

## MARINE INTELLIGENCE.

## A FATAL AFFRAY.

**A Sailor Shot and Killed by Captain Burke, of the Bark Michigan.**

BUFFALO, N. Y., Oct. 8.—Captain T. A. Burke, of the bark Michigan, hailing from Milwaukee, shot and mortally wounded John Wright, a sailor aboard his bark, this evening. Captain Burke states, and is corroborated by his second mate, that he discharged Wright to-day and was threatened by him on the voyage down. This evening coming up from the cabin, Burke met Wright, who made an attempt to strike him. He warned him off, and at a second attempt shot at him at random. The ball entered his left lung, and he will probably die. He has been given up by the physicians and removed to the hospital. The bark was chartered to leave here to-morrow morning for Cleveland. Burke is part owner of the vessel, and resides in Cleveland.

**The Board of Trade.**

Within a few days advantage has been taken of the presence at Chicago of the Coast Wrecking Company, who were engaged on the work of raising the noted bark Chicago Board of Trade, to secure their testimony relating to the condition of the craft. We understand the evidence clears away all rumors and reports that the holes in the water closet were made while they were at work on the craft, and clearly establishes the fact that the holes were made prior to the sinking of the vessel.—*Buffalo Express*.

The above is in direct conflict with anything and everything that has appeared in the Chicago papers concerning the matter and indicates that the insurance people have the *Express* man "by the ear."

**The Merchant.**

Little or nothing has yet been done toward the rescue of the propeller Merchant, on Racine reef, and it is probable that if she is got off at all it will be in a most dilapidated condition. It was stated last evening that her upper works had started, but this is not definitely known, and is only given as a common rumor. Her corn is all wet and swelling, and a portion of her flour is also reported wet.

**The Grace Sherwood Sunk.**

Special Telegram to the Inter-Ocean.]

DETROIT, Mich., Oct. 8.—The schooner Grace Sherwood, grain-laden, went ashore last night at Port Burwell. Her decks are six feet under water. Crew saved.

Aid will be sent from here to the steamer Merchant, sunk on Racine reef.

**The Chenango Still Outside.**

Special Telegram to the Inter-Ocean.]

ST. JOSEPH, Mich., Oct. 8.—The schooner Chenango, laden with iron ore, has laid at anchor for three days outside of this harbor waiting for the sea to go down so as she can be lighted up to come in port. The channel through the bar is eleven feet deep and very crooked, and the Chenango draws thirteen feet.

**The Buffalo Budget.**

Special Telegram to the Inter-Ocean.]

BUFFALO, N. Y., Oct. 8.—A private telegram from Port Burwell states that the schooner Grace Sherwood is ashore near there, with her decks under water. She is laden with wheat. The tug Sill left Buffalo this evening with wrecking pumps, etc.

The schooner Adams arrived this morning with 125,000 bushels of oats, comparatively free of water, though keeping her pumps going. The extent of damage to the cargo is not known yet.

The propeller Gordon Campbell takes the place of the propeller Merchant, sunk on Racine reef.

Unfavorable weather has prevented operations at Long Point toward raising the barges sunk there. A fresh expedition left early this morning.

Many vessels have gone and are going into winter quarters. The repairs to the propeller Birkhead are completed, and the schooner S. L. Watson is expected out of dry dock this evening. The expense incurred by the latter is about \$2,000.

No intelligence of disasters consequent upon Wednesday night's storm, is received up to the present writing. There have been numerous arrivals of sail and steam craft the past twenty-four hours.

**Notice to Mariners.**

WASHINGTON, Oct. 8.—The Lighthouse Board gives notice that on and after Oct. 15, a light will be shown from the lighthouse recently erected near the outer end of the south pier, at Manistee, Mich., and the light heretofore shown from the keeper's dwelling will be discontinued. The light will be a fixed red.

**Propellers Burned.**

HAMILTON, Ont., Oct. 8.—The propellers St. Audley and Bristol, lying at the dock here, were burned to the water's edge this morning. The propeller Zealand also took fire, and was damaged to the extent of \$1,000. The St. Audley and Bristol were valued at \$10,000 each; fully insured.

**Lake Freights.**

Charters on 'Change yesterday were: To Buffalo—Schr D. P. Dobbins and Lafrinier, corn at 2½¢; schr Ogaria, wheat at 3¢; barge C. Kershaw, oats at 2½¢; star Balkenlyne, oats at 2½¢; prop Montana, corn on through rate. To Ogdensburg—Schr S. T. Atwater, wheat at 7¢; schr Brooklyn, oats on D. T. Capacity—Wheat, 52,000 bu; corn, \$4,000 bu; oats, 190,000 bu.

In the afternoon the schr U. B. Allen was chartered for wheat to Buffalo at 3¢. Capacity, 19,500 bu.

CLEVELAND, Ohio, Oct. 7.—Firm but quiet; rates are \$1 to Milwaukee, as there is little to go to that port, and \$1 to Chicago.

