

MARINE INTELLIGENCE.

THE PROPELLER PHILADELPHIA ASHORE.

She Finds a Sandy Beach in the Vicinity of Point Betsay—A Large Cargo of Grain and Flour in Danger, as Well as a Valuable Hull—Stranding of the Scow Bark Menomonee—The Imperial.

Intelligence reached Chicago yesterday morning that the large iron propeller Philadelphia, of the Anchor Line, Captain Charles Fellows, stranded in the fog in the vicinity of Point Betsay and went well out. The propeller Montana, which arrived here yesterday afternoon, reports that she made every effort to release the Philadelphia, but to no avail. All her own lines and those of the Philadelphia were parted. Neither had a good hawser on board, or the Philadelphia could have been liberated. The Vanderbilt was to carry the news to Mackinac, where the Leviathan would probably be found, if not off on some other wrecking expedition. It was not likely however, that assistance would long be wanting as several of the large river tugs were known to be in the immediate vicinity. The Philadelphia is bound down, and has a large cargo of grain in her hold and flour between decks. Where she lies, or did lie at last accounts, the bottom is sandy, and there was a chance that she would escape with very little injury, providing a gale did not spring up from the west. It was not known that any water had been made, but it is more than likely that she is leaking more or less. The Philadelphia is comparatively new, and is one of the finest craft of her class on the lakes. The insurance on hull and cargo is well divided up between several companies, so that the loss to any particular one in case of serious damage will not be heavy. In his ill-luck in the Scott, and now in the Philadelphia, Captain Fellows is to be sympathized with. But trouble will come to the best of navigators, and everyone will acknowledge the dangers of navigation on the lake in a fog—the thousand and one chances of disaster. Besides his capability and experience, Captain Fellows is known to be careful and cautious.

THE BARK MEMOMONEE ASHORE.

The scow bark Menomonee is aground on the reef off Oconto, and will be compelled to lighter in order to get off. Her cargo is lumber. The Menomonee is owned by Kirby, of the firm of Kirby, Carpenter & Co., of this city. It is not known that she has sustained injury to any great extent.

THE IMPERIAL.

The schooner Imperial, ashore in Raleigh's Bay, had not been liberated up to yesterday morning. It is understood that the schooner Lewis Day will visit the scene of the disaster and take off a portion of the stranded vessel's cargo of lumber.

LEAKING.

The schooner C. A. King and scow North Star are in dry docks to have leaks stopped.

FEARS.

Special Telegram to the Inter-Ocean. MILWAUKEE, Wis., Aug. 13.—Fears are entertained here that the vessel reported to have sunk off Muskegon during the gale of Friday night last was the schooner W. H. Hinisdale. She is known to have been in the stone trade on the east shore, and has not been heard from since the storm. She was sailed by Captain John Doak, owner of the scow Ella Doak, which was totally lost near Death Door a few days since.

[It is learned from Ahnapee that the schooner Hinisdale was at that place on Thursday.—Ed.]

THAT SUNKEN DREDGE.

Special Telegram to the Inter-Ocean. GREEN BAY, Wis., Aug. 13.—Preparations have commenced for raising the dredge sunk during last week's storm at the straight cut. The dredge was raised several inches to-day, but it being found that the appliances were not in proper position, it was dropped to the bottom again. It is expected the next attempt will prove successful.

Where is Captain Fountain?

Captain Thomas Fountain is wanted by the underwriters. Where is he? Up to the time of the recovery of the bark Board of Trade he had command of the schooner Pensaukee. Now that the Board of Trade is in port, and the cause of her sinking has been discovered, the captain cannot be found. Perhaps Captain McGraw, of Chicago, knows. From what we can learn, it won't be healthy for Captain Fountain to return to these parts for years. That is invariably the result of rascality.—*Evening Wisconsin*.

FOR LAKE SUPERIOR.

The Passenger List of the Steamer Peerless.

The following is the passenger list of the steamer Peerless, for the Superior regions: George Hurber, T. T. Watson, W. J. Hosmer, A. F. Ewing, W. M. Merrygault, W. W. Evans, H. F. Leopold and son, Oscar L. Nusch, Miss P. Nusch, Gustave Hiller, J. H. Eoff, wife and child, C. A. Johnson, F. W. Forch, E. G. Shumway and wife, I. J. Lewis and wife, Miss Ebie Lord, J. S. Harris, J. Austran, wife, two children, and nurse, W. M. Howland, Misses Foster, Misses Reynolds, G. D. Whitcomb, wife and child, M. Thomatz, J. Wittune, E. Keogh, G. W. Phillips, Jr., M. C. O'Brien, C. D. Rhodes, Miss A. Warren, Mrs. G. B. Cornell, Miss E. L. Davis, Lucy Pearson, Edith

