

WENT ASHORE IN A STORM.

The Revenue Cutter Gallatin Wrecked Through a Pilot's Mistake.

SALEM, MASS., January 6.—The revenue cutter Gallatin was wrecked here to-day and one life lost. The Gallatin left Portsmouth, N. H., at 6:20 a. m., bound for Provincetown. Shortly after she gained the sea a heavy snowstorm set in, with a south-east gale which rapidly increased. She passed Cape Ann light at 8:30 and Capt. Gabriel went to sleep, leaving Executive Officer Dimmock in charge with orders to call him if anything occurred. At 9:50, when the vessel was twelve miles south of Cape Ann, the captain was called and shaped the course for Eastern Point, the ship making twelve knots under steam and mainsail, foretopsail and jib. The gale so increased that sail was ordered in, when the lookout sighted an island almost dead ahead at a distance of one and one-fourth miles. The pilot stated positively it was Kettle Island, so the vessel stopped and backed and headed southeast to clear it. The pilot was mistaken. It was Salt Island, and fifteen minutes later, while the captain was below consulting his chart, the vessel ran high upon Boo Hoo ledge. All hands rushed on deck to find the ship on her beam ends in momentary danger of turning completely over. The order to clear away the boats was given without a moment's delay, in the act of which Carpenter Jacob Jacobson, a Russian Finn, was struck by a falling funnel, knocked overboard and drowned. No one saved anything. After nearly an hour's battling, two boats being capsized, the crew, thirty-six in all, gained the shore. They were at once taken to the Manchester House, where they remained until 5 o'clock, when they left for Boston.

The ship struck at 10:10 a. m. and is a total wreck, having gone to pieces. She was a second class screw 220 tons propeller, built in Buffalo in 1871, for service on the lakes. Her officers were Capt. Eric Gabrielson, Second Lieutenant and Executive Officer F. H. Dimmock, Third Lieut. A. R. Hassen, Engineer A. L. Churchill, and Pilot H. E. Worcester.

Another ice-crusher similar to the St. Ignace will be built to help keep the Straits of Mackinac open.

COMPENSATION OF LIFE-SAVERS.

Representative Weadock has received petitions from the Detroit Common Council and the Cleveland Board of Trade in favor of his bill to increase the compensation of keepers of life-saving stations and surfmen.

Law C. Fyfe, of St. Joseph, and Mr. Morton, of the Goodrich & Morton Transportation line, are here looking after the desired appropriation for St. Joseph harbor.

THE E. M. B. A.

The Vessel Masters' Association Elects Officers for One Year.

The Detroit branch of the Excelsior Marine Benevolent Association held its annual meeting Tuesday afternoon and elected the following officers: President, Capt. George McCullough (re-elected); first vice-president, Capt. Robert Stewart (last year second vice); second vice-president, Capt. M. W. Humphrey; secretary, Capt. Walter Campbell (re-elected); treasurer, Capt. John Edwards (re-elected). The financial committee holds over for another term.

The Detroit branch is now one year old. The utmost good feeling prevails, and with a comfortable sum in the treasury it may fairly be said to be in a prosperous condition. Meetings are at present being held in the Cowie building, but new quarters are being looked up and the members will undoubtedly soon hold meetings in their own hall. The officers will be installed on Saturday evening next, with appropriate observance.

The association is composed solely of masters of lake vessels.

THE COURT RECORD.

United States District.

BEFORE JUDGE SEVERENS.

Frank Lanhoff et al. vs. tug J. W. Bennett; hearing in progress.



THEIR WINTER RESORT.

A Sketch of the Handsome Club Rooms of the Captains' Association.

The Excelsior Marine Benevolent Association has added the compound word "Ship-masters" to the front of its old name and will hereafter be recognized by that title. The local lodge made a wise move when it established the handsome club rooms in the City Railway block, foot of Woodward avenue. They are reached by an elevator, which lands its passengers in a large hall and cloak-room. To the right of this hall are neat reception rooms, and a passageway leads from them into a large lodge room. To the left of the hallway is the billiard and card room. Here is a combination billiard and pool table and several card tables, as well as chess, checkers, backgammon, etc. The rooms are elegantly furnished with Queen Anne tables, chairs, a bookcase, etc., and the walls are covered with engravings. The lodge room is fully equipped, and has room in plenty for the accommodation of the entire membership at once.

