

## MARINE INTELLIGENCE.

## IN THIRTEEN FATHOMS.

**Loss of the Bark Chicago Board of Trade, with a Grain Cargo—The Crew Saved.**

Another fine Chicago vessel has met her fate. Private telegrams announce the foundering of the Bark Chicago Board of Trade off Fairport, Lake Erie, in thirteen fathoms of water, and it is with real, deeply-felt pleasure that the writer announces the escape of Captain Thomas Fountain and his crew of eight men. The vessel struck a sunken rock somewhere in the river, and encountering the stormy weather subsequently, and while on Lake Erie sprung a leak. Superhuman exertions were made at the pumps by the loyal crew, but to no avail; and only when it became apparent that the ship must go down did those on board take to the boat. So desperate were the efforts of the crew to save her that they barely escaped watery graves, the boat being but a few rods distant when she made the final plunge and disappeared from view. These facts are learned from the correspondent of an interested party in this city, but from no particular friend of the captain. It is understood also that the latter, as well as all his men, lost every stitch of clothing and all other effects.

The dispatch to the owner here was as follows:

FAIRPORT, Ohio, July 30.

To Andrew L. McGraw, Chicago;  
The Board of Trade sprung a leak and sunk in thirteen fathoms of water five miles WNW of Fairport last night. All escaped.

THOMAS FOUNTAIN, Captain.

The vessel was laden with 23,000 bushels of corn, shipped by Lyon, Lester & Co., of Chicago, to Bruce, Chambers & Co., of Buffalo.

She was of the larger class, and with a very fine craft built in 1863, she was thoroughly overhauled and rebuilt three or four years ago, and was in good condition, and valued at about \$30,000. The cargo was worth about \$21,000. Insurance on the hull and cargo (so reported) in the Mercantile, Mutual, Orient, and Mechanics' and Traders' Special Telegram to the Inter-Ocean.]

CLEVELAND, Ohio, July 30.—A telegram to the Herald says the Chicago Board of Trade, laden with 23,000 bushels of corn for Buffalo, struck a sunken rock near Malden and sunk last night, twenty-five miles off Fairport Harbor. Crew came ashore in small boat.

## THE VESSEL-OWNERS IN COUNCIL.

**A Meeting Yesterday Afternoon—The Proceedings.**

A meeting of the Local Board of Vessel-Owners was held yesterday afternoon, the President, Hon. Wiley M. Egan, in the chair. The object of the gathering was accomplished in the appointment of a committee to confer with a like committee from the underwriters for the revision of the rules to prevent vessels overloading. There was some discussion as to the points to be considered in this question of loading and overloading, and it was earnestly urged that while it is in the interest of all that vessels do not take on too much cargo, they must be allowed to load to their fair capacity. Several other matters, among which was the question of freights and rebates, were considered, after which the meeting adjourned.

**The Wrecks.**

Special Telegram to the Inter-Ocean.]

MILWAUKEE, Wis., July 30.—No further effort has yet been made to raise the Merchant. Three eleven-inch rotary pumps were forwarded to this city yesterday, and placed upon a lighter scow, with a supply of coal. A high south wind and corresponding heavy sea upon the lake prevents their transfer to the propeller, however. They will be taken out as soon as the sea runs down, and set up, and then the work of rescue will begin in earnest. With eight steam pumps on board, in full operation, it does seem that the Merchant ought to be floated, unless she has sustained greater damage than reported. The steam scow Commerce last night brought in from the wreck 400 barrels of damaged flour. The remainder was not worth saving. Captain Briggs, commodore of the fleet, has assumed entire control of the wrecking job, and will conduct it to the best of his ability.

The scow Ella Doak brought to this port forty tons of coal recovered from the wreck of the schooner Lydia Case. It was purchased by the Milwaukee Tug Company.

The tug Caroline Williams, having rescued the schooner Pilgrim from the beach in Traverse Bay, towed her to Manitowoc for repairs. The Pilgrim leaked badly, and required the services of a steam pump.

**Chicago and South Haven.**

The steamer Huron, which was noticed a short time ago as having been purchased by South Haven and Paw Paw, Mich., parties, to run from here to South Haven and Saugatuck, is doing a good business already. The immense peach and other fruit crop there this year will give them plenty of freighting, besides passenger traffic. Bob Jones, the efficient captain, and Joe Annott, the gentlemanly clerk, try to make it pleasant for all who ride with them.

**Six Million Dollars in the Deep.**

A comfortable fortune might be realized were it possible to recover the large number of engines that have been lost since the introduction of steam on the lakes. The aggregate is no less than fifty-nine, including sidewheel boats only. Of these twenty-one were lost in Lake Erie; fifteen went down in Lake Michigan; thirteen in Lake Huron; five in Lake Superior; two in the Detroit River; one in Lake St. Clair; one in Georgian Bay; and one over Niagara Falls. At the same time at least 1,211 lives were lost. Of those on Lake Michigan the Pioneer was lost in 1834; the Champlain in 1849; the Detroit, first, in 1836; the Delaware in 1835; the Chicago in 1842; the W. F. P. Taylor in 1842; the Milwaukee in 1842; the General Harrison in 1854; the Niagara was burned in 1856 with seventy-two lives; the

