

## MARINE INTELLIGENCE.

## WRECK OF THE KATE KELLY.

## She Meets Her Fate at Oswego—Rescue of the Crew.

The *Palladium* of Monday says: "About 1 o'clock this morning the schooner Kate Kelly, Captain Robert Hayes, light, from Kingston, drifted on to the beach about 100 feet east of the east pier, and was driven by the seas high up on the shore beneath the fort. The wind, which had been fresh from the northwest all day yesterday, died away about midnight, and then shifted around to the southwest, from which point it was faintly issuing when the Kelly tried to make the port. The seas were running high, and soon after the vessel passed the beacon light she encountered a slight breeze dead ahead, which stopped her and left her at the mercy of the waves. There was not wind enough to turn her about so she could stand out to sea again, and she drifted rapidly, carried by the huge waves to the beach, where she struck broadside to. She pounded heavily until after daylight, when the waves subsided to some extent, and this morning showed signs of rough usage. The crew landed safely by means of a line from the vessel to a loaded car on the Rome and Oswego Road. Whether the vessel will be released or not is a question for wreckers. Her back is broken amidships; her decks are sprung about the center board-box; there is a large hole in her bottom amidships, and she rests on several hard heads. The Kelly was built at Tonawanda by Martell in 1857, received large repairs in 1870, rated A 2 with a dash, and measured 280 tons. She is owned by C. A. Parker, H. W. Greene, and Captain Robert Hayes, of this city, and is insured for \$12,000, \$4,000 each in the Mercantile and Buffalo, Mollison, Hastings & Dowdle, agents; \$2,000 in the Mechanics' and Traders', T. Martin, agent, and \$2,000 in the Inland Union, Faulkner & Warren, agents. Captain Hayes stripped the schooner this forenoon, preparatory to abandoning her to the insurance companies. This afternoon about 3 o'clock the tug Crusader commenced pulling on the vessel, but with what success we did not learn in time for to-day's paper. The wind and waves are increasing at this writing, and the prospects are good for the vessel bleaching on the shore."

## To D. P. Dobbins and Others.

At last the Grand Commissioners have spoken to the public about the wreck of the bark Board of Trade. But how? Do they deny that they reported to their employers that the vessel, in their opinions, was *sunk* by a peril of the sea? Do they deny that their report was to the effect that the bark's seams were opened below water mark three inches, and that they would admit sufficient water to sink her? Do they deny that their report does, in effect, exonerate Captain Fountain and the crew of the vessel from any fraud or barratry in the loss of the vessel so far as the condition of the wreck could prove their innocence? Do they deny that they repudiated the "sweet-scented theory," or water-closet pipe yarn?

No. All they deny is the truth of the report that four of their number recommended an immediate settlement with Captain McGraw, and that a "dead insurance man was against it." They say they never recommended any settlement whatever. No wonder, when some of them didn't even know that Captain Fountain and four of his officer and crew had protested against the loss, and some of the Buffalo papers published rumors that the Captain had fled the country. Why would they presume to recommend a settlement of a case when they knew absolutely nothing of the facts? Why assume professional airs and advise, when three lawyers in Chicago and more in Buffalo are paid for advising, etc.? But they do write in professional or semi-judicial language when they say, "Without entering into the merits or demerits of this case, etc., etc."

These five men are not United States inspectors, and undoubtedly were employed and paid by the underwriters, with whom they say "they had no intercourse whatever in relation to this vessel." If the underwriters did not authorize them to examine the wreck for the purpose of trumping up a theory for a defense in "the case" they speak of, who hired them? If they had "no intercourse with the underwriters," why did they spend so much of their valuable time in measuring the open seams and broken keel of the vessel? Surely they are not officious intermeddlers, whose hearts are moved with sympathy when insurance companies are in danger of losing by paying a vessel owner that indemnity for which he paid premium to them.

One thing is certain, they could not be compelled to act as surveyors or inspectors of the wreck, and therefore they are volunteers. If their report were favorable to their employers it would have been heralded throughout the land by those disinterested newspapers that circulated or fabricated the story about Captain Fountain's flight from justice. If these five self-constituted functionaries want to palm themselves off as honest men, and do not wish to stand before the world as insurance hirelings, who were appointed to find and prove fraud against the captain or crew of the bark, let them speak out like men, and not be ashamed to publish their report. Such quibbling and special pleading as saying "they don't advise," "no have intercourse," which clearly shows they are evading the real question, which is: Did not your report in effect state that, from the appearances of the wreck, she was not sunk by or through any barratrous act of her officers or crew? This journal repeats its assertion that you did so report, and dares you to deny the fact.

It admits it was a little severe on D. P. Dobbins to call him an insurance man, and that it would be charitable not to refer to his record as a collector for companies which he represented, which accounts for the statement that he is in no way identified with the insurance "interests," and judging from remarks among insurance men in this city his retirement from insurance circles is likely to be perpetual, and did not take place at his request as facts and figures show.

