'S MAST. Captain Powers of the beam trawler Ripple, which arrived at 7 Wharf, Boston, on Monday, reports sighting the mast of a big schooner on the southwesterly end of Georges Banks on Saturday, which he believes was a relic of either the schooner Grace A. Martin or Fuller Palmer.

NOT REQUIRED TO ENTER. Hereafter steamships that put into Norfolk and Newport News for bunkers or coal will not be required to make entries or clearances at the custom house unless they land or take on passengers while in port. However, entries and clearances will have to be made by all vessels requiring a bill of health.

STEAMER NOTES. The steamer Louisburg, which arrived at Port of Spain, on Tuesday from Louisburg, C. B., with a cargo of coal, lost a heavy anchor and 15 fathoms of chain in the lower harbor, a ring bolt having slipped as the mud hook was dropped overboard.

STEAMSHIP RATE WAR. London, Jan. 29—A fresh development in the trans-Atlantic steamship rate war, recently begun by the German lines, occurred today when the Anchor line announced its intention of starting a service between Queens-town and Boston.

LOW PRESSURE CYLINDER BURST. Copenhagen, Denmark, Jan. 29—The bursting of a low-pressure cylinder on board the Scandinavian-American liner United States, while on her voyage to New York today, caused the captain to decide to return to Glasgow for repairs. The vessel left here on January 24, and has 234 passengers on board. She broke down 200 miles to the west of Scotland. The passengers are to be transferred to another steamer at Glasgow, whence they will proceed to New York.

DANGERS TO NAVIGATION. (Reported to the Hydrographic Office) New York, Jan. 28—Steamer Swanton (Br) reports Jan. 26, at 40 51 N, 107 54 W, passed a log about thirty feet long and two feet square. Steamer Caucasian (Br) reports Dec. 25, at 41 46 N, 109 10 W, struck floating wreckage, distinctly bearing its scrape along the ship's side. Steamer Canada (Br) reports Jan. 6, at 45 52 N, 106 32 W, passed a

mast about sixty feet long, apparently attached to wreckage. Steamer Montezuma (Br) reports Jan. 11, at 50 20 N, 107 35 W, passed a large log standing upright and projecting about three feet out of water; 18th, at 46 11, 108 47, passed a small iceberg.

The stations of the Canadian Signal Service reported ice as follows:—Maline, Jan. 23, close packed ice everywhere; Flame Point, Jan. 22, close packed ice everywhere.

THE MAURETANIA'S DAMAGE. Liverpool, Jan. 28—Steamer Mauretania (Br) suffered only slight damage from the explosion of compressed gas which occurred on board yesterday, killing four men and injuring a number of others. Only the blading of a starboard turbine was affected. There will, however, probably be some postponement of her departure for New York, which was fixed for February 14.

BRITISH PORTS. Liverpool, Jan. 28—Arr'd stms Teutonic, St. John.

FOREIGN PORTS. New York, Jan. 28—Arr'd stms Olympic, Southampton; Laurentic, Liverpool.

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SECOND OFFICER AND COOK DROWN

Latter Refused to Work with Chinese Crew and Jumped Overboard — Officer Tries to Rescue.

Yarmouth Fleet Having Poor Luck Lately — Decline of Cent and a quarter this week.

Yarmouth, Jan. 28—The fleet of fishing schooners making this port headquarters have been doing very much of late. The weather has been very uncertain, fish is rather scarce on the offshore grounds and the price has not been as high as it was a few weeks ago—in fact one schooner sold this week at 3 1/2 cents a cent and a quarter less than was offered a short time ago. Today was very mild and springlike and the four vessels in port—the Dorothy G. Snow, Loran B. Snow, Angie B. Watson and Dorothy M. Smart—all left for Brown's Bank, a little further off than they usually go at this season of the year. The Albert J. Lutz was in Shelburne yesterday and the Morning Star is probably one of the pogs near there. This schooner made a run to Brown's Bank about the time of the Cobeguid wreck and made a run direct to Boston with her fare of 20,000 pounds. Large quantities of fish continue to come in on the South Shore trains, principally from Lockport, where the Consumers' Fish Company of Yarmouth have a live and aggressive buyer.

Hotel Arrivals. Dufferin. E. F. Peel, Amherst; C. O. Black, Oxford; C. J. Sullivan, Amherst; Mrs. E. Perkins, Bridgewater, Mass.; A. R. McKenzie, St. Stephen; A. N. Pudney, Toronto; E. P. Sweeney, Montreal; Miss Wetmore, Truro; Masie G. McGee, St. George; S. J. Callahan and wife, Dalhousie; C. J. Mooris, Newcastle; R. W. Edwards, Springfield; A. R. Foster and wife, R. W. Cameron, Arthur Foster, Hartland; W. C. Mackintosh, Halifax; E. M. Staples, Fredericton; J. W. Douglas, A. S. White, Sussex; J. H. Barry, Fredericton; Harry McIntosh, Shediac; H. Irving, Montreal; Thos. W. Fleet, St. Nelson; Lewis Connors, Black Harbor.

