

THE LATEST SHIPPING NEWS AND ANNOUNCEMENTS

MARINE NOTES OF THE WORLD

STMR HERONSPOOL.

The steamer Heronspool sails today from Puywath for Manchester with a cargo of deals.

START POINT SAILS.

The steamer Start Point, Captain Pinkham, sailed for London yesterday morning at 11 o'clock.

STMR. OCAMO REPAIRING.

The Pickford & Black steamer Ocama is at Evans wharf, Dartmouth, having a new bulkhead fitted.

WANOLA AT SYDNEY.

The schooner Wanola, Captain Ward, arrived at Sydney yesterday from New York with a cargo of coal. STMR VICTORIA BOUND HERE.

The steamer Victoria from Sydney is due to arrive here on Monday to load deals.

MEMORANDA.

St. Vincent—Passed Sept. 18, S. S. Albura, Purdy, bound from Santa Fe to Antwerp; S. S. Sellasia, Hatfield, bound from Santa Fe to Muhlgraben.

STEAMER CHARTERED.

The steamer Myassa has been fixed to load three ports in Bay Chaleur, at 40 shillings, with option to one English port, or 55s, to two Irish ports.

DELAYED BY STRIKE.

The Manchester liner Manchester, which was to sail from Manchester on Saturday last, is delayed on account of the strike in the Manchester ship canal, and her date of sailing is now indefinite.

PASSENGERS TAKEN OFF.

Hartford, Ct. Sept. 17—Stmr Middle town, of the Hartford and New York Transportation Co., ran aground on a sand bar today a short distance below this city while inbound. The 50 passengers on board were taken off.

STMR. ELLA AT DORCHESTER.

The British steamer Ella is at Dorchester wharf unloading hard pine for the Canada Car and Foundry Company. The I. C. R. has a work train on the wharf hauling the timber as it is unloaded from the vessel.

NEW FREIGHT STEAMERS.

The keels for two new 500 foot passenger and freight steamships were laid at Cramps' yard, Philadelphia, on Monday, for a company whose name is being kept secret, and many believe that Charles W. Morse is concerned in it.

STEAMERS ARRIVE.

The steamer Indrani, Capt. Telfer, arrived yesterday afternoon from Glasgow with general cargo, including a large shipment of Scotch coal. She docked at the McLeod wharf.

The steamer Kanawha arrived from London via Halifax and docked about four o'clock yesterday afternoon.

FAST ROUNDER TRIP.

The six master Edward J. Lawrence, which arrived at Portland on Tuesday, coal laden from Newport News, made one of the best round trips reported for quite a while, having been out and back in 14 days, including the time spent in taking on her cargo of coal—an unusually good run for the season of the year.

C. P. R. LATE SAILINGS.

The C. P. R. has announced the following late sailings from St. Lawrence ports: From Quebec, R. M. S. S. Empress of Britain, Thursday, November 27, instead of St. John, Saturday, November 29; from Montreal, S. S. Lake Michigan, of the London-Antwerp service, will steam from Newport direct on Wednesday, November 26, and S. S. Ruthenia, of the Austrian service, will steam Saturday, November 29.

ALIVE WITH RATS.

Sydney Post: The crew who brought the ship, the Terra Nova, from Cardiff say the ship is "alive" with rats. So numerous were they on board that the deckhands instead of spending their afternoon watches below, to maintain on deck and amused themselves by shooting the rodents. They were of a very large size and almost white in color, and are supposed to have come aboard in New Zealand. At present they are being caught aboard the ship at the rate of more than a dozen a day.

DANGERS TO NAVIGATION.

(Reported to Hydrographic Office). New York, Sept. 18—Stmr Indiana (Br), reports Sept. —, Cape Lookout lightship bearing ENE, about 5 miles distant, saw a mast standing upright and projecting about 5 feet out of the water, apparently attached to submerged wreckage.

Stmr Vedra (Br), reports Sept. 9, lat 25 22, lon 79 57, saw a piece of wreckage about 12 feet square, apparently part of a schooner's bottom. Stmr Astrakhan (Br), reports Sept. 6, lat 49 39, lon 48 31, passed a large iceberg, and lat 48 40, lon 50 14, a large berg.

Stmr City of Puebla reports Sept 7 about 2 1-2 miles SSE from Point Partridge bell buoy, Wash, passed a large tree with roots attached.

DESTROYED BY FIRE.