BUFFALO, N. Y., Oct. 6.—Freights are firm and vessels scarce. We understand there is considerable coal here for Duluth, and that vessels can get \$1.25 to \$1.50 per ton, with return cargoes of wheat at 1¢ per bu over Chicago freights. The only charter was reported by John M. Laughlin: Schr Athenian, plaster to Cleveland, 6¢ per brl.

**General.**

COLD, blustering weather.

THE DUNN still remains where she went down.

THE seabird and Foster are safe.

THE C. P. Williams has been converted into a barge.

PUT on your overcoat, Captain.

CAPTAIN BEGGS, of the schooner Cossack, reported a broken rudder-post at Oswego.

AN EVENING PAPER REPORTER has taken the pledge, and will "pitch into" Leopold & Austrian's line no more.

THE dismantled schooner Monitor, towed to Buffalo from Cleveland, is already libeled and in the Marshal's hands. The bills are piling up against her.

THE "YOUNG SNOOZER" of the *Post* and *Mail* is mistaken. "J. W. H." is not doing the marine on the *Free Press*.

THE schooner S. L. Watson is out of dock. The survey put the damages at \$2,000, which is under five per cent. of her value.

AGAIN IN COMMISSION.—The canvas was bent on Wednesday on the schooner Theodore Perry, recently sold at Detroit on a libel suit, and she left for Alpena to load lumber for Buffalo.

THERE will be a big contract for some shipyard when the Dunn is finally raised—if she ever is. Her condition, as a matter of course, is growing worse every day.

"LET HIM WORRY."—Yes, that's what the tugmen and steamboatmen, masters and engineers, say in alluding to Ralph. Vessel owners are also disgusted with him and among the others are freely signing their names to the petition for his removal.

JOHN FARROW'S OLD "BOY" is at it again. His endeavor is to attract attention to his shallow sheet and his deformed self by attacking male people who are above him. "He" does the marine on the defunct *Post* and *Mail*—and has helped to kill that sheet as much as any one else.

THE *Tribune* attempts to whitewash Ralph. Will it please offer something in the shape of evidence? For certain good reasons we doubt whether the word of the man who wrote the whitewash is good in the courts even when he is under oath.

THE fact is, you can't tell whether the "mariner" of the *Post* and *Mail* is old or young, male or female, drunk or sober. It always looks as if some one had just got up off his face, and that's about all that can be said of it.

THE ST. ANDREWS.—The tug H. G. Nolton, which went to the assistance of the schooner St. Andrews, sunk in the Welland Canal, returned yesterday afternoon, and reports that the vessel will prove a total loss. Her deck is burst and sprung in some places two feet, and her sides are spread out considerably. The cargo is all wet, but will not prove a total loss, as it will be lightered out and sold. The steam-pump taken there by the Nolton was left, and will probably be used in pumping out the grain. The hull is insured for \$7,225.—*Buffalo Commercial Advertiser*, 6th.

OFF FOR THE STRAITS.—The tug Crusader started yesterday afternoon for her destination at the Straits. She had two steam pumps, plenty of hawsers, a diver, and all the necessary apparatus required in her business as a wrecker. She will be stationed at Cheboygan for the remainder of the season.—*Detroit Tribune*, 7th.

ON THE MOVE.—During the last forty-eight hours the following amount of flour and grain has passed this port by steam and sail craft: Wheat, 558,000 bu; corn, 504,000 bu; oats, 211,000 bu; flour, 9,000 brls.—*Detroit Tribune*, 7th.

THE WRECK OF THE SCHOONER KATE KELLY, in Goble & Macfarlane's dock, shows plainly the rough treatment the waves and stones gave the hull. The bottom is in a very bad condition, the starboard side presenting the appearance of a sieve. Many of the schooner's frames are broken and her keelson is broken aft of the centerboard box. The hull is badly wrenched and twisted, and will necessitate the expenditure of at least \$6,000 to make it serviceable. As soon as the wreck is blocked up a survey will be held, and the insurance companies will then decide what to do.—*Oswego Palladium*, 7th.

**Port of Marquette.**

Special Telegram to the Inter-Ocean.]

MARQUETTE, Mich., Oct. 8.—Cleared—Prop E. B. Hale; schrs Alva Bradley, Fayette Brown, Thomas Quayle, and Escanaba.

Passed Down—City of Duluth.

Special Telegram to the Inter-Ocean.]

MARQUETTE, Mich., Oct. 8.—Arrived—Schr Austin. Cleared—Prop H. B. Tuttle, and schr George H. Ely.

Passed Up—Prop Missouri.

Passed Down—Prop St. Louis.

**Vessels Passed Port Huron.**

Special Telegram to the Inter-Ocean.]

PORT HURON, Mich., Oct. 8.—Passed Down—Props Portage, Winona, Concord and consort, Mary Pringle and barges; schrs Red Wing, New Dominion, Golden Fleece, Alvina, Delaware, George B. Sloan, S. F. Gale, Pulaski, Ishpening, Schuette, Our Son.

Passed Up—Props Concord, Sovereign, Yosemite and consort, Salina and consort; schrs Bridgewater, George M. Case, Timothy Baker, Fame, Express, James Couch. Wind—Northwest, fresh; weather clearing.