NEWS AROUND THE LAKES.

DETROIT.

Special Correspondence to the Marine Record.

David Carter, general manager of the D & C. line, has been quite ill, but is out again, and attending to his work.

The Lake Huron division of the D. & C. line will start running on Friday next, if the Straits open and the lake is fairly clear of ice.

Harbor Master McRae has been transferred to the sanitary squad and Wm. H. O'Neil has been appointed harbor master of Detroit.

The steamer Imperial went down the river on her first trip on Saturday, and on Monday came up from Pelee Island with passengers and freight.

The ferry steamer Victoria, damaged by the City of Detroit, by getting jammed at her dock, has been repaired and is again ready for service. The damages only amounted to some $300.

The steamer Arundel has had very good trade this season so far from Detroit to Port Huron, and the outlook is good for a busy season. General Manager Biel man says his company expect a very brisk trade this year, and there is every favorable indication so far.

In spite of the fact that iron is down, the mine ranges at loggerheads, the railway freight associations trembling and not an ore contract let, the Detroit vessel men are cheerful, and express the opinion that the season is sure to come out all right. "There is no question about the outcome," is the general belief.

Employes of the Northern Steamship Co. have been notified to be at Duluth this week ready to go aboard. No notice of arrival has yet been received by the Northern steamship office here, and it is understood that there is an agreement between line boats to remain in port at Buffalo until April 20. Mr. Hart, agent for the Northern steamship, says he will probably get advices about the 15th of the month.

There has been a rumor current here that Smith, Davis & Co., of Buffalo, for years heavy insurance agents on vessel property, are dropping out, and that some other firm may replace them. No information as to the new firm is obtainable, but it is believed to be either a combination of New York people, or some English company. The local men have been losing business for years, and this spring is seeing greater combinations among great interests, and greater sacrifice of small ones than ever. Smith, Davis & Co. deny that they are giving anything up, claim they are in the marine insurance business to stay.

J. C. Burton, once one of the heaviest marine insurance men in Detroit, has seen the business in its palmiest times, and lived to find this city almost entirely devoid of business of that nature. In fact there is not a living for an agent here any longer, so many men insure their own boats, or represent other companies. In talking over the situation to the Record the captain said: "I once took as high as $45,000 in premiums in one year, but those times are quite gone. Little by little times have changed and business has altered until today there is scarcely any marine insurance business in Detroit, and I never expect to see it again. The little fellows have been crowded out until they find themselves without any business, and the great companies are engaged in fighting one another. Marine insurance in Detroit is a thing of the past."

What will insurance rates be this year? asked the Record of A. A. Parker. "There has been a great deal of fluctuation this spring," he answered. "In the first place the English Lloyds decided to come up to four per cent on first-class business because they had some heavy ocean losses, and set their rate. Then Prime, of Chicago, representing other companies, cut in at three per cent, took some business and then rose on his price. In the meantime some other eastern brokers had begun cutting for their firms, to obtain business, and lastly the Lloyds, finding they were not getting business at their rate, cut to three per cent, and are there now. As it is the rate will be rather higher as a whole, than it was expected to be two weeks ago, and lower than last year. The fact of the matter is, that marine insurance is getting badly demoralized, and no one knows just where he stands at present."

BUFFALO.

Special Correspondence to the Marine Record.

Manager Harry Richardson, of the Frank Gilchrist fleet, reports considerable work done on the boats this winter. The Viking has received new floors and the S. C. Hall decks and deck frames. The barge Nellie Mason has been given new deck, rail, stanchions, and other changes and repairs. The Viking and Hall are at Chicago and the Mason is at Alpena.

The schooner British Lion, which has been converted into a lighter, will be ready for any emergency during the coming season. She is intended to be used for general lightering and wrecking purposes. The lighter will be supplied with a boom capable of lifting 15 tons and with hoisting engine, buckets, etc. The British Lion was built in 1883 at Pike Creek, Ont., measuring 85 feet keel, 25 feet beam, and 7 feet depth of hold. The lighter is owned by F. H. Maytham, of this city, and an effort will be made to get her an American register.

Capt. Thomas Wilson has chartered the steamers C. Tower, Jr., and Olympia to the Great Lakes Steamship Co., of which John Gordon is manager. They will trade between Buffalo and Lake Michigan ports. The terms of the charter were not named. Mr. Gordon now has four good steamers in the Globe. J. W. Moore and the Wilson boats. A few coal cargoes are offered for Lake Michigan and the head of Lake Superior at 30 cents, but otherwise the market shows no life. Owners who were forced to carry some ore over from last season are now shaking hands with themselves.

