# New-York Tribune.

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## OCEAN HORRORS.

BURNING OF THE PACIFIC MAIL STEAMER BIENVILLE.

PART OF THE CREW AND PASSENGERS ESCAPE IN BOATS—THIRTY-FOUR PERSONS MISSING —INCIDENTS OF THE DISASTER.

HAVANA, Aug. 30, via KEY WEST, Aug. 31.—Capt. Jefferson Maury of the steamship Bienville arrived here this morning from Nassau, and reports the burning of the Bienville at sea. The steamship Bienville left New-York on the 10th of August for Aspinwall. When in latitude 45.12, lodgitude 74.15, at a quarter to 4 o'clock on the morning of the 15th inst., fire was discovered among the cargo. Steam and water were immediately turned on; but the steam pumps, after a few revolutions, broke down and could not be worked. Capt. Maury then ordered the hatches battened down, hoping thereby to smother the fire, and at the same time the fire extinguishers were used between decks, and the steam kept on.

The fire gained rapidly, however, and at 6 o'clock Capt. Maury, fearing an explosion from powder stored in the hold if he remained by the ship any longer, ordered the six boats launched, and the passengers and crew began to embark. At 7:30 Capt. Maury was forced to leave the ship, being the last one on board. One of the boats was capsized on leaving the ship, and from seven to ten of the inmates, including two women, were drowned. After sunrise a fresh breeze sprung up, the capsized boat was righted and bailed out, and reached Cat Island in safety. The other boats, except one, reached Eleuthera Island, 150 miles from the scene of the disaster. The missing boat has not been heard from, but it is supposed it was picked up by a passing vessel, as an empty boat was seen adrift near Eleuthera Island with a life-preserver in it. One of the boats in attempting to land at Eleuthera Island was capsized and nine were drowned, including Mrs. Brander and her three children.

At 1½ p. m. the Bienville exploded and immediately sunk. When the fire was first discovered it was supposed to be in the forehold, where a large quantity of powder was stored; but it proved to be between decks, over the boilers and among the cargo. The passengers and crew lost all their baggage and saved nothing except the clothing they had on. Capt. Maury reports that the people of Nassau treated the shipwrecked kindly and administered to their wants. Vice-Consul Saunders has cared for the seamen. Anna Brahn, one of the rescued, became insane, and was left at Eleuthera because she could not be found when the party left for Nassau.

The steamer Anna and the schooner Dandy were dispatched by the American Consul to search for the missing boat. Out of 127 persons on board the Bienville 34 are unaccounted for, including the nine lost at Eleuthera. The bodies of six persons were recovered and buried at James Point. The schooner William McGee took 34 of the survivors on the 24th to Baltimore. A subscription was started in Nassau for the aid of the sufferers.

A DISPATCH FROM THE CAPTAIN—LIST OF THE SAVED.

Capt. Baby, of the Pacific Mail Company, received the following dispatch from Capt. Maury on Saturday:

HAVANA, Aug. 30.—Bienville burned at sea, morning, Aug. 15, 65 miles north of Watling's Island, passengers and crew embarked from ship in six boats; five boats have landed passengers and crew at Nassau. One is supposed to have been saved by a vessel. Passengers will be forwarded by Morro Castle; crew cared for by Consul at Nassau. List of saved, as far as known, is:

PASSENGERS.

| | |
|---|---|
| J. B. Albistone, | Carlos Leggra, |
| H. Anthon, | Rufus Mead, |
| George W. Baffey, | J. Oliver, |
| Joseph Branner, | C. Ortega, |
| Aaron Branner, | Wm. Pool, |
| Fanny Beatty, | James W. Rae, |
| W. Berry, | Margaret Ryan, |
| A. Burroughs, | Ellen Ryan, |
| Mrs. Maggie Barker, | Pio Rosada, |
| Wm. Chapman, | H. Scharf, |
| Kate Dalton, | P. Stokes, |
| Pat. Daly, | Nora Sullivan, |
| Chas. Erichthen, | A. D. Temple, |
| Mrs. Chas. Erichthen, | John Thompson, |
| Julius Franklin, | Aurelius Villegas, |
| A. Goldwater, | J. B. Woods, |
| Margaret Jones, | Thos. H. Woolrich, |
| E. H. Lawler, | Alexander Williams. |

Anna Brahn remains at Eleuthera Island, as she could not be found when boats shoved off, having become insane.

OFFICERS AND CREW.

Captain, first, second, and third officers, purser, surgeon, chief, first, and second engineers.

Quartermasters Christopher, Howland, Logan, and Tighe.

Seamen—Barry, Griffin, McMullen, Walsh, Williams, and Westfall.

Firemen—Bell, Flaherty, Grant, Gordon, Gough, Holywood, and Stanton.

