

NEWS AROUND THE LAKES.

BUFFALO, N. Y.

Special Correspondence to The Marine Record.

The Union Dry Dock Co. are lengthening one of their docks to 400 feet, to accommodate the larger types of boats.

Capt. H. B. Nelson will sail the Geo. T. Hope, and Capt. H. A. Jansen the schooner Fitzpatrick next season. Both are reappointments.

It is understood that Capt. E. L. Smith, of the North-ern Queen, will sail the North West next season. Capt. Campau will bring out the North Land.

Capt. Henry Richardson, part owner in the Viking, will command her next season. She is lying at Tonawanda, with her two consorts, the F. J. Tilden, and A. C. Maxwell.

Capt. Fred Rae, who sailed the Elphicke last season, has been assigned by her new owners to the command of the Emily P. Weed. He will be succeeded in the Elphicke by Capt. George N. Trotter, who was in command of the F. W. Wheeler when she was lost near Michigan City, in November, 1893. Last season he was chief mate on large steamers.

Capt. C. H. Gibbs, a well-known lake navigator and former resident of Buffalo, died at Chicopee Falls, Mass., last Friday, aged 64 years. Capt. Gibbs followed the lakes from boyhood up. He sailed on many a vessel in his younger days in various capacities until he became master of the old barka Frank Morell and Francis Palmer. The last boat he sailed was the steamer Arizona of the Anchor Line. About seven or eight years ago he retired from the lake business and went to Massachusetts, where he leaves a widow. Capt. Gibbs had many ups and downs, but always managed to keep his head above water.

CLEVELAND, O.

Special Correspondence to The Marine Record.

Judge Ricka, has appointed Clerk Carleton master commissioner to adjust the claims of the creditors of the steamers Michael Groh and Germania, and the schooners H. C. Sprague, Wyandotte, and William Case, which were recently sold at United States marshal's sale.

The Shipmasters' Association will hold open meetings at their rooms on Wednesday afternoons until the opening of navigation. Ensign Cole, U. S. N., in charge of the branch hydrographic office at this port, or Major Stockman, local forecast official of the Weather Bureau, will deliver an address next Wednesday.

The first annual meeting of the stockholders of the Euclid Beach Park Co. was held this week and the following officers and directors were elected: J. R. Irwin, president, W. R. Ryan, vice president, John Flynn, secretary and treasurer; A. E. Thompson, general manager. Directors, J. R. Irwin, W. R. Ryan, J. B. Burrows, A. E. Thompson, John Flynn, Samuel H. Crowl, and H. B. Gladwick.

I know THE RECORD never enters into politics, but in my rounds I hear a good deal about the Hon. R. C. Parsons being a representative citizen, a man above reproach, and one whom it is the duty of citizens to elect as their mayor; besides he has done good work for the marine interests of the port, and especially the fulfillment of the breakwater project. Is there any better candidate in the field than R. C. Parsons?

The ball given by the marine engineers on Monday night, according to their annual custom, was one of the most enjoyable reunions of the season and was thoroughly appreciated by an excellent attendance. It is safe to say that a finer body of men, when assembled, than the engineers is not to be found in any association at this port and they were all dancers, too. The local branch of the M. E. B. A. certainly "did itself proud" on this occasion.

The annual meeting of the Mitchell Steamship Co. was held at Mentor this week. The former officers and directors were re-elected. They are as follows: Directors, Capt. John Mitchell, Philip Morris, W. F. Sauber, Thomas Fitzpatrick, Capt. Alfred Mitchell, president and general manager, Capt. John Mitchell, vice president, Philip Morris, secretary, W. F. Sauber, treasurer, Capt. Alfred Mitchell.

The Shipmasters' annual ball on Thursday night last showed that the several committees in charge of the arrangements were fully alive to their duties, especially

the supper committee, in which department things went smoother than last year. Capt. Wm. S. Mack, president of the local association, led the grand march with his charming young daughter, Miss Belle, and the commodious Army and Navy Hall was comfortably filled with shipmasters, owners and others connected in various ways with the marine industry of the lakes.

The Cleveland harbor line east of the pier has been changed by order of the Secretary of War so as to allow the Pennsylvania and Lake Shore & Michigan Southern Railroad Companies to improve their property along the shore, and to extend it for a few hundred feet. The officials of neither company will tell yet, but the handling of package freight without always bringing the line boats inside the river, is hinted at. That portion of the harbor line opposite the city park property was changed very little, the line ending at the same point as before, near the Erie street bridge.

MILWAUKEE, WIS.

Special Correspondence to The Marine Record.

Capt. James O. Wood, formerly of the steamer Robert Holland, will command the steamer Walter Vail the coming season.

Capt. John D. Waavig has got through handling "wind-jammers." He has purchased a one-sixth interest in the steamer George C. Markham and will take charge of her on the opening of navigation.

It is again reported that Sturgeon Bay is to be made one of the terminals of the Ann Arbor ferry boats next summer. It is also stated that cabins are to be built the entire length of the two big ferry boats, with stateroom and ample cabins.

Capt. Alex. Leis, of Kenosha, anticipates several weeks of profitable work with his sloop, the Jersey Lily in the spring, when he proposes to go in quest of the flour cargo of the ill-fated steamer Chicora. He figures on securing all the sloop can carry and disposing of the flotsam at Kenosha and Milwaukee.

