

MARINE INTELLIGENCE.

THE "BOSS" BOAT.

The Tug Protection, of the V. O. T. Company, Has Another "Brush," and Still Carries the Broom.

Of late there has been considerable interest in the speed of our tugs, and whenever a good opportunity offers itself there is usually a race. On the occasion of the first yacht race, a week ago Saturday, the Protection indicated to the Drake and Union that they could not keep in her company. The Louie Dole has for several years been considered the most "slippery" tug in the harbor, and the Tom Brown, comparatively new, has also shown great speed. Both are splendid boats, and they are owned and run by nice people. But they, too, have suffered defeat, and the Protection still carries the broom. Day before yesterday, during the yacht race, as on the former occasion, when the leading yachts had nearly reached the crib, the excursion steamers and tugs, including the judges' and press boat (the Dole), all started from the stake boat to receive the yachts in a becoming manner, and to allow those on board to witness the rounding. The Dole and Brown commenced the racket, and let out to the extent of their utmost. Captain Brewer, of the Protection, suggested to Captain Higgin, the President of the V. O. T. Company, who was officiating on board, that if another chance might not offer itself soon, and that if the men agreed. Accordingly away the Protection went and the way she traveled must have been exceedingly falling to the people on the other boats. The Dole checked up after running a mile and a half or so, but the Brown kept steadily at work, and made a good contest of it. She was beaten, however, by a considerable distance, and took second place at the "grand stand." The Protection had eleven or twelve tons of coal aboard and a large load of passengers, and by her achievement is certainly entitled to retain the broom.

THE BOARD OF TRADE CASE.

What the Buffalo "Express" Says Concerning the Matter.

The Buffalo Express of Friday says: "The unloading of corn from this wreck seems to have been attended with considerable trouble, owing to the interference of the health officers, who have interdicted the work being done within the city limits. The search is said to be intolerable, especially to the windward of the operation. Yesterday afternoon the wreck was towed down the river below Black Rock, where the balance of the corn will be discharged. We understand strong indications of foul play were discovered by the commission who examined the vessel Wednesday. That is, there were evidences that the holes in the water-closet pipe, of which there were six or more, were made for the purpose of sinking the vessel. The instrument, a short piece of iron, bent and sharpened at one end, was found on the vessel. It appears to fit the holes, some of which were torn sideways, and altogether deemed of sufficient capacity to sink the craft in the time she was in going down. The holes were just in the right place to admit water into the vessel, and bits of carpet had been placed around the pipe under the door, as if to deaden the sound of running water. The boxes to the aft pump were found stowed away under the cabin, which accounts for the reason this pump would not work at the time the vessel was found leaking. The names comprising the commission are as follows: D. P. Dobbins, Andrew Lent, S. V. Parsons, P. B. Locke, James Craig, Samuel Gibson."

The Oswego Palladium says: "The insurance inspectors claim that they have found holes in the water closet pipe of the schooner Board of Trade, sunk last fall in Lake Erie, and that the holes were made from the inside. We are of opinion that the discovery they have made will not avail much in deciding the loss. It strikes us that if a man wanted to sink his vessel he would make holes in some other place than in a small lead pipe. With proper pumps the vessel might be kept comparatively free from water, even though the pipe was a sieve."

OUR LAKE VESSELS ON THE OCEAN.

The Famlico—The Trumpf in Portugal.

There was a rumor in marine circles on Saturday evening to the effect that the schooner Famlico, owned by Captain John Prindville, of this city, on her way back to this country from Europe, had been heard from. It being after office hours when the reporter heard of the rumor, Captain Prindville could not be seen in regard to the matter. It is very probable, however, that if there was any word from the vessel the INTER-OCEAN'S correspondents would have telegraphed, which they have not done. Captain Prindville said only a day or two ago that he had not the least anxiety.

A cable telegram from Oporto, Portugal, announces that the schooner G. C. Trumpf, owned in Milwaukee, has arrived at that port with staves from Quebec. The dispatch states that no return freight can be had, but that parties wish to charter the vessel for a trip to Brazil. Instructions will probably be forwarded to the Captain of the Trumpf to charter her for Brazil.

Profits of Freightage in the Saginaw Lumber Trade.