Manager Drake, of the Lackawanna line, has announced the list of vessels that will be engaged in the Lackawanna line this season. Besides the company's regular steamers—the Scranton, Lackawanna, and Russia—the fleet will include the steamers Arthur Orr, Wyoming, Florida, Chili and George J. Gould. Although not officially announced, it is said that the vessels will be commanded as follows, the majority of the captains having been sworn in: Steamer Scranton, Capt. J. H. Green; steamer Lackawanna, Capt. F. Weinheimer; steamer Russia, Capt. J. D. Greene; steamer Chili, Capt. James Gibson; steamer Florida, Capt. H. Murphy; steamer Arthur Orr, Capt. John Massey; steamer G. J. Gould, Capt. W. M. Cottrell; steamer Wyoming, captain uncertain, but James Connors was mentioned.

Armour is interested in the huge 2,500,000 bushel steel grain elevator which is to be built here by the Great Northern Railway. In fact, it will not be directly built by the Great Northern Railway, but jointly by Armour and Hill. The Armour people will operate it. Its steel construction and its division into thirty separate bins will obviate any necessity of carrying fire insurance. The construction is by Robinson, who has built all the Armour houses of late. This house will give Armour a great advantage over other shippers via the Buffalo route. The other warehouses are poor affairs compared with anything considered modern in these days. They are all in a pool and have heretofore collected more toll than western shippers have wanted to pay. Consequently there has been considerable dissatisfaction during the past few seasons.

CHICAGO.

Special Correspondence to the Marine Record.

Capt. Howard L. Shaw was in the city Tuesday.

Capt. James W. Millen and A. A. Parker, of Detroit, were in Chicago on Tuesday.

H. W. Cook & Co. chartered the schooner Lake Forest for clipped oats to Port Huron.

The Dunham Towing Co. towed the schooner Cora A. to Armour's A elevator to load wheat.

The United States revenue cutter Calumet has gone to South Chicago to be fitted out and painted.

Capt. F. A. Fick, of the steamer Fedora, stopped off at Chicago on Tuesday on his way to Duluth to join his steamer.

The schooner R. Kanters arrived Saturday evening from Frankfort with slabs, having completed her first round trip this season.

The customs office at Rush street bridge was opened for the coming season's business by Deputy Collector James Nash on April 1st.

The Graham & Morton Transportation Co.'s steamer City of Louisville, Capt. Chas. McIntosh, arrived here Tuesday morning from St. Joseph with nearly 100 passengers and a large quantity of merchandise.

The Holland & Chicago Transportation Co.'s steamer City of Holland, Capt. George W. Pardee, arrived here from Holland Friday morning on her first trip this season. She brought over a number of passengers and considerable merchandise.

Capt. A. L. Fitch, formerly of the firm of C. W. Elphicke & Co., has opened a vessel and insurance agency here at 12 Sherman street, room D. He has chartered the schooners Cora A. and Oak Leaf for wheat to Milwaukee at 1 cent per bushel.

The Goodrich Trans. Co.'s steamer Indiana was in Burger & Burger's dry dock at Manitowoc and had her wheel fastened. The company's steamer Sheboygan, went out of Burger's dry dock Saturday afternoon, after receiving a thorough rebuild.

The Graham & Morton Transportation Co. have chartered the steamer Frank Woods to take the place of the steamer City of Duluth to run between St. Joseph and Milwaukee. The steamer City of Duluth will be at once fitted out by her owners, the L. M. & L. S. Trans. Co., to run on her usual route between Chicago and Duluth.

Higgie & Co., vessel agents, chartered the steamer J. D. Marshall for dry maple lumber, Traverse City to Chicago at 12 shillings per M. feet; steamer Colin Campbell for pine lumber, Manistique to Chicago at 10 shillings per M. feet; schooner Elgin for dry maple lumber, East Jordan to Chicago at $1 per M. feet; schooner Oak Leaf for dry hemlock lumber, Manistee to Sandusky at $1.50 per M. feet.

The wooden steamer City of Berlin cleared Wednesday for Port Huron with a cargo of coals. The captain announced that he expected to get away early Thursday morning. The Berlin will be the first of the fleet which has loaded grain during the winter to get away. As a general rule owners are disposed to put off starting to the last day which shippers will allow on cargoes. Engineers of many steamers have not yet gone to work in fitting out.