Porters—Robert Crosby, J. McCarty, Drew, Garrison, Johnson, Stewart, Shields, Tyler, Thompson, and Walters.

The steward, second steward, stewardess, pantryman, steerage steward, second and third cooks and second pantryman are also saved.

THE PASSENGER LIST—PROBABLE VICTIMS.

The following is a partial list of the passengers who sailed from New-York for Aspinwall in the Bienville:

| | |
|---|---|
| Wm. B. Wood, | H. Anthon, |
| Mrs. Barker, | A. D. Temple, |
| J. W. Rea, | G. W. Baffey, |
| Mrs. A. S. Barry, | E. Cooper and sister, |
| Nora Sullivan, | W. S. Wilson, |
| E. H. Walker, | Rufus Mead, |
| P. Stoker, | C. Ortega, |
| A. Villegas, | Wm. Berry, |
| Mr. Chapman, | P. Rosada. |
| Thos. H. Woolrich, | |

The following are supposed to be lost, their names not appearing in the list of those saved:

Mrs. A. S. Barry.
Mrs. Brander and three children.
E. Cooper and sister.
E. H. Walker.
W. S. Wilson.

Mrs. Brander and her children were undoubtedly drowned, according to the testimony of Capt. Maury.

STATEMENT OF THE COMPANY'S AGENT.

A TRIBUNE reporter called, yesterday afternoon, upon Capt. Baby, agent of the Pacific Mail Steamship Company, to learn any further particulars that might have been received regarding the Bienville disaster. Capt. Baby's statements were substantially as follows:

The steamship Bienville belonged to the firm of Livingston, Fox & Co. of this city, and she was chartered by the Pacific Mail Steamship Company several months ago. On Saturday, Aug. 10, she left this port for Aspinwall, having on board only 58 passengers, of whom 21 were full cabin passengers and 37 steerage. The reason of her carrying so small a number of passengers was a change of time recently made, which was not generally known. From the telegram Capt. Baby received from Capt. Maury, he judged that the Bienville was about to enter the Bahamas by the Crooked Island passage. She was 65 miles from Watling's Island when the passengers entered the boats. The explosion reported could not have been an explosion of powder since there was none in the cargo. The vessels of Pacific the Mail line very seldom carry powder, and when they do it is under certain restrictions. Had any powder been shipped it must have been through Capt. Baby, and there was no application for shipping it on this trip. A powder explosion would have shattered the vessel, whereas the explosion was very slight and she burned to the water's edge. The explosion was probably caused by the sudden generation of steam, owing to the fire outside heating the boilers when nearly full of water, and exploding them. The explosion took place on the morning of Aug. 15. The boats, six in number, were immediately headed for Eleuthera Island, about 100 miles distant, and the outer island of the group forming the Bahamas. The passengers and crew must have been in the boats not more than 24 hours, and could not have suffered to any great extent, as vessels in that vicinity at about the same time report the weather moderate. From Eleuthera Island they proceeded to the Island of New-Providence, landing at Nassau. Only five of the six boats reached Nassau; the sixth boat may have been lost, but her chances of being picked up by a passing vessel were good, as hardly a day or night passes without some sails being visible in that section. Not more than three of the cabin passengers were probably lost, and in Capt. Baby's opinion all may have been picked up by passing vessels not yet heard from. The list of passengers the company would rather not furnish just at present, simply for the reason that by publishing it there would be much anxiety and suffering by friends of the passengers, which otherwise would be avoided. For no other reason is the list withheld. As soon as the truth is learned from all sections the complete and correct list of saved and lost will be published.

Immediately previous to her sailing, Capt. Baby continued, the Bienville was subjected to a thorough inspection, both by the Government inspectors and the company's own. The latter step was necessary to warrant the company in chartering her, and so sound she appeared in every particular that she was taken without a moment's hesitation. She was not insured by the company; none of its vessels are. The Bienville had just received new boilers, and considerable alteration was necessary in putting them in; possibly some defect might have existed which could cause an explosion. The full particulars will be furnished to the public as soon as anything definite can be gathered.

SKETCH OF THE STEAMER.

From Livingston, Fox & Co., the owners of the Bienville, the reporter learned that she was a side-wheel steamer, 240 feet in length, and 1,486 tuns burden, and was built in 1860 in Brooklyn, E. D., being rated A1. She had very recently been put in complete order, receiving extensive repairs. During the Rebellion she was bought by the Navy Department, and fitted as a vessel of war; she carried 11 guns, and throughout the war did excellent service. In 1867 she was overhauled and refitted for the passenger and freight business, and was afterward repurchased by her original owners, Livingston, Fox & Co. From them she was chartered by the Pacific Mail Steamship Company. She has been under command of Capt. Jefferson Maury, who has been for a long time in the employ of the Pacific Mail Steamship Company.

