



VOL. VI. NO. 52.

CLEVELAND, O. DECEMBER 25, 1884.

25.00 PER ANNUM  
SINGLE COPIES 5 CENTS

**AROUND THE LAKES.**

Mr. J. C. Gilchrist, of Vermillion, was in the city on Tuesday on business.

Mr. E. D. Doyler, shipbroker, of Toledo, has accepted an appointment as master of the steamer Cumberland for next season. Captain Morley has always been a successful steamboat man, and Mr. Winslow has, in this instance made a good appointment.

It will be remembered that Captain H. Henderson was married twenty-eight years ago. It is said that the first child, a boy, born last Saturday, threatened to kick the captain out of the house. Considering all the facts the boy must be about twenty-eight years old.

The schooner Queen City, lying at the Otis Mill docks, is getting new decks and new hatch coverings, new quickwork in both quarters, calking and minor repairs.

The schooner C. H. Johnson is also getting new hatch coverings, some calking and other necessary repairs. Mr. William Miller is doing the work on both vessels.

The steamer Schooner, Captain F. O. Burrows, which has the honor of being the last arrival at this port this season, has made sixty-one round trips between here and the island, transporting 30,000 tons of stone for the Cleveland rolling mill Co. The Schooner has during the season received about \$1,000 in repairs consisting of new rail, upper plankstern, stanchions and bulwarks, and during the winter she will get some new keelsons, all of which will put her in very good condition.

The schooner St. Lawrence, Captain Do-ville, owner and master, now laid up at Ogdenburg, will receive quite extensive repairs during the winter at the marine gal- way and shipyard of George Hall. The repairs will consist of new floor ceiling, part new main and siter keelsons and any other work found necessary, all of which will involve an expense of \$1,500 to \$1,800, which, as the frames and other vital points about the schooner are sound, should not fail to raise the rate of the vessel to straight A1.

Captain John Bowman, formerly of this city, died at Rochester, last week, at the age of 61 years. Captain Bowman was well and favorably known by many of the lake men of this port for many years, and it is with regret that we chronicle his death. In 1850 he sailed the old schooner Amazon for M. B. Scott, of this city, and for a number of years the brig Isabella, owned by the same party. In 1856 he brought out the schooner Milwaukee for Captain F. Perew, of Buffalo, after which he sailed to C. J. Wells until 1880, when he retired from the lakes and went into business at Lehiabala.

The eighth annual ball of the Cleve-land tugmen, which took place at the ar-tery on Monday evening was a grand suc-cess in every respect and has not been sur-passed by any party this season. And we would be glad to say for the two-fold rea-son that it was devoted to a charitable pur-pose, that of the relief of the family of Frank Perry, who lost his life in the explosion of the tug Peter Smith, and of the encourage-ment of these generous men, who make it a duty to assist their unfortunate comrades. These were the officers, A. J. Moffatt,

president; Wm. Robertson, vice president; Wm. Young, secretary; Wm. Dwyer, treas-urer; M. Flannigan, assistant treasurer. It will be seen that it could not be other than a successful party.

The Cleveland life savers, who were con-cerned in the rescue of the schooner John-son, ashore at this port last fall, will receive gold medals. This should also include Volunteer N. Tovar.

There can be no better evidence of the esteem in which Captain D. P. Dobbins is held by the officers of the life saving crews under his jurisdiction than their recent action, while at Buffalo, in the presentation to Mr. Dobbins of a fine, gold-headed, ebony cane. The discipline of the life savers is as nearly perfect as it can be made. The system is probably the most generous measure the government has ever adopted in the interest of navigation, and we do not hesitate to say that Captain Dobbins, in his administration of this district, has won the confidence of all men interested, therefore this noted demonstration of the masters of the several stations but reflects the esteem in which he is held. It will be remembered that Super-intendant Dobbins has conceived and per-fected one of the most valuable boats for life saving purposes that has come before the government for test and which has proved entirely satisfactory. Mr. Dobbins has never asked for royalty or reward of any kind for his invention, although it has been generally adopted by the government. In fact, on the presentation of his models in completed form he anticipated the govern-ment's just appreciation of merit by declin-ing to receive any payment for his work. It will be the part of wisdom not to lose such merit to the service.

**BUFFALO.**

The schooner Proctor, at Charlotte with a cargo of petroleum and coal, will run over to Frigate Out, if the weather will permit.

Coal shippers here are talking up the formation of a combination and the appoint-ment of an agent who will be the only man authorized to charter vessels for them. The move is aimed at the brokers, whom ship-pers claim kept rates higher than they should have been during the past season.

The schooner Jamaica is laid up at Clay-ton.

The D. G. Fort, St. Lawrence, O. M. Bond and Kate Kelley are laid up at Ogdenburg.

The body of Captain Robert L. Byers was found in Buffalo harbor on the 17th. An ex-amination showed that his throat was cut. He had been suffering for some time previous to his disappearance two weeks ago, from aberration of mind and the theory of his death is that he committed suicide. Captain Byers resided in Buffalo nearly all his life, and had quite an interesting history. From his early manhood he had been connected with navigation. During the war he had charge of a dispatch and supply boat, run-ning from Fortress Monroe to various south-ern ports, and on one occasion was wounded by a shot from a confederate war vessel. After the war he returned to Buffalo, and served as captain of various tugs in the har-bor. As we said last week he was well known among vessel men and greatly esteemed.

**KENOSHA.**

The schooner Morning Star, Captain A. M. Elliott arrived to lay up.

