

MARINE MATTERS.

Port of Cleveland.

ARRIVED—July 27.

Prop Benton, McGregor, Saginaw, mdse.
 Prop R Holland Jones, Saginaw, mdse.
 Schr Dreadnaught, Marquette, Duncan City, 200
 m shingles.
 Scow Mayflower, Cozzens, Black River, 10 cords
 wood, 28 m lumber.
 Barge Plymouth Rock, Sunderland, Bay City,
 200 m lumber, 800 m lath.

CLEARED—July 27.

Prop Benton, McGregor, Saginaw, mdse.
 Prop R Holland Jones, Saginaw, mdse.
 Schr Dreadnaught, Marquette, Sheboygan, 25 bbls
 oil.
 Schr Two Brothers, Chisholm, Port Hope, 277
 tons coal.
 Schr Fearless, Ferguson, Toronto, 370 tons coal.
 Barge Plymouth Rock, Sunderland, Saginaw,
 light.

ARRIVED—July 28.

Stmr City of Sandusky, Kirby, Port Stanley, mdse.
 Stmr Pearl, Edwards, Put-in-Bay, pass.
 Prop Minneapolis, Kirby, Detroit, mdse.
 Prop Java, Pope, Buffalo, mdse.
 Prop Toledo, Sprague, Buffalo, light.
 Prop Persian, Flint, Marquette, 1,349 tons ore.
 Schr Wm Elgin, Collins, Ashtabula, light.
 Schr Starling, Hughes, Dalhousie, light.
 Schr Geo Thurston, Manly, Colborne, light.
 Schr J R Pelton, Hearnese, Toledo, 8,340 bushels
 wheat.
 Barge Lilly May, Badotte, Saginaw, 203 m lumber.
 Barge Waurecon, McKenzie, Saginaw, 375 m lum-
 ber.
 Scow Suttler Girl, Doyle, Stanley, light.
 Prop City of Fremont, McQueen, Buffalo, mdse.

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 Stmr Pearl, Edwards, Put-in-Bay, pass.
 Prop Minneapolis, Kirby, Detroit, mdse.
 Prop Java, Pope, Chicago, mdse.
 Prop Toledo, Sprague, Toledo, mdse.
 Prop Mineral Rock, Cheodin, Bay City, light.
 Schr S H Kimball, Woodruff, Sault Ste. Marie,
 562 tons coal.
 Schr Wm McGregor, Campbell, Fayette, mds.
 Schr Wm Hunter, Weeks, Toledo, light.
 Barge Waurecon, McKenzie, Saginaw, light.
 Barge Lilly May, Badotte, Saginaw, light.
 Scow Lizzie, Bedford, Port Huron, 5 tons flag-
 ging.
 Prop City of Fremont, McQueen, Duluth, mdse.
 Schr Ella Martin, Green, Hamilton, 75 tons b stone,
 200 tons coal, 475 kegs nails, 7 tons bar iron.

Vessels Passed Detroit.

Special Dispatch to the Herald.

DETROIT, July 28.—Passed up—Propellers
 Holland, Montana, Colorado, Tecumseh, Fay
 and consort, Tempest and tow, Metamora and
 tow, Salina and consort; schooners Marco Po-
 lo, Cavalier, Belle Hanscome, Lotus, George
 Warmington, Kingfisher, City of Buffalo,
 Thomas C. Street, New London, Stampede.
 Passed down—Propellers Oneida, Huron City,
 Howard and consort, Germania and consort,
 Graves and tow, Pacific; schooners Abbie L.
 Andrews, Swallow, F. D. Barker, Typo, H.
 G. Cleveland, Mears, Selkirk, Atwater, Cam-
 bria, Vanatta, Rounds. Wind southwest.

Miscellaneous.

FREIGHTS.—Coal freights are unchanged
 and rates steady. The following engagements
 give an idea of the ruling figures: Steamer
 Persian, to Chicago at 65c free; schooners
 George Thurston and W. Y. Emery, coal to
 Toronto, 90c gold free; schooners William El-
 gin, coal to Breckville, \$1.35 currency; scow
 May Breeze, coal to Detroit, 30c free.

REPAIRED.—The steamer Hickox has com-
 pleted her repairs, and will resume her regular
 trips to the Islands to-day.

IN MOURNING.—The tugs in Chicago were
 all in mourning Tuesday for the death of Cap-
 tain James Crowley, who came to such an un-
 timely end last Sunday afternoon. His body
 has not been recovered yet, although tugs are
 actively engaged in the search.