Victoria. Oscar Colpitts, Moncton; William R. Pawcett, Fredericton; P. L. Alexander, M. Kelly, Brownville Jet; A. E. Griggs, H. W. Fowler, McAdam Jet; E. A. Harting, Halifax; J. C. Gillespie, Truro, N. S.; R. J. Orville, Fredericton; J. P. Hooper, Ch. Town; T. A. Moore, Toronto; J. H. Hazelwood, Toronto; Hugh Johnson, Regina, Sask; W. J. Smith, Montreal; N. E. Sharpe, Pictou; B. Brewer, L. B. Smith, Fredericton; E. Grandmire, Vanceboro; J. A. Murray, Sussex; J. C. Emalie, Moncton; I. B. Eldridge, Chipman; John Kennedy, Salsbury; W. J. Dickson, Halifax; E. C. Corbett, Halifax; W. A. McLellan, Fredericton; R. V. Arnold, St. George.

Royal. A. E. Mooney, Montreal; A. Reed, Quebec; J. J. Arseneau, Eel River; Jean E. Keith, New York; J. A. McDonald, Montreal; C. A. Archer, H. Solway, Toronto; T. Smith and wife, Woodland, Me.; Mr. and Mrs. W. C. H. Grimmer, Miss Grimmer, St. Stephen; Mrs. J. Dixon, Tracadie; W. F. Bullock, London; B. P. Allen, Toronto; A. Bassage, London; R. Bonner, Boston; A. B. Mersereau, Lulu Mersereau, Seattle; E. Sale, Toronto; B. G. Todd, Montreal; A. Watson, Hamburg; J. N. Pugsley, Parrsboro; F. E. Davidson, Philadelphia; L. L. Green, Montreal; F. Thompson, Fredericton; Mrs. R. E. Smith and child, Montreal; G. G. King, Chipman; R. Fitz Randolph, A. S. McFarlane, T. A. Belmore, Fredericton; Mr. and Mrs. A. D. Johnson, St. Stephen; A. V. Gould, N. Judah, J. Z. Lambert, J. Kilburn, Fredericton; R. P. Dickson, Moncton; Jas. Robinson, Miramichi; W. M. Fidler, A. Smylie, H. A. Richardson, Toronto; W. P. Hunt, Montreal; A. D. Richard, Dorchester; F. B. Black, A. W. Bennett, Sackville; Chas. R. Kelly, Yarmouth; E. Dawes, Sackville; Mr. and Mrs. D. H. Clarke, Halifax.

Falling Chris. Columbus had returned to Spain bringing news of wonderful new lands across the sea. "How much shall I write on it?" queried the maritime reporter of the Cadiz Evening Bulletin, who had brought in the story. "Don't write anything," replied the editor. "Let Columbus put his advertising if he wants any. It's probably a real estate promotion scheme."

Na-Dru-Co Luxatives accomplish their purpose with maximum efficiency and minimum discomfort. Increasing doses are not needed. 25c. a box at your Druggist's. 174 National Drug and Chemical Co., of Canada, Limited.

DONALDSON LINE. GLASGOW AND ST. JOHN. From Glasgow. From St. John. Jan. 17. S. S. Orithia. Jan. 21. S. S. Cassandra. Feb. 19. S. S. Athenia. Mar. 5. S. S. Letitia. Mar. 19. S. S. Cassandra. Mar. 26. Freight and passage rates on application.

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

ERNEST LAW WATCHMAKER AND JEWELER. Hamilton, Waltham and other high grade watches in stock. Issued of Marriage Licenses. NO. 3 CORRIAGE STREET.

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

UNCERTAIN WEATHER BAD FOR FISHERMEN

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SEAS ENGULF A LIGHTHOUSE

Surf Reaches the Highest Point in History of the Pacific Coast and Puts Out Light.

San Francisco, Cal., Jan. 28—The highest sea known on the Pacific coast since it was charted and lighted for navigation by the United States government were recorded during the recent series of gales.

H. W. Rhodes, lighthouse inspector, was in receipt today of reports from the keepers in his charge giving the facts. The light on Trinidad Head, near Eureka, Cal., was put out last week by surf that smashed in the thick protecting panes of glass surrounding it and disarranged the lens. Trinidad Head rises 380 feet above the sea level. The light is perched on a shelf of rock about half way up, and the lens is 200 feet above the margin of the surf.

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Enjoy Every Hour of your Ocean Voyage. Now in Commission. R. M. S. ALSATIAN.

Largest and Most Luxuriously Equipped Steamer on Canadian Route.

Public Rooms include Lounge, Library and Writing Rooms, Grill Room on Upper Promenade Deck, Gymnasium and Smoking Rooms. Electric Elevators serving all Passenger Decks. A Special Feature is the large number of state rooms fitted for one passenger only. Orchestra carried.

WILL SAIL FROM HALIFAX, N.S. Saturday, January 31st.

FOR RATES AND ALL FURTHER PARTICULARS, APPLY TO ANY AGENT.

ANY AGENT OR THE ALLAN LINE STEAMSHIP CO. H. & A. ALLAN, GENERAL AGENTS, MONTREAL.

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.

ANY AGENT OR THE ALLAN LINE STEAMSHIP CO. H. & A. ALLAN, GENERAL AGENTS, MONTREAL.

"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 East 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