General Harrison was lost in 1854; the A. D. Patchin in 1850; the Baltimore in 1855; the Minnesota in 1851; the Lady Elgin in 1850 with 400 lives; the Scabird in 1858, was burned with seventy-two lives. Those lost on Lake Erie were as follows: The Washington, first, at Long Point, in 1833, with one life; the Washington, second, in 1838, was burned off Ashtabula, with sixty lives; the Robert Fulton, at Sturgeon Point, in 1844, and one life lost; the Columbus, at Dunkirk piers, in 1848; the Dewitt Clinton, at Dunkirk, in 1851; the Wisconsin, below the islands, in 1852; the Erie was burned, with 250 lives, in 1841; the Chesapeake was sunk by a vessel off Ashtabula in 1846; the Kent, off Rond Eau, in 1845, with seven lives; the Indian Queen, at Dunkirk, in 1846, with twenty lives; the St. Louis in 1852; the Southerner, near the islands, in 1863; the G. P. Griffith was burned in 1850, with 250 lives; the Helen Strong, near Barcelona, in 1847, with two lives; the Alabama, near Buffalo, in 1854; the Atlantic, by collision off Long Point, in 1852, with the loss of 150 lives; the Telegraph, while crossing Lake Erie, in 1850; the Dover, at Long Point, in 1855; the Golden Gate, at Erie, in 1856; the Northern Indiana was burned at the head of Lake Erie in 1856, with fifty-six lives; and the Morning Star, in 1868, below Port au Pellee, with 32 lives. On Lake Huron, the Don Quixote went down in 1836; the Detroit in Saginaw Bay in 1854; the Ben Franklin at Thunder Bay in 1850; the New Orleans at Thunder Bay in 1853; the Troy off Gooderich in 1860; the Albany at Presque Isle in 1855; the Columbia in 1866; the Oxford at Saginaw in 1857; the Keystone State in Saginaw Bay in 1861, with 33 lives; the Northerner off Lakeport in 1856; the Mazepa in 1853; the Kaloolah at Saugen in 1862; and the Bonnie Boat at Kincardine in 1869. In the Detroit River, the Minnisetung was lost near Malden; the General Vance exploded opposite Windsor in 1844, and 9 lives lost. In Lake Superior, the Julia Palmer was lost in 1847; the Arctic in 1860; the Cleveland in 1864; the Sunbeam foundered in 1863, with 21 lives; the Superior in 1856, with 35 lives. The Waterloo, which had the remains of the old Walk-in-the-Water's engine, went down in Georgian Bay in 1846; the General Scott in Lake St. Clair in 1848. The Niagara was sent over Niagara Falls by a band of militia-men from Canada Dec. 28, 1837.

**Her Sails and Rigging.**

In view of the fact that the new schooner now on the stocks at the Detroit dry dock is the first double-deck sailing vessel built on fresh water, something as to her sails and rigging may be of interest. A visit was paid yesterday to the rigging and sail lofts of Messrs. Dunlap & Donaldson, who have the contract for fitting out the vessel. She is to be wire rigged throughout, and is nearly ready for being put in position. The weight of the rigging is 11,000 pounds, or over five and a half tons. If the rigging was in one piece it would make a wire rope a trifle over a mile and a half in length. In the story below the rigging loft is the sail loft, in which are fifteen men hard at work on her canvas. In the manufacture of her sails enough will be used to make a string one breadth wide and 2½ miles in length. As each seam has two rows of stitching, and as there are 184 stitches in every yard of seam, some mathematical person may estimate the number of stitches that will be required. One hundred yards of stitching is considered a day's work for a sailmaker, though every man in the employ of Messrs. Dunlap & Donaldson is capable of doing considerably more than that. The vessel for which this outfit is intended will be launched on or about the 15th of August, the ways being already set. Various names have been suggested, but the one which seems to meet with the most favor is "The Granger," though that has not yet been accepted. —Detroit Post, 29th.

**The Regulations.**

WASHINGTON, July 30.—The act of Congress approved July 18, 1866, section 20, still in force, forbids the loading of any goods upon foreign vessels to be taken to a foreign port, to be reshipped to the United States, in any other vessel, with intent to violate the coasting laws. The shipment of merchandise in cars to be transported across Canadian territory is provided for in article 247, regulations of 1874, but the regulations do not authorize the reimportation, free of duty, of domestic merchandise, carried from an American port in Canadian steamers to be transhipped by steamers or cars through the Dominion of Canada to another American port.

**Serious Charge.**

The following communication explains itself. It comes from the officers of the steamer St. Paul, which has just arrived from Lake Superior: "Many complaints are being made by the captains of both sail vessels and of steamers of unfair and unjust treatment at the hands of the Superintendent of the Sault Canal. The steamer St. Paul, on her last trip down, was unnecessarily delayed over two hours on account of the locking through ahead of her of the barge J. S. Fay, when it was the right of the St. Paul (according to the regulations of the canal), she being a passenger boat, to be locked through first. By this delay the St. Paul came near losing a night in the Sault River. Numerous other vessels make like complaints." —Detroit Tribune.

A dispatch denies that any partiality is shown in the canal, and adds: "Now, as ever, all craft shall have fair play."