ABOUT THE SAME HERE.—The Chicago
 Journal says in its issue of Tuesday that "the
 tug and vessel captains flocked into the various
 tug offices this forenoon, and told stories and
 smoked."

EXCURSION TO CANADA.—The City of San-
 dusky will take over a large party of Odd Fel-
 lows next Sunday evening, landing them at
 Port Stanley early Monday morning. She will
 be ready for her regular trip Monday evening
 from this port.

THE BOARD OF TRADE.—The unloading of
 the damaged corn on board this vessel, lying
 in the river opposite Lanagan's dock on the
 Canada shore, is progressing favorably. The
 grain is taken out by means of a rotary pump
 and transferred to the shore by large scow
 boats, where it is sold to farmers and others,
 mostly for feeding swine. From ten to twelve
 thousand bushels yet remain in the vessel, all
 of which will be removed within a few days.
 It is understood that the vessel will be rebuilt.
 She presents a very dilapidated appearance
 above water, but it is said her bottom is com-
 paratively sound. —[Buffalo Commercial.

SECRET HANDED.—The Chicago Journal says
 that the schooner City of Chicago arrived in
 port last evening having on board only the cap-
 tain and two mates. This was owing to the re-
 fusal of the crew to work after six o'clock,
 loading wood at Traverse Bay. The captain
 got mad, and, after paying them off, made
 them leave the boat.

EXCELLENT MANAGEMENT.—Captain Higgin,
 the President of the Vessel Owners' Towing
 Company, has addressed a circular letter to
 the captains of V. O. T. tugs informing them
 that, "in case of damage, there will be a
 change of captains." This doubtless means if
 the damage is due to negligence or recklessness.
 But the men in charge of the V. O. T.
 boats are among the best in the harbor. In-
 deed, Chicago at present has the best tugmen
 on the lakes and the best set of men generally
 that she has ever had. It must be borne in
 mind that after a man has become a tug cap-
 tain, in order to run here he has got to become
 educated up to the business, in our narrow,
 crooked, shallow creek. —[Chicago Innter
 Ocean.

EXPLODED HER BOILER.—A dispatch from
 Port Huron, July 26th, says:

The tug Cygnet, built in 1866, while towing
 a dredge near the mouth of Bad river, ten
 miles above this city, exploded her boiler last
 evening. The captain, Isaac Parker, had
 some of his ribs broken and was otherwise in-
 jured, as was also the engineer. The boat was
 worth about \$2,500 and is a total wreck.

THE MONITOR.—This new wrecker arrived
 here yesterday from her second cruise on Lake
 Huron, with a full load of ore and traps taken
 from the schooners Mountaineer and Twilight,
 which were sunk a few years ago near Sand
 Beach. The vessels are reported as broken all
 to pieces. The Monitor will leave again in a
 few days for the wreck of the propeller Avon,
 sunk off Crawford's Quarry, Lake Huron, to
 raise her engines and boiler. —[Detroit Post,
 28th.

ALONG THE CANADA COAST.—The following
 observations by a correspondent of the Detroit
 Post will be read with interest by lake nav-
 igators generally. It is dated Owen Sound,
 July 24th:

Leaving Chatham Monday evening, the 19th,
 on the propeller City of Montreal, commanded
 by Captain Robert Shanks, we proceeded on
 our voyage to supply the Canada lighthouses
 above the Thames river. Our first call was at
 Port Sarnia, at which place we received freight
 and passengers. Arrived at Goderich at 11:30
 of the 20th. Goderich is an excellent harbor
 to enter, the entrance being about 200 feet wide
 and nothing in the way, with about 16 feet of
 water. The principal light is on the hill to the
 starboard hand of entrance, visible from an
 ordinary vessel's deck 25 miles in clear weather.
 It is fixed white in a square, white tower 150
 feet above the water. On the port hand pier
 are two range lights, one white and the other
 red. The only drawback I see for this harbor
 is that it must be pretty lively here with a gale
 of wind, anywhere from a southeast to north-
 northwest, as there is nothing to break the
 sea. There is more life here than I have seen
 in any other place lately among the shipping,
 the docks being all occupied by vessels dis-
 charging lumber and others waiting. From
 Goderich we proceeded to Kincardine, where
 we found a dredge busily engaged in enlarging
 the harbor. There is about ten and a half feet
 of water over the bar. The shoalest spot being
 about one hundred feet inside the light. The