The Fuller & Rice Lumber & Manufacturing Co. of Grand Rapids, Mich., has closed a contract with Danaber & Melendy Co., of Ludington, for about 2,000 feet of pine and hemlock lumber. It will be shipped to Muskegon by water, and thence taken to Grand Rapids by rail. The Fuller & Rice Lumber Co. will receive about 8,000,000 additional feet of lumber via water and rail route during the season.

Capt. Michael Fitzgerald, of Port Huron, has concluded to retire from active service, and his place master of the steamer Pueblo will be taken by Capt. Duncan Stalker, who has had command of the steamer Omaha for several seasons past. Capt. Stalker's place in the Omaha will be filled by Capt. H. M. Boyce, formerly in the schooner John B. Merrill, and who last season had charge of one of Capt. McDougall's "whale-backs."

A bill has been introduced into the Wisconsin legislature which aims to obviate the difficulties which have been found in taxing vessels. The bill provides that vessels shall be assessed as follows: If under five years of age, at \$8 per registered ton; if between five and ten years old, at \$6 per ton; if ten years old and over, at \$5 per ton. The tax is to be levied at the home port.

DETROIT, MICH.

Special Correspondence to The Marine Record.

Messrs. Stephen B. and Grant Grummond are in Florida. They will return about the middle of March. The Red Star and Star-Cole lines will prorate on river business this year, with C. F. Bielman for traffic manager.

Divers and wreckers are at work trying to raise the steam barge Burlington, sunk at the foot of Columbus street. They expect to have her afloat in a few days. Capt. Hugh Hagan, who has been in command of the big tug Balize for several seasons, has bought into the steamer Majestic, and will sail her next summer, succeeding Capt. James Lawless.

A dispatch from Saginaw announces the death, aged sixty-three years, of Hon. George F. Williams, one of the oldest and most widely known lumbermen of that valley, from Bright's disease. He was a son of Gardner D. Williams, who came to Saginaw in 1827, and who built the first saw mill on the Saginaw River, in 1832. Mr. Williams was the first white child to arrive in Saginaw, and he was for many years the leading lumberman of that section. One of the finest wooden

steamers on the lakes is named in his honor. Messrs. Williams filled the office of Mayor of Saginaw, as well as other city positions.

The death of William N. Burton in this city recently has been the occasion of many a reminiscence among the old-time vessel owners and insurance men. Mr. Burton was the first light-keeper of the South Manitowish light, and these were the days when lights and buoys on the lakes were few and far between. He was one of the first men to engage in the harbor tug business in Chicago. He was also the first inspector for the Columbian Insurance Co., long since defunct, and continued in this business until a few years ago, and was interested in vessel property besides. He was 78 years old.

Messrs. Frank E. Kirby and Gilbert N. McMillan have returned from their European trip, after an absence of over three months. They had taken their periodical trip to England in the interest of the Detroit Dry-dock Co., to inspect the large shipyards, and to study the progress made in the work in that country. They returned to America on the Teutonic, and fear for their safety were entertained for several days. Mr. Kirby says that the building of merchant shipping in England is as dull as in America, but at every big yard there is a man-of-war or two in process of construction. At one yard there is a Japanese man-of-war building ordered before the China-Japanese war broke out, and which cannot be delivered until the trouble is over.

SHIPS ON the Lakes.

WORK PROMPTLY ATTENDED TO. Lights we can do work at night as well as day. Foot of Weddell St., CLEVELAND, O.

Wm. Carr, John Mitchell, G. C. Blair, A. A. Parker, James W. Miller, E. W. Parker. VESSEL AND INSURANCE AGENTS. 2 Sherman St. CHICAGO. Tel. Main 866.

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DULUTH, MINN.

Special Correspondence to The Marine Record.

The annual statistical number of the Mississippi Valley Lumberman contains several pages devoted to the lumber interests at the head of the lakes. The article covers the development of the industry from the time when August Zachan paid men \$3 and \$4 per day to manufacture boards by hand for the old Nicollet Hotel in Superior, which burned three years ago, just in time to prevent its falling to pieces from decay.

Heavy trains composed exclusively of coal cars are leaving for the interior and it is estimated that the daily shipments from the head of the lakes are about 11,000 tons, or 600 car loads. There has been much speculation as to whether the supply of coal would show heavy stocks of coal on hand at the opening of navigation. During the past fortnight the prospect for a big surplus have rapidly diminished with the disappearance of the stocks. Already there is a certainty that most of the companies will clean up their docks this spring and one of these is the Ohio Coal Co. A large amount of Superior's coal tonnage is going into the territory known as competitive territory—that is, to points east and west of St. Paul and Minneapolis, where there are practically the same as those from Chicago.

The name of the new steamer which is being built by the Chicago Ship Building Co., for A. B. Wolf and others, of this port, is to be the Zenith City and owned and operated by the Zenith Transit Co., of which Capt. Wolvin is president and treasurer and F. E. Wolf is secretary of the Marine National Bank, is secretary. Other men are interested in the venture. Capt. Wolvin resigned the agency of the Western Transit Co., and establish the office of the Zenith Co. in the new Trade Building. This will be the first transportation