The schooner M. L. Higgle has gone into winter quarters above the guard gate of the canal. Captain Sam Ashmun is ship keeper,

**CHICAGO.**

*Special to the Marine Record.*

At Miller Brothers' drydocks J. S. Dun-ham's wrecking tug T. T. Morford is in dry-dock getting a new wheel, her old wheel having bursted in consequence of the water having become frozen in the chamber of the hub of the wheel when she was in dock last week getting her stern bearing fixed. The tug McCormick is having her rudder and stern bearing fixed and her bottom scraped. The steambarge Chauncey Hurbut has been receiving considerable repairs.

The steambarge A. R. Colborne will go out of Miller Brothers' drydock this week. She has received a thorough overhauling and refastening and a new wheel and stern-bearing. Captain Brittain will take her over to Saugatuck to lay up if the weather will permit.

At the Chicago Drydock Company's yard the schooner Metropolis is in drydock get-ting new keelsons and refastening and some calking, the steambarge New York is in for a thorough rebuild, tug Brothers is also in for a thorough rebuild, and the schooners Resumption and Ford River are to have new decks.

The Chicago Drydock Company will hold their annual meeting the second Thursday in January for the purpose of electing officers and transacting other important busi-ness.

The steambarge M. F. Batters, lumber laden, went up the river to her dock Mon-day morning. She arrived in the harbor last Friday, but was unable to get up the river before in consequence of the ice. It would be wise to make this her last trip for the season.

The tug Monitor, of the Gillman line, was laid up Saturday. She had been towing Fitzsimmons & O'Connell's dredges around, but the ice has got so thick in the river that it was considered dangerous to continue longer.

The ice in the river at this port is nearly five inches in thickness.

The schooner J. B. Merrill was towed by the tugs Carpenter and Mosher to the Indi-ana elevator on Saturday, where she will load wheat at 4 1/2 cents for strage and freight.

Captain E. Comerford appeared before Commissioner Hoyne last Thursday to an-swer to the charge brought against him by a woman cook, who asserted that the cap-tain struck her and used bad language toward her on board the F. L. Danforth on her last voyage up from Buffalo. The evi-dence of the woman, and of a man who was one of the crew, and who asserted that he saw the assault committed, was so very con-tradictory that the case was dismissed.

The steamer Lucille, Captain S. Jones, makes daily trips from the distillery at the North Branch out into the lake. She is a splendid ice breaker.

The only arrivals at this port since our last issue were the Goodrich steamer City of Ludington with salt from Manatee; the steambarge Marshall F. Batters with lum-ber from Ludington and the George W. Naghtin with lumber from Manatee.

The Goodrich Transportation Company are running the steamer Depare, Captain Sither, between this port and Ahnapee, call-ing at way ports, and the steamer City of Ludington, Captain Gillman, between Mil-waukee and Manatee. Both boats will

make two trips weekly, or as the weather will permit, during the winter.

The schooner George W. Naghtin, Cap-tain G. Naghtin, arrived Tuesday morning about 9 a. m. She left Manatee in tow of the tug C. Williams, of the Canfield Tug Line, Sunday. When about ten miles north of Port Washington they encountered a heavy gale and the tug was compelled to let her go about 8 a. m. on Monday, and the schooner came along alone. The captain reports that the schooner came through a lot of heavy ice, from below Racine. Her bow and sides forward are as bare of paint, from contact with the ice, as though they had been scraped. She will lay up here.

**FRANKFORT.**

*Special to the Marine Record.*

Point Botay light closed on the 7th of De-cember, and Frankfort pierhead light on the 14th.

Marine items from Frankfort will be scarce during the winter months, and it will probably be spring time before regular news will flow in again. However, if anything of note occurs the readers of the Record will know it.

Tugs Hall and Sleyfield have steam up, but will lay up in a few days.

Conford and Weston are running between Frankfort and Manatee.

Conford & Gordon have built a pier at South Mantion Island during the past sum-mer and will build another this winter. They will engage extensively in shipping gravel to Chicago.

**C. B.**

**AMHERSTBURG.**

The Bar Point lightship was taken to Walkerville by the International on Friday night last, where she will be thoroughly overhauled during the winter. We are sorry to see the lightship taken away from here to have the work done, as it would have been a splendid chance to have given our mechanics, out of work, employment. We understand that Captain F. B. Hackett in-tends having the Colchester Reef lightship rebuilt here, and the two together would have given a good winter's work. C. F. Dumbur will also overhaul his dredge and drill here.

**WISCONSIN.**

The old pile driver, belonging to Detroit parties, has sunk near the ferry landing. This should be removed at once as it may cause trouble if allowed to lie there any longer.

It is said the tug Bob Hackett will be sold at Marshall's sale in a few days.

On Thursday night Richard Hutcheson, of Detroit, was walking from the ferry wharf onto the boat in Windsor when he slipped and fell. His leg got under the gang plank in some manner and was wrenched so violently that it was broken below the knee. He was taken to the Michigan College of Medicine in the ambulance.

**KINROSS.**

Captain Pierce will build two boats for the Rathbun Co. at Deseronto this winter. One will be a sloopgoualer.

The steamer City of Kingston, which has been purchased by C. Chamberlain, of Toronto, will be put in the drydock here and undergo repairs during the winter.

The steambarge Resolute while on her way up the river last Thursday morning ran ashore near Oak Point, about eight miles from here, and opposite St. John's Island. She released herself without damage, and arrived here light at 11 a. m.