The association is wise in this, that the possession and occupation of these club rooms gives to its members individually and as a body a standing they have never before enjoyed. They serve to not only cement the members together and hold them together best. They attract visitors who would otherwise remain apart from the lodge. The captains now have a clean, pleasant place of resort, where they can mingle and enjoy each other's society. The sale and use of all intoxicating drinks in the rooms is absolutely forbidden, and gentlemanly behavior is required of every one, be he visitor or member. A member said yesterday: "A man can come here and play cards with his friends, and go out with as much money as he took in." Inquiry brought out the fact that gambling and betting are likewise prohibited.

Among the vessel owners belonging to the association is President Campbell, of the ferry company, who is the secretary; Capt. E. M. Peck, William Livingstone, Jr., Capt. Joe Nicholson and others. The association now has over 120 members.

WINDSOR.

The owners of the steamer Telegram have decided to run her this season on the Pelee Island and Windsor line.

ANNUAL REPORTS.

The Percheron Steam Navigation Company—Capital stock paid in, \$175,000; no real estate; personal estate, \$181,727; debts, \$1,983.

The Michigan Navigation Company—Capital stock, \$175,000; paid in, \$151,225; no real estate; personal estate, \$183,931; debts, \$19,500.

Roby Transportation Company—Capital stock, \$100,000; no debts.

Meeting of Shipmasters.

The Shipmasters' Excelsior Marine Benevolent Association held a meeting at their hall, 12 Woodward avenue, yesterday afternoon, to receive and entertain the national grand president of the order, Capt. Alex. Clark, of Buffalo, and Capt. W. A. Collier, of Cleveland, grand financial secretary. These officers of the national body were on their way home from Toledo where, on Wednesday evening, they instituted a new lodge of the order, with about thirty charter members. The order is founded for the purpose of sociability and to elevate the character of its members. Its benevolence extends to visiting the sick, burying the dead, and the near relatives of each deceased member receive \$1,000. The lodge in Detroit has about 130 members and is less than one year old. Capt. Geo. B. McCullough is president. There are nine lodges in the United States. The next annual meeting will be held in Port Huron next January. The grand officers were appropriately entertained and departed for home last evening.

THE COURT RECORD.

United States District.

BEFORE JUDGE SWAN.

The Erie & Western Transportation Company vs. the propeller New York; collision; in progress. The United States grand jury reports forty-two indictments.

UNITED STATES ENGINEER OFFICE, DULUTH, Minn.—Application has been made to the Secretary of War by the municipal authorities of the City of Duluth, Minn., for permission to bridge the canal at the entrance to the harbor at that place, and a public meeting to consider such arguments as may be advanced for and against granting the permission sought, will be held at the United States Engineer Office, 34 West Congress st., Detroit, Mich., beginning at 10 a. m. March 21, 1892. All persons interested are invited to be present, and an opportunity will be given to all who desire to be heard. It is requested that arguments be reduced to writing and presented in duplicate, either in person or by mail. W. L. FISK, captain, corps of engineers.

DETROIT VESSELMEN.

They Met Yesterday and Organized an Association.

A meeting of vessel-owners to organize a new association was held in the lodge room of the Shipmasters' Benevolent Association rooms yesterday afternoon. The organization known as the Detroit Vessel-Owners' Association has been of little use during the last two years, and the more prominent owners decided on the present step. An organization was effected to be known as the Michigan Vessel-Owners' Association, the object being to give it greater strength by taking all owners in the state. Any person who is owner or part owner in a vessel, or who is the authorized representative of any owner, may become a member. The yearly dues are one cent per net registered ton represented. The following officers were elected: President, Capt. Eber Ward; vice-president, Capt. E. M. Peck; secretary and treasurer, W. A. Livingstone; board of directors, David Carter, A. A. Parker, William Livingstone, Jr., James H. Candler, Robert T. Gray.