A. P. Bigelow, general western freight agent of the Baltimore & Ohio at this port, will have full charge of the freight traffic of the new line, while the general manager of the steamer line will be P. H. Fleming, who was the first Chicago agent of the Lehigh Valley line. P. J. Klein will be freight representative at the docks in Milwaukee, and the regular freight agent of the railroad at Milwaukee, C. H. Ross, will continue to look after local business at the up-town office.

Judge Grosscup has directed that an admiralty judgment be entered against the fireboat Yosemite for $6,000. The judgment grew out of the sinking of the propeller City of Berlin in the Chicago River, near the Lake street bridge, in the winter of 1894. The Yosemite was on its way to a fire and the City of Berlin was in winter quarters. The local registered the libel filed by the Thompson Navigation Co., owners of the boat, on the ground that the city was not responsible for any damages that occurred from the operations of the fire department. Judge Grosscup said that at common law and by several decisions the city is not liable, but under maritime laws he held that the craft itself is always liable for the damages it causes to the value of itself.

Local yachting circles heard with regret of the probable purchase of the Vencedor by New York yachtsmen, and are aggrieved at the thought of losing so attractive a boat. Should the New York deal be closed, a challenge through the Lincoln Park Yacht Club will be at once issued by the Berriman brothers to the Royal Canadian Yacht Club for the championship won by the latter last August on Lake Erie. As ten months' notice is required, there is no prospect of a race this summer, but the challenge will be made at once, so that ample time will be given for the construction of the new boat which is contemplated and for her completion several months before the race takes place. In the event of the Vencedor remaining here, there is little doubt that a new boat will be built, in which case the two will be of much assistance to each other in practice for the big event.

MILWAUKEE.

Special Correspondence to the Marine Record.

This port has advertised for bids on the dredging which is to be done in the rivers this summer. Proposals will be opened by the board of public works Thursday, April 8. It is expected that the new revenue cutter Gresham will draw fifteen feet of water and room is to be made for the government boat north of Buffalo street bridge, where the Johnson lies. As usual, this summer the board of public works expects to maintain 16½ feet of water in the harbor. City Engineer Benzenberg is of the opinion that a foot more of depth should be maintained so that the big boats with deeper draught could come in here.

A complaint was also received from the North Side Coal Co., as follows: "Owing to the fact that the high water of the past week washed out part of the driveway between Humboldt avenue and the dam, a great deal of ground was deposited alongside our dock, so that we only have a few feet of water. We were obliged to pay $300 extra freight last year because large boats could not take a full cargo on account of low draught of water. As navigation will open in a few weeks, we urgently request you to have a strong dredge at our premises as soon as possible. Dredge used last year was not strong enough as the bottom of the river is very hard."

CLEVELAND.

Special Correspondence to the Marine Record.

The new revenue cutter Walter Q. Gresham, docked in the Cleveland Dry Dock for bottom painting.

Capt. J. B. Watts, of Detroit, has been appointed master of the steamer Britton in place of Capt. Stratton, who will take the McWilliams.

The steamer William Edwards was docked this week in the Ship Owners' Dry Dock for repairs to stern bearings, calking and minor repairs.

F. C. Collins, for several years with M. A. Hanna & Co., has accepted a position with Mr. Mills in the office of the Carnegie Steel Co.

The Rube Richards and the May Richards are loaded with coal for Escanaba, the charters having been made at 30 cents. They will remain in port awaiting the opening of the Straits.

The contract between the Treasury Department and the Globe Iron Works Co., for the construction of the two new revenue cutters, is executed. The company is required to give a bond of $65,000 on each vessel.

Capt. F. A. Dority, who has sailed Shenango No. 2 since the ferry line was inaugurated on Lake Erie, has resigned his position and engaged with the F. & P. M. Co., which runs a line of boats between Ludington and Manitowoc.

Captain Jones, of the Floating Bethel, is keeping to his usual hustling for the amelioration of the poor and distressed. I ran against him on Tuesday afternoon when he was hurrying off to preach a funeral sermon over the body of an outcast and he seems to keep up to this gait all the time.

The C. & B. Line opened the season on Tuesday night, making a successful trip to Buffalo in nearly the usual time. The City of Buffalo will leave this port Tuesday, Thursday and Saturday, commencing Saturday, May 1, daily trips, except Sunday, will be made, and the steamer State of Ohio will be put on the route. On and after Sunday, May 30, Sunday trips will be included.

The many friends of Mr. John F. Pankhurst, general