Pearson, Miss Graveart, Miss Forman, Miss Berg, city. J. S. Chambers, wife, son and daughter, Galesburg; Miss A. Loring, Galesburg; A. H. Hamilton, Fort Wayne; Miss Maun, Cleveland; C. L. Dunham, wife and child, Miss Dunham, Mrs. Chandler, Mrs. Johnson, Kaukas City, J. W. Bannard and wife, McGregor; A. N. Williams, St. Louis; E. G. Hibbard and wife, Mrs. G. L. Waverly, Detroit; Isaac Morgan, Henry Judd, A. P. Hatch, Aurora; Miss Eleonore Atwater, Miss Lizzie Davenport, Rochester, N. Y.; Hon. J. T. De Paw, New York; Oliver R. Morrison and family, Boston; T. N. Farwell, Orville G. Montgomery, New Orleans; Fernando Wood and lady, Miss Francis Angel, Miss Maud Byron, Miss Libbie Byron, Miss Florence Bugbee, Vicksburg; G. H. McIlvain and daughter, Peoria; Miss A. Flynn, DeWitt; C. E. Stephen, wife and daughter, Streator; N. Kuhnen, wife and family, Davenport; E. Huley and wife, Du Pue; G. B. Burrows, wife and child, Madison; J. F. McBride, Aledo; B. Morehead, Quincy; Miss Olcott, Marquette; Alvin Barclay, Virginia City, C. L. Carlo, M. B. Bingham, Cincinnati.

Cruelty to Boatmen.

The recent performances of Agent McCloskey, of this city, of the Society for the Prevention of Cruelty to Animals, has excited considerable indignation among boatmen and others doing business on the canals. It is estimated that nearly \$500 have been illegally collected from boatmen recently. Captain Spalding, of the boat Merchant, was compelled to pay \$10 and allowed to go on; another captain paid \$5 and went on, and several others that were halted east and west of Utica and threatened with prosecution for alleged cruelty to their horses and mules have paid goodly sums. Complaints of abuse of the power of arrest on the part of McCloskey were made to Sheriff Benedict yesterday, and he immediately served an order on McCloskey revoking his appointment as special deputy sheriff as agent for the Society for Prevention of Cruelty to Animals. The whole grievance will be submitted to President Bergh, and it is believed that he will remedy the evils complained of by revoking the appointment given to McCloskey.—*Utica Herald*.

The Yacht Oriole.

The Canadian yacht Oriole, owned by Toronto parties, arrived up and anchored in the stream during the greater portion of the day, yesterday. She is on a pleasure trip to Chicago. The Oriole has very lofty spars for a vessel of her class, carries gaff-topsails, and has two large jibs. She has good lines, and is considered a fast sailing craft.—*Detroit Tribune*, 12th.

The N. T. Boats.

The work of fitting out the boats of the Northern Transportation Line was resumed yesterday on orders from Cleveland.

Tug Meeting.

Another meeting of the owners of river tugs was held at Detroit yesterday afternoon, but the result is not known.

The Andy Johnson.

The revenue cutter Andy Johnson is in port.

A Terrible Tragedy.

DETROIT, Mich., Aug. 13.—Yesterday Captain John Haffner, a ship-chandler, had a discussion with his wife as to her trip to Buffalo, she insisting on going and he strongly objecting. This morning, when his wife was dressing, Haffner placed a pistol near her back and fired, the ball passing through her body and inflicting what must, to all appearances, be a fatal wound. He then shot himself in the mouth, and died immediately. Her conduct for several months past has given him great trouble, and he was probably insane when he committed the deed.

Lake Freights.

Rates on grain may be quoted at 2½¢ for corn and 2½¢ for wheat to Buffalo and 3¢ for corn to Oswego. Charters reported are: To Buffalo—Schr Donaldson, corn on p. t.; schr Queen City, corn on owners' account; props Montana and Waverly, wheat and corn; prop Dean Richmond, corn; and prop Mohawk, wheat through rate. To Oswego—Schr Jennie Mathews, corn at 5¢. Capacity—Wheat, 65,000 bu.; corn, 150,000 bu.

CLEVELAND, Ohio, Aug. 13.—There is no change in coal freights to the principal points. There is more demand for ore carriers, and we note the engagement of the following vessels, by one firm of brokers, within a day or two: Bark Massillon and schrs Sophie Minch, S. L. Mather, Fred A. Morse, Geo. Warmington, C. F. Minch, H. S. Webb, Emeu, and George Sherman, all for ore for Lake Erie ports from Marquette and L'Anse, the rates being on private terms. It now looks as though vessels in the trade would have a fair share of business for the season.

BUFFALO, N. Y., Aug. 10.—Coal freights firm. Charters reported by Captain George W. Bone: bark Elizabeth Jones, coal, to Chicago, 50¢ per ton; bark A. P. Nichols, coal, to Chicago, 55¢ per ton; schr Francis Palms, coal, Erie to Chicago, 60¢ per ton; schr Sam Flint, takes coal, Buffalo to Chicago, 50¢ per ton, instead of from Black River, as noted yesterday.

General.

THE JOSEPHINE has been pumped out.
THE A. B. MOORE is on her way up again.
THE ELLA DOAK is pronounced a total loss. But so have other vessels which have subsequently been recovered.
NEW SCOW.—Captain McDonald's new scow, built at Ahnapee, is about complete, and will enter commission within a few days.
NEW SPAR.—The small schooner St. Lawrence is receiving a new mainmast at Ahnapee.
COMING.—A week or ten days will see railroad freights from Chicago to the East advanced, and lake freights will follow up.