

1873—September 25.—Barque Humbelton, Capt. Sorelgnson, of Sunderland, from London for New York.
November 9.—Schooner Zephyr of St. Pierre came ashore, with four dead bodies on board.

1874-1884, D. McDONALD, SUPERINTENDENT.

1874—May 20.—Barque Gladstone, Capt. Nelson, of Stavanger, Norway, for New York.
July 6.—Barque Highlander, Capt. Hutchinson, of Sunderland, for St. John, N. B.
July 20.—Steamship Tyrian, from Glasgow for Halifax, struck but got off, and proceeded on her voyage.
July 28.—Barque Nashwaak, Capt. LeBlanc, from St. John, N. B., for Ayr, G. B., timber laden.
1875—Farto, Capt. Jose Gomez de Sylva Lampais, of Lisbon, for Halifax, went to pieces at once. The captain, cook and steward lost, the rest, numbering eight, saved.
Ship Ironsides, Capt. Shedden, from Great Britain to New York.
1876—April 15.—American ship Neptune, Capt. Spence, from Liverpool, G. B., for New York. One man drowned.
June 20.—Barque Norma, Capt. Saunders, from St. John, N. B., for Great Britain.
October 10.—American schooner Reeves struck on the northwest bar in a violent gale; all hands lost.
1878—August 22.—Barque Emma, Capt. Anderson, of Christiansand, Norway, from Great Britain to Philadelphia.
1879—March 31.—Barque Oriental, Capt. Corning, of Quebec, from Philadelphia for Queenstown, laden with corn.
April.—Schooner Pensley, abandoned, drifted on northwest bar.
July 12.—Steamship State of Virginia, of State line, Capt. Moodle, from New York for Glasgow. The lifeboat succeeded in landing one load of passengers, but upset with second load, when nine were drowned.
1880—June 3.—Ship Gondoller, Capt. Atkins, of Prince Edward Island, from Holland for New York. Three men drowned in the surf while attempting to land from the ship's boat.
November 22.—Schooner Bride of Bay Chaleur; the crew of three saved, exhausted and frostbitten.
1881—October 3.—Schooner Lord Bury, Capt. Power, of Cape Breton.
1882—March 1.—Brigantine Williams, Capt. Warren, of Prince Edward Island, from Barrow, G. B., for Halifax. Had been in the ice off Newfoundland. Provisions exhausted and all hands in a starving condition.
July 4.—Norwegian barque Yorkshire, Capt. Jacobson, from Barbados for Montreal. Two men lost.
August 12.—Norwegian barque Bulgoley, Capt. Uglan, for New York, in ballast.
1883—August.—Barque Britannia, Capt. Glaston, from West Indies for Montreal. Captain's wife and six children, with six of the crew, lost. Captain and three men taken off a raft.
1884—July.—Steamship Amsterdam, Capt. Luce, of Amsterdam, from Rotterdam for New York, with 267 persons on board, passengers and crew. Three drowned in the surf while attempting to land in the ship's boats.

1884-1894, R. J. BOUTILIER, SUPERINTENDENT.

1881—December 19.—Brigantine A. S. H., Capt. LeMarchand, of St. Malo, France, from St. Pierre for Boston, with fish. The captain, mate and steward succeeded in getting ashore. Mate managed with great difficulty to get to the west light through a blinding snowstorm, but the captain and second mate perished before they could be found. The French government presented William Merson with a silver medal and diploma of the first class, and the superintendent a gold medal and diploma of the second class, for services rendered in connection with this wreck.
1885—May 26.—Schooner Corn May, of and from Provincetown, Mass., bound for the Grand Banks.
1886—September 18.—Barque Olinda, Capt. Kendrick, of St. John's, N. F., from Pernambuco for Sydney, C. B., in ballast.
1889—Norwegian barque Faerder, Capt. Larsen, from Great Britain for Halifax, with coal.
1890—July 27.—Brigantine Gerda, Capt. K. F. Olsen, of Drammen, Norway, from Barbados for Quebec, with molasses and sugar.
1892—May 12.—Barque Henry, Capt. Jacobsen, of and from Tonsberg, Norway, in ballast. Six sailors left her in the long boat and boarded a fishing schooner, which landed them the next morning near the east light. On that morning the wreck broke up, and the captain, mate, carpenter, cook and two boys were drowned. The captain would not abandon the vessel while there remained a chance of getting her off. He remained so long that rescue was impossible.
December.—Schooner Bridget Ann, Capt. White, from Margaree for Halifax.
American brigantine Kalua of New York, Capt. J. H. Nelson, from St. John, N. B., for Buenos Ayres, ran ashore, partially dismantled and waterlogged.
1893—April 27.—Inglewood, Capt. Seely, for Halifax from Cow Bay.
August.—Valkyrie, Capt. Hoar, from Cape Breton for Delaware.
1894—January 12.—Schooner R. J. Edwards, Capt. Bibber, of Gloucester, Mass., lost with all on board.
July 30.—Barque Nicosia, Capt. Cole, of St. John, N. B., 1047 tons, from Dublin, in ballast.
September 11.—Steamer Nerito, of and from Sunderland, for Hampton Roads.

The above list, being drawn up by successive superintendents, may be regarded as complete or very nearly so. But in the earlier years the instances in which vessels that struck were got off are not mentioned. From 1848 all the cases in which lives were lost are noted.