Gentlemen, you are engaged to collect facts. Out with them, let them harm whom they may, and clear up your own records in this matter.—*Chicago Post and Mail*.

## A Question or Two.

Do the local steamboat inspectors know anything about the hospital boat Comet? Have they inspected her? Is she safe?

Was Mr. Warren, steamboat inspector, a partner of Mr. Jesse Cox's a year or two ago?

Is Mr. Farrar, steamboat inspector, engaged in any other business?

Can Supervising Inspector Ralph answer?

The following is a letter received yesterday:

CHICAGO, Sept. 27.

To the Editor of the Inter-Ocean.]

I would like to make the following inquiry through your paper, knowing that you are interested in seeing things in their right light: Are parties in the employ of the government privileged to engage in the business that they have control of? I understand Mr. Farrar is in business for which he solicits to the detriment of others engaged in the same line. And they say they can get better prices, and that it is useless to bid against them. How is it?

OLD SUBSCRIBER.

## Coal Receipts.

Schr San Diego, Buffalo, Geo. Dakin to H. E. Johnson 1,270 tons hard.  
Schr W. B. Phelps, Port Charlotte, A. G. Yates to D. Boyle, 570 tons hard.  
Schr John Schutte, Erie, W. L. Scott & Co. to Chicago Gas and Coke Company, 600 tons soft.  
Schr Wm. Grundy, Buffalo, Geo. Dakin to Boyle & Sons, 850 tons hard.  
Schr D. E. Bailey, Cleveland, Warner & Bates to E. L. Hedstrom, 1,200 tons soft.  
Schr Mystic Star, Port Charlotte, A. G. Yates to R. Law, 500 tons hard.  
Schr E. A. Kelley, Cleveland, Andrews & Co. to Chicago Gas and Coke Company, 1,270 tons soft.  
Schr J. Phister, Buffalo, E. L. Hedstrom to Kelley & Co., 1,200 tons hard.  
Prop Oscar Townsend, Cleveland, Axuntley to Chicago Gas Light Company, 1,560 tons soft.  
Schr M. S. Bacon, Cleveland, A. Hitchcock to Chicago Gas Light and Coke Company, 1,215 tons soft.  
Schr John Richards, Erie, Burton Bros. to Waldron, N. & Co., 630 tons hard.  
Schr Three Brothers, Buffalo, E. L. Hedstrom to E. L. Hedstrom, 600 tons hard coal.  
Schr M. J. Cummings, Oswego, E. M. Fort to R. Law, 500 tons hard coal.  
Schr Russian, Port Charlotte, A. G. Yates to R. Law, 412 tons hard coal.  
Schr J. P. March, Buffalo, G. R. Wilson to Rodgers & Co., 750 tons hard coal.  
Schr Golden Rule, Buffalo, E. L. Hedstrom & Co. to Rodgers & Co., 750 tons hard coal.  
Schr William Home, Oswego, E. M. Fort to Robert Law, 500 tons hard coal.  
Schr American, Oswego, A. G. Coot to Robert Law, 530 tons hard coal.  
Schr A. L. Andrews, Port Charlotte, A. G. Yates to Robert Law, 500 tons hard coal.  
Schr Annie Vaughn, Erie, Burton & Co. to Reno & Little, 1,375 tons hard coal.  
Schr Christin Nilsson, Buffalo, G. Dakus & Co. to Robert Law, 650 tons hard coal.  
Schr Mediterranean, Erie, Burton Bros. & Co. to Reno & Little, 450 tons hard coal.

## To the Inspectors

Much indignation is very properly being manifested in view of the fact that human life is being constantly risked by the running of old, rotten hulks on the lakes, and these old crafts, which are well known, will be condemned by the public if not by the inspectors, and their owners may finally be convinced that it will be ultimately cheaper to rebuild them or throw them to the fishes, as they are likely to get any quantity of free advertising.—*Detroit News*.

## Ralph's Course.

CHICAGO, Ill., Sept. 28.

To the Editor of the Inter-Ocean.]

Sir: Don't you think that if Ralph did not intend his decision should have a bearing on Brewer's "information suits," as you call them, he would not only have condemned the local inspectors as he did, but also have entirely cleared Brewer? Ralph has been guilty of a little sharp practice, but it won't avail him anything.

TUGMAN.

## Thanks.

CHICAGO, Ill., Sept. 28.

To the Editor of the Inter-Ocean.]

Sir: We thank you heartily for the part you have taken in the Cox-Brewer matter. As you have stated, it is not Brewer's battle you have fought and won, but the battle of every man the steamboat inspectors have to do with. We thank you heartily for the manner in which you have asserted and defended our rights.

TUGGERS.

## The Corona and Messenger.

Our St. Joseph correspondent endeavored to "scoop" the marine reporter and announced in his telegraphic correspondence that the steamer Corona would hereafter make tri-weekly trips. He was in error. The Corona continues her daily trips, while the Messenger will make tri-weekly trips.