A resolution offered by Mr. Carter that the Common Council be petitioned to provide the city with a fire boat was adopted, there being but one dissenting vote.

The resolution to send delegates to Washington to work against the passage of the objectionable Frye bills Nos. 2355 and 1755, passed by the Detroit association, was supported.

Just what will become of the Detroit association is unknown. It may die a natural death.

CUTTING THE ESTIMATES.

The Committee on Fire Limits Favor a Fire Boat.

The pruning knife was freely applied yesterday morning by the committee on fire limits to the estimates of the Fire Commissioners, although the items for a fire boat and water tower were allowed to stand. Commissioner Fred T. Moran appeared before the committee to explain the needs of the department for the ensuing fiscal year. After a full discussion of the different items asked for, the committee decided to restore one which they had heretofore decided to cut out for a new truck and ladders for Company No. 1. Commissioner Moran argued that new apparatus for the company was extremely necessary. It was also decided to allow a supplemental estimate for a truck and chemical company to be located at the corner of Dix and Vinewood avenues, for which an appropriation for a lot was made last year. The amount to be required for this purpose is \$21,417 15.

The government will be asked to make an appropriation towards making further repairs to the Kingsville harbor.

The Petoskey Stuck Again.

St. Joseph, Mich., March 12.—(Special.)—Early this morning the steamer Petoskey steamed away from her dock to get out of the harbor and go to Milwaukee. She succeeded in getting through the ice which has before baffled her and reached a strip of clear water half a mile wide. She steamed across that and encountered a large ice floe which the captain expected to get through, but after working all day she is now stuck. Tugs will be sent out in the morning and it is thought with this aid they can release her and break the ice so that she can get through. For two months she has been imprisoned in this harbor and although she made several attempts to clear, this is the farthest she has gone.

Col. Herman Kalman, assistant United States engineer in Gen. Poe's office, was stricken with paralysis of the vocal chords and rendered speechless while riding on a Brush street car in company with City Engineer Ludden last Friday night. The colonel, who is 72 years of age, has an iron constitution and he is rapidly recovering. He is able to speak again.

Capt. Ruelle reports the Detroit river clear of ice from lake to lake. He went down to Grosse Isle yesterday on the tug C. A. Lorman with a new dipper for the dredge at work at the limekiln crossing.

United States District Court.

BEFORE JUDGE SWAN.

Walter H. Oades etc., vs. yacht Cora; proclamation of default and order of reference. The United States vs. Frank Allen; jury trial in progress.

MEETINGS.

Shipmasters' Association—There will be a special meeting at their room, No. 12 Woodward avenue, Wednesday evening at 8 o'clock. The new pilot rules will be explained by John Shaw, Esq., attorney-at-law. You are earnestly requested to be present. All lake pilots and others interested are invited.
CHAS. L. WILSON, President.

The lighthouse board has decided to award to the Marx Valley Boiler Co., of Dayton, O., a contract for furnishing ten fog signal boilers, the amount of contract being \$4,730. By the use of these boilers fog signals can be made ready for use in half an hour, while heretofore an hour has been required. The new boilers will be placed in stations along the shores of Lake Michigan.

In the Supreme Court at Ottawa yesterday the appeal in the case of the French River Tug Co. vs. Kerr was dismissed.

OFFICE OF LIGHTHOUSE INSPECTOR, Eleventh District, Detroit, Mich., March 12, 1895.—Proposals will be received at this office until 12 M., on Monday, the first day of April, 1895, for furnishing supplies for the Eleventh Lighthouse District. The supplies needed consist of three lots, embracing respectively, mixed paints, oils, etc., hardware, tools, nails, hose, etc., and window glass. Contracts will be awarded on entire lots. Forms of proposal and specifications, showing what is required, can be had or seen by applying to this office. The right is reserved to reject any or all bids, and to waive any defects. Also to increase or diminish, during the fiscal year, 1896, the quantities of any item or article named in the specifications. A clause to that effect will be inserted in the contract. W. W. MEAD, Commander, U. S. N., Lighthouse Inspector.

