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the light, but should have verified it by using the lead, when he would have found himself dangerously near the shore.

The court was also of the opinion that the light at South Point Anticosti was sufficient to give the ship a good departure, and to attempt to coast Anticosti in such weather as prevailed at that time, in order to pass five miles off Heath Point Anticosti, as was Capt. Battersby's intention, was extremely imprudent. The court suspended Capt. Battersby's certificate as master for a period of three months from the 19th September, 1878.

The wooden ship "Malta," of Windsor, N.S., 5 years old, sailed from New York on the 23rd March last bound for London with a cargo of wheat and flour, and has not since been heard from. The ship was 1,228 tons register, and was classed in French Lloyds. She was valued at \$30,000 and was insured for \$18,000. By this disaster 21 persons lost their lives.

The barque "Palestina," 318 tons register, of Windsor, N.S., 12 years old sprung a leak through stress of weather and was abandoned by the crew in July last off Abaco, W.I., while on a voyage from Portland, Maine, to Havana, with a cargo of lumber and became a total loss. She had a crew of 11 persons, 10 of whom were drowned while endeavoring to reach the shore. The survivor escaped by swimming to the shore. The vessel was 12 years old and was valued at \$12,000. She was owned by Mr. Grenville Loud, of Baltimore, U.S.

The iron steamship "Blenheim" Holman, master, of Exeter, Great Britain, was stranded on the S.W. Reef of Bic in the River St. Lawrence on the 5th August last, while on a voyage from Newport to Montreal in ballast, and became a total loss. She was 1,307 tons register, 4 years old, and was classed A 1 in English Lloyds, and was valued at \$98,000. No lives were lost by this casualty. The vessel was owned by Mr. John Holman, St. Mary Axe, London. An investigation into the cause of this casualty was held by the Harbour Commissioners of Quebec, who were of the opinion that Capt. Holman used every precaution to keep his ship in safety, and that the casualty would not have occurred had it not been for the wrecking schooner "Diver" acting unintentionally as a decoy. It appears that the "Diver" was working on the wreck of the steamship "Strathtay" at the North-west Reef of Bicquette, and when Capt. Holman, who was looking for a pilot, burned a blue light, the "Diver" replied by showing a bright white light over the rail abaft the main mast, which was taken by Capt. Holman for a pilot signal. The steamship was put on a course to make the schooner, going very slow, and while making preparations to receive a pilot the ship struck on the reef, 10 feet of water being under her foremast and 11 fathoms aft.

The Government steamship "Lady Head" was stranded at Point Jaune, in the Gulf of St. Lawrence on the 10th August last, while coming from Anticosti to