lighthouse is a small square structure on the
 west pier. They are shipping from three to
 five hundred tons of salt per week from this
 place. Leaving Kincardine at night we ar-
 rived at Chantry Island at four A. M. the 21st
 inst. The Canadian Government are busily
 engaged in making this a harbor of refuge, and
 have breakwaters nearly completed from the
 island to the mainland, leaving an entrance
 about four hundred feet wide half way between.
 Vessels captains need not be afraid to run
 for this harbor in bad weather, as it is all plain
 work and a good lee is to be had in any
 weather. Care should be taken, however, not
 to approach the island on the outside or either
 end nearer than three miles, until inside of its
 range north and south. There is a beacon built
 on the southern extremity of the reef, which
 stands in fourteen feet of water. After get-
 ting inside of that in working up under the is-
 land, it is well to keep the lead going and not
 to get too near the main land. Come to anchor
 abreast the light or a little to the northward of
 it and good holding ground will be found. In
 entering from the northward look out for the
 reef making to the northward from the head of
 the island and you have got plain sailing. Af-
 ter passing through the entrance haul up and
 let go. Chantry Island light is situated on the
 south side of the island, about two and one-
 half miles from Southampton; is a fixed white
 light eighty-six feet above the water, and vis-
 ible from an ordinary vessel's deck fifteen miles.
 Leaving here at 5 P. M. we arrived
 at the entrance to Georgian Bay at 1:30 having
 the wind fresh and considerable sea running,
 so much so that the light could not be sup-
 plied. Consequently we went into Tober-
 moray and lay the night. This harbor is one
 of the finest natural harbors on fresh water.
 It is about six miles to the northward of
 the Isle of Cove's light. It is known by the wood
 having been burned off and a few dry pines
 standing near the entrance. After getting in-
 side, the vessel can make fast to the rocks any-
 where around its banks with 100 feet of water
 under her bottom. We left here at seven A.
 M. of the 23d and supplied the Isle of Cove
 light. This light is on the northeast end of
 island, at the entrance of Georgian Bay, is a
 flashing white light, flashing every three min-
 utes; intervals of light, one and a half min-
 utes. The light is in a round white tower
 ninety feet above the water and visible fifteen
 miles. From Isle of Cove we went to Michael's
 Bay or Grand Island light, which is situated on
 Manitoulin, Michael's Point, thirty-five miles
 above Cove light, on the shore of Lake Huron.
 It is a fixed white light, forty feet above the
 water in a square, white tower, visible ten
 miles. In approaching Michael Bay ship-
 pers must bear in mind that
 there is a reef bearing about northwest by west
 four miles out from the light; otherwise it is
 plain sailing, remembering to keep about in the
 middle of the bay until abreast of saw-mills,
 when they can haul up for it, coming to anchor
 about three quarters of a mile out. It looks to
 me as though a norwester would make it pretty
 lively lying anywhere in the bay. There ap-
 pears to be an immense quantity of lumber on
 the docks at the mill. There was one schooner
 lying off there loaded, apparently waiting for
 a fair wind. After leaving this place we took
 our back track, passing Cove Isle, the Flower
 Pot, Bears' Rump and Cabot's Head, and ar-
 rived at Griffith's Island light at 9:30 P. M.
 This light is on the northeast end of Griffith's
 Island, twenty miles from Owen Sound. It is
 a fixed white light, round white tower, one
 hundred and thirty feet above the water and
 visible twelve miles, and marks the entrance
 to Owen's Sound and Presque Isle. From there
 we went to Presque Isle, supplying the light
 there; it is about seven miles from Griffith's
 Island light, and is a square white tower, three
 feet above the water, fixed white light and
 visible twelve miles. There is a storm signal
 station here, telegraph office and wood dock.
 The wood is of an excellent quality and sells
 for \$2.50 per cord. Range the light with the
 dock and plenty of water will be found, land-
 ing on the starboard side. Do not get above
 the range, as shoal water makes out from the
 point. Vessels can lie at this dock in any
 weather except a heavy northeaster. From
 here we went to the city of Owen Sound,
 where we found a dredge at work deepening
 the harbor. They have nine feet of water
 now and will soon have twelve. They are
 about to build a dry dock at this place, which
 will be a great accommodation to vessels
 trading in this neighborhood. I shall mail this
 here and will be able to inform you in my next
 of several new lights about to be erected by
 the Canadian government in Georgian Bay.