OFFICE OF LIGHTHOUSE INSPECTOR, Eleventh District, Detroit, Mich., March 12, 1895.—Proposals will be received at this office until 12 M., on Monday, the first day of April, 1895, for furnishing and delivering fuel for vessels and stations in this district for fiscal year ending June 30, 1896. Forms of proposals and printed specifications, giving full particulars as to the kinds of fuel required, the quantity and quality, and the terms of delivery and payment, can be obtained at this office. The United States reserves the right to increase or diminish, during the fiscal year, the quantities of any item or article named in the specifications, and a clause to that effect will be inserted in the contract; and the right to reject any or all bids and to waive defects therein is also reserved. W. W. MEAD, Commander U. S. N., Inspector Eleventh Lighthouse District.

OFFICE OF ENGINEER, Ninth and Eleventh Districts, Detroit, Mich., March 9, 1895 Sealed Proposals will be received at this office until 3 o'clock p. m., of Thursday, the 28th day of March, 1895, for furnishing the material required for making alterations and additions to the keeper's dwelling at Twin River Point Light Station, Wis. The material consists of six lots, namely: Stone, cement, rough and dressed lumber, factory work, hardware and paints, oils, etc., all of which are enumerated in the specifications attached to the form of bid, which may be obtained on application to this office. Bids will be received for one or more lots. The right is reserved to reject any or all bids, and to waive any defects. M. B. ADAMS, Major, Corps of Engineers, U. S. A., Lighthouse Engineer.

OFFICE OF LIGHTHOUSE INSPECTOR, Eleventh District, Detroit, Mich., March 12, 1895.—Proposals will be received at this office until 12 M., on Monday, the first day of April, 1895, for furnishing and delivering provisions for vessels and light stations in this district. Forms of proposals and printed instructions giving full particulars as to the articles required, and the terms of delivery and payment, can be obtained at this office. The right is reserved to reject the whole or part of any or all bids, and to waive any defects; also to increase or diminish during the fiscal year, 1896, the quantities of any item or article named in the specifications. A clause to that effect will be inserted in the contract. W. W. MEAD, Commander U. S. N., Lighthouse Inspector.

OFFICE OF LIGHTHOUSE INSPECTOR, Eleventh District, Detroit, Mich., March 12, 1895.—Proposals will be received at this office until 12 M., on Monday, the first day of April, 1895, for maintaining all the buoys now in use in the St. Mary's River, Michigan, including the Hay Lake Channel, and such others as may be authorized, for one year, from the first day of July next. Forms of proposals and printed specifications, showing what is required, can be had by applying to this office. The right is reserved to reject any or all bids, and to waive any defects. W. W. MEAD, Commander U. S. N., Lighthouse Inspector.

SENT OUT BY MISTAKE

SECRETARY SMITH RECALLS AN ALLEGED DECISION.

IT REFERRED TO MINERAL LANDS IN NORTHERN MICHIGAN.

THE OPINION WAS WRITTEN, BUT NOT APPROVED.

Pressure for Places Created by Congressional Legislation.

Washington, March 13.—(From a Staff Correspondent.)—"There is a great deal stronger sentiment in the New York legislature in favor of the scheme recently proposed to connect the Atlantic with the great lakes by means of a ship canal than the railroad corporations which are vigorously fighting the idea would like to have people think," said Hon. Erastus Dillman, of Troy, who is at the Cochran. "When a bill was introduced for the purpose and the cost of the work estimated at a hundred and fifty millions, the suggestion seemed too stupendous for consideration, but the people have got it into their heads that such a canal would be a mighty profitable thing, and one needn't be surprised in the course of the next few years to see such a work actually begun. My, what a country it would be, sure enough, when an ocean freight steamer could discharge her cargo at a dock in Chicago."

Secretary Smith has recalled the decision in the case of Angus Smith vs. the Portage Lake and Lake Superior Canal Co., covering 68,000 acres of iron and copper lands in northern Michigan. It appears that the opinion was written, but not decided or approved by the secretary. It was sent out with a large number of other land decisions by mistake. Secretary Smith said to-day that the appearance of the decision in print was the first knowledge he had that the decision as written by the law clerks had been handed out as an opinion of the secretary.