The auxiliary schooner Winnie Hazel of Halifax, caught fire in Louisburg harbor on Tuesday and became a total loss, burning to the water's edge. The schooner was 78 tons register, owned by Chas. Brister & Sons of Halifax, and was engaged chiefly in the wrecking business. The present voyage was from Newfoundland, where she removed about 75 tons of masonry from a wreck which had been lying at that place for about fifteen years. Charles Brister & Sons, Halifax, received a wire from Captain Emmanuel Ford of Channel, that all on board—twelve seamen and two divers—were safe. There was no insurance. The vessel was valued at \$6,750.

PORT OF ST. JOHN, N. B.

Arrived Thursday, Sept. 18, 1913. Str Kanawha, London via Halifax, Wm Thomson and Co. Str Indrani, 2,339, Telfer, Glasgow, Robt Reford Co., general. Coastwise—Str Connors, 64, Warnock, Chance Harbor. Sailed. Str Start Point, Pinkham, London, Wm Thomson and Co.

DOMESTIC PORTS.

Halifax, Sept. 17—Arr: Str Campanella, from Rotterdam. Cld 17th: Str Hapshannock, for London. Parraboro, Sept. 16—Cld: Sch Lucille, Randall, for Fall River. Yarmouth, Sept. 15—Arr: Sch Ronald, Weldon, from New York. Cld 16th: Schs G. M. Cochrane, Inula, for Liverpool to load lumber for Barbados.

FOREIGN PORTS.

London, Sept. 16—Arr: Strs Sheandach from St. John and Halifax. Liverpool, Sept. 18—Arr: Str Virginia, Montreal. Cld 17th: Str Corsican for Montreal. Isle of Wight, Sept. 15—Passed: Str Uranium via Halifax for Rotterdam. Liverpool, Sept. 16—Arr: Str Digby, Halifax via St. John's, Nfld. New Orleans, La., Sept. 16—Arr: Str Howth Head, Galveston.

City Island, Sept. 16—Id: Schs Harry Miller, Perth Amboy for Charlottetown, P.E.I.; Myrtle Leaf, Perth Amboy for Nova Scotia.

New York, Sept. 17—Arr: Schs Nettie Shipman from St. John; Gypsum Emperor from New Mills, N. B.; Talmouth from Isaac Harbor, N. S.; Glyndon, from Gold River. Sld 17th: Str Edda for Hillsboro, NB; Sch William Blisbee, for Thomaston, Me.

New Haven, Conn., Sept. 17—Arr: Schs Luella from Stonehaven, NB; B. I. Hazard, from Sullivan, Me. Sld 17th: Sch Beaver, for Summer-ville, P.E.I.; Neva, for Near River, N. S.; John R. Fell, for Amherst, N.S.

Philadelphia, Sept. 17—Arr: Schs Frank W. Benson, Hillsboro, Providence, Sept. 16—Arr: Schs Sallie C. Sumner, Jacksonville; Seth M. Todd, Sand River, N. S. Sld 16th: Schs Florence E. Melanson, Annapolis, N. S.; Willena Gertrude, Eatonville, N. S.; Vere B. Roberts, Wolfville, N. S.; Eliza A. Scribner, Sherbrooke, N. S.; C. B. Harrington for Vinal Haven; Bobs, Marblehead.

MINIATURE ALMANAC.

September Phases of the Moon. First Quarter, 7th. Full Moon, 15th. Last Quarter, 23rd. New Moon, 30th.

Date	Day of Week	Sun Rises	Sun Sets	H. Water a. m.	H. Water p. m.	L. Water a. m.	L. Water p. m.
19 Fri	6.12	6.23	1.37	13.57	7.46	20.06	
20 Sa	6.12	6.22	1.41	14.34	8.23	20.47	
21 Su	6.14	6.20	1.48	15.15	9.03	21.33	
22 M	6.16	6.17	1.54	16.02	9.48	22.24	
23 Tu	6.17	6.16	2.00	16.59	10.14	23.21	

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NAVIGATION N

ICE INFESTED SEAS

Captain of Ice-Patrol Boat Seneca Makes Interesting Observations on Avoidance of Bergs.

(Halifax Mail.)

How to safely navigate in waters where icebergs are frequent is told by Captain C. E. Johnston, commanding officer of the United States district destroyer Seneca, which sailed for New York yesterday after having towed the water-logged wreck Lottie R. Russell into this port. It is instantly recalled that the Seneca made this year during her two months' ice-patrol duty on the North Atlantic steamship lanes.

His investigations of the movements of icebergs meant much more than a standpoint to note drifts of the valuable research work accomplished in the interest of navigation. Some of these discoveries, such as phenomena of drifts, temperatures, etc., have been published in this column, but now Captain Johnston is able to not only describe his discoveries, but also to dispense advice to mariners based on close association with these dreaded dangers.