For the benefit of those who believe vessel property is so remunerative, and owners are coining money at the present schedule of freights, a representative of the Courier, through the courtesy of an owner of a propeller in the Saginaw lumber trade, was permitted to make the following exact copy of her trip sheet, showing expenses and re-

ceipts of a ten days' trip to Buffalo of a boat carrying 350,000 feet of lumber:

SAGINAW COURIER.		Per month		Per day		10 days.	
Captain.....	\$100			\$3.37½			\$34.20
Mate.....	60			2.00			20.00
Second mate.....	60			1.60			16.00
First engineer.....	100			3.37½			34.20
Second engineer.....	50			1.60			16.00
Cook.....	50			1.60			16.00
Two wheelmen.....	30			2.00			20.00
Watchman.....	30			1.00			10.00
Four deck hands.....	15			1.00			24.00
Two firemen.....	30			2.00			20.00
Provisions for ten days.....							70.00
Oil for cabin per trip, 5 gals. 25c.....							2.50
Washing for cabin.....							3.00
Ninety cords wood. \$1.75 per cord.....							157.50
Oil for engine ten days, 10 gals.....							11.50
Oil for lamps ten days, 5 gals.....							1.25
Tallow for engine, 50 lbs.....							5.00
Soap for engine, 10 lbs.....							.80
Packing for engine, 5 lbs.....							2.50
Loading 350 m lumber, 25c per m.....							87.40
Unloading 350 m lumber, 15c per m.....							57.00
Lightering 175 m lumber, 75c per m.....							131.25
Insurance on \$18,000, value of vessel, \$25,000, \$5.50 per day.....							55.00
Interest on \$25,000 ten days.....							41.66
Depreciation on \$25,000, 10 per cent., ten days.....							69.40
Total expenses.....							\$906.16
RECEIPTS OF TRIP.							
Freight on 350,000 lumber at \$1.75 per m.....							665.00
Leaving a net loss of.....							\$241.16

Now add five days to the above, which is the time most boats take to make a round trip, and you have instead of an expense of \$906.16, the sum of \$1,357.24, a loss of \$694.24. —Saginaw Courier.

The Canadian Propeller Line.

E. D. Mackay, general agent of the Merchants' Lake and River Line at Hamilton, Ont., on being interviewed, communicated the following intelligence: Most of the vessels of the above line have been heretofore running between Montreal and Duluth, being chartered to convey railroad iron from Montreal to the latter port, the iron being shipped from Liverpool to Montreal for the construction of the Canadian Pacific Railroad. There is a possibility that the balance of the consignment, consisting of some 10,000 tons, may not be forwarded this season, in which case all the vessels of the above line will be hauled off the Lake Superior route and run between Montreal and Chicago in the grain trade. Liberal inducements have already been offered by Chicago parties in anticipation of the transfer of the terminus of the line. So long as return freights from Duluth proved remunerative, the trade with that region was satisfactory to the company, but the recent depression in the carrying trade from that point renders the present action of the managers of the line imperative.

Elevating Charges.

The charge for elevating grain at this port is not at present great enough to frighten shippers, nor even to give reason for a protest from Senator Lord, or any other man. Instead of the 2 cents and 1½ cents charged during the existence of the association, the single ¼ of a cent per bushel paid by the vessel is all the charge there is. The owner of the grain pays nothing for elevating. Even then the competition is so great that Mr. Horton, the owner of the floating elevator, once or twice a week offers to pay shippers \$1 per 1,000 bushels for the privilege of transferring their grain from vessels to canalboats at ½ of a cent per bushel. Those of our elevators, however, that are provided with steam-shovels do some business. These work as rapidly as men, and the owners receive in addition to the ¼ of a cent \$3 per 1,000 for shoveling, only half of which has to be paid to workmen. This pays them fairly for their work. There are six of these elevators provided with steam-shovels, the Kennett, the City, the Tift, the Evans, the Niagara, and the Wells. —Buffalo Express.

The Michigan's Cargo.

The big ship Michigan took out a cargo of 60,000 bushels of wheat and could have taken on 5,000 bushels more if the depth of water admitted. As it was, she grounded and "stuck" several times, dragging on the bottom all the way until out in the lake. Big tow bills.

The Peerless.

The steamer Peerless, of Leopold & Austrian's line, left Marquette for Chicago on Saturday afternoon, and will leave Chicago on her next trip out on the evening of the 29th inst.

Important Decisions.

Several decisions of importance in marine circles will be found elsewhere in this issue.

Yachting Becoming Popular.

The prospect now is that Chicago is to have a good large yacht fleet. Three or four parties are preparing to build.

Three Scotias.

Among the vessels in the harbor yesterday was the large sailing vessel Scotia, and the two propellers of the same name.

New Vessel.

The new schooner Maggie Thompson is in port. She is of the smaller class.

Coal Fleet.

As will be seen by reference to the port list, there is quite a fleet of coal-laden vessels in port.