Secretary Carlisle to-day designated Superintendent of the Coast and Geodetic Survey Duffield, Commissioner of Navigation Chamberlain, Supervising Inspector-General of Steam Vessels Dumont; Naval Secretary of the Lighthouse Board Wilde and Chief of the Revenue Cutter Service Shepard an advisory board to recommend to the secretary of the treasury harbor lines within which inland navigation rules shall hold, and between which the deep sea rules shall hold. This action is taken under an act passed at the late session of congress to remove the uncertainty as to the waters to which the two sets of rules apply, which admiralty courts, for many years, have asked to have removed.

OFFICE OF LIGHTHOUSE BOARD, Washington, D. C., March 11, 1895.—Sealed proposals will be received at this office until 2 o'clock p. m. on Thursday, the 11th day of April, 1895, for furnishing the materials and labor of all kinds necessary for the construction and delivery of one first-class composite light vessel No. 66 for a fixed sum for said vessel delivered. Forms of proposal, plans and specifications, showing what is required, can be had or seen by applying to this office. The right is reserved to reject any or all bids and to waive any defects. **JOHN G. WALKER, Rear-Admiral, U. S. N.,** Chairman.

NOT CONSIDERED FEASIBLE.

The Proposed Canal Between Lake Erie and the Ohio River.

Cleveland, O., March 13.—The navigation committee of the chamber of commerce has rendered its report in regard to the proposed canal between Lake Erie and the Ohio river, and the same has been adopted by the board of directors. The committee is of the opinion that the canal would be of immense commercial value to Cleveland, but is a physical impossibility from an engineering standpoint. The report will be submitted to the members of the chamber next Tuesday evening. Another report submitted to the directors was in reference to the drainage of the great lakes by the Chicago canal. The secretary of war, according to the report, should be asked to look into the matter at once and interfere, if the figures of some of the scientists on the subject are correct.

ICE WAS TOO THICK.

Steamer Petoskey Had to Return to Her Home Port.

St. Joseph, Mich., March 13.—(Special.)—The steamer Petoskey was unsuccessful in breaking through the ice floe, which she ran into Tuesday, and was compelled to lay in the ice all night. During the night the wind shifted, and began to blow off the lake and drove the ice back again, and with it the steamer, so that the boat was between the shore ice and the ice field which blew in during the night. A large force of men were at work all day with saws and axes attempting to cut her way through. They were unable to get the boat into the outer strip of open water, and this evening succeeded in cutting the ice away enough to allow her to turn around and return to port. She is heavily laden with freight for Milwaukee, which will most of it have to be transferred to cars.

EXPLAINED THE RULES.

John C. Shaw Addressed the Shipmasters Last Night.

John C. Shaw explained the new rules in regard to signals, lights and other matters pertaining to navigation on the inland seas to a large audience of mariners, at a meeting of the Shipmasters' Association, at 12 Woodward avenue, last night. Aside from the members, a large number of captains, mates, pilots and engineers, in all more than 200 persons, were present.

The new act contains all the former provisions relative to lake navigation still in force, which heretofore were scattered all over the statutes, and the new amendments recently made. It is published in pamphlet form, but thus far only one copy has reached Detroit, the one used by Mr. Shaw last night, loaned to him by Judge Swan. An inspector of steamboats, who was present, said that he had not yet received a copy, although the new act contains some new rules for inspectors also. As Mr. Shaw proceeded with his explanations he was asked many questions from the audience, which were promptly answered. A desire was expressed by many of the navigators to obtain a copy of the act, and steps will be taken to supply the want.

W. G. Brown, of this city, has just purchased the steamer Caribou, which is to run between Windsor and the Soo as a companion to the Cambria. The boat was bought from Smith & Keighley, of Toronto, and will start on the route about June 1. She used to run in connection with the Canadian Pacific Railroad. Her capacity is 400 tons. She is to be repainted and decorated.