Regarding safety in the regions where icebergs may be found, the commanding officer of the Seneca made the following statement:

"In my opinion, the only safe way to navigate regions of icebergs is to stop during thick weather. In clear weather, icebergs are not dangerous. I believe that a vessel might drift against an iceberg in ordinary weather without much damage. The British steamer Mount Temple is the only one I have heard of last season that sustained any considerable damage from icebergs. She is reported to have struck one while stopped during a fog. In sheering off to avoid a berg it must be borne in mind that with the engines working ahead the vessel is pivoted on her stern so that as soon as the bow is clear of the berg the stern should be shifted in order to throw the stern away from the berg at night and in thick weather fog I should post the lookout as low down as possible, and if possible, in addition to this, the vigilance of the officer of the watch should be unrelenting."

Describes Icebergs.

After describing a number of the icebergs seen, Commander Johnston stated that: "The only kind we did not see is the kind popularly pictured in schoolbooks, with high, overhanging, craggy pinnacles." He also intimated a doubt that the large bergs reported by newspapers were as large as estimated.

"All of the ice seen on or near the Grand Banks last season," the captain continued, "has been of the Greenland type in berg form. No ice was seen or reported except near the coast of Newfoundland, of the or variety. During the month of April I had reports of about 100 bergs south of latitude 50 north, mostly in a conical shape, and some of them, and thence westward to the Grand Banks. Scattered bergs were reported as far east as 48-50 north, 40-46 west, south to 44-47 north, 48-52 west; west to 44-50 north, 19-10 west. In May there were reported to me 114 bergs south of latitude 50. They had moved westward and southward and were mostly on or near the eastern side of the Grand Banks, many being grounded thereon."

"Up to June 16 I had reports for that month of 35 bergs south of latitude 50, mostly confined between 48 and 49 north, 45 and 50 west. Many bergs were reported off St. John's, Nfld., and grounded near that port. "The largest berg we saw was about 400 feet long by 300 feet wide, by 70 feet high, out at water; the smallest was about 225 feet long, 100 feet wide and 35 feet high. All were white in color, some having one or more distinct veins of blue ice running through them, these veins ranging from 18 inches to six feet in width. As to the shape, no two bore any striking resemblance to each other. There were round tops, flat tops, sloping tops and pinnacle tops; sloping sides, sheer sides, craggy sides; regular shapes and extremely irregular shapes. I have read in recent newspapers of ships reporting bergs half a mile long and 300 feet high. I am not prepared to refute such statements, but we saw nothing of that size. I estimate 150 feet as the highest berg we saw. It looked at a distance like the picture of Matterhorn."

Interesting information relating to the visibility of ice and means of detecting its presence were also treated by Captain Johnston: "The greatest distance we observed ice was eighteen miles. The day was clear, with light easterly winds and a tendency to haze. It seemed to suddenly jump into view and could be plainly seen from the bridge as soon as from the crew's nest. On ordinary clear days the average berg can be seen 12 or 15 miles from the bridge, about a mile farther from the crew's nest, and a mile still farther from the signal yard. On a cloudy day with good visibility deduct about two miles from the foregoing. In clear weather with hazy horizon we have seen a big berg 11 miles, its top being visible well above the horizon; in light fog 2 miles; dense fog, 1,300 yards, drizzling rain, 2 1/2 miles; in thick moonlight, with naked eye 2 1/2 miles; moon shining through thin mackerel clouds, 2 miles; starlight, 1 1/2 miles with naked eye, 2 miles with binoculars; overcast dark, but with horizon visible, 1 1/2 miles with glasses. In the last case the berg looms up dark; in the other cases the outline of the berg shows lighter than the surrounding space. With the searchlight we were able to see a berg about three miles on a dimly moonlight night and two miles after the moon set."

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Indrani, 2,339, Robt. Reford Co. Kanawha, Wm. Thomson & Co. Manchester Exchange, 2,649, Wm. Thomson & Co. Bruce Hawkins, 646, C. M. Kerrison. Schooners. Ann Louise Lockwood, A. W. Adams. Arthur M., 97, master. Calabria, 451, J. Spilane & Co. Cella, 353, R. C. Elkin. D. W. B., 96, C. M. Kerrison. Elma, 299, A. W. Adams. Edward Stewart, 353, C. Kerrison. E. M. Roberts, 298, R. C. Elkin. Frederick Poessner, 326, A. W. Adams. G. H. Perry, 99, C. M. Kerrison. Hartney, 270, J. A. Lickly. Helen G. King, 125, A. W. Adams. Henry H. Chamberlain, 205, A. W. Adams. J. Arthur Lord, 159, J. S. Gibbon & Co. Lady of Avon, 249, R. C. Elkin. Lena, 98, C. M. Kerrison. Margaret May Riley, 240,