## THE WRECK OF THE METIS.

INCIDENTS OF THE LAST DISASTER ON THE SOUND —143 PERSONS SAVED AND 21 LOST—STATEMENTS OF SURVIVORS.

The latest details from the scene of the Metis disaster confirm the impression that the loss of life will not be so great as was reported in the earlier stages of the excitement attending the catastrophe. The list of passengers, officers and crew proved that there were 164 persons on board, of whom 143 were saved and 21 lost. Many of the former, however, were in a precarious condition from exhaustion and injuries, and of these a number will probably die.

As soon as some degree of system had been introduced at the scene of the wreck, a morgue was extemporized in the loft of the Borough Hall at Stonington, and the bodies were carried there as fast as recovered, and laid out so as to be accessible to the gaze of the bereaved relatives and the morbidly curious. Heart-rending scenes of woe followed in quick succession, as relatives and friends discovered the remains of those whom they so ardently sought. Among those who called was a Miss Barber, who having discovered her mother and a sister at Watch Hill had gone to Stonington to find another sister. Mr. Sheridan of the Globe Theater, who had parted from his wife when near the shore, looked in vain for her, and then in agony of mind reluctantly directed his steps to the Borough Hall, only to find her dead. A photographer was busily engaged later on Saturday in photographing such of the bodies as had not yet been claimed. If any remained over night they were to be interred in the church-yard. Each grave will be numbered, and a complete description of its occupant will be preserved.

The fortunate survivors were treated with the utmost hospitality by the residents, and furnished with free passes by the railroad companies to their places of destination. The most repulsive incident of the wreck was the attempt of a number of the lowest people in the vicinity to profit by it and to steal whatever they could lay their hands upon in the shape of goods or valuables.

SCENE OF THE WRECK.

A large number of persons flocked to the beach near the scene of the disaster, yesterday, and scanned the wreck with curious eyes and varying emotions. The beach was strewn with wrecked stuff for a mile or more, as well as with cotton bales, mattresses, pieces of furniture, clothing, and all sorts of debris. The main part of the wreck lies together in one huge mass of shivered timbers, literally broken into kindling-wood. Near the wreck sat a man wrapped in blankets, who was mourning the loss of his wife. She was with him on a cotton bale until near shore, when a wave sent her 10 feet away and she was lost. He was saved unhurt, and he sat watching each returning wave in hope and yet in fear of seeing her body washed ashore. He refused to go away, but sat receiving sympathy and kind words of all who approached him.

All the survivors of the Metis who were landed at Stonington have sufficiently recovered to depart for their destination, and not one who left the Metis remains. When the 40 or more rescued by the cutter Moccasin were brought to the wharf and the news became generally known, ladies of the highest social standing in New-York and Boston circles hastened to their succor, and without regard to their condition in life attended them as if they were dear friends. Contributions of money amounting to many hundreds of dollars were made and clothing of every kind was provided for those who left everything on the wreck but their lives. None were sent to a hotel. All were welcomed to private houses. While men and women alike worked amid the ghastly freight on the deck of the cutter, fighting for the lives of those for whom there was yet hope, a constantly increasing crowd hastened to welcome them, and vied with each other for the privilege of carrying them to their homes. The dead were carried to the Town Hall, where, after every means of identifying them was exhausted, they were photographed and packed in ice.

On Saturday at noon those on the beach at Watch Hill distinguished the form of a woman floating on a piece of timber toward the shore. Just as she entered the surf the timber was overturned upon her, killing her instantly. Her body was drawn out of the surf.

The revenue cutter Moccasin did excellent service picking up the floating survivors, and the bodies of the victims. The Moccasin happened to be at Stonington, and immediately hastened to the scene of the disaster. Capt. Ritchie picked up between Watch Hill and Point Judith seventeen dead bodies, which were landed and placed in Borough Hall for identification. Capt. Osgood of the yacht Fleetwing, who happened to be at Stonington, gave $100 to divide among the sufferers. The officers and crew of the Moccasin gave all their spare clothing to the sufferers. For a long time after the accident the Moccasin continued its course along the beach from Watch Hill toward Point Judith, searching for bodies from the lost steamer Metis. Large quantities of wrecked stuff have drifted on Block Island, but no more bodies, although a sharp lookout was kept for them.

INCIDENTS OF THE DISASTER.

Mrs. Abner Peckham, widow of the late Abner Peckham, and her grandson, Willie Chase, about 15 years of age, both well known in Providence, were among the lost. Mrs. Peckham was forced from the wreck when near the shore, her dead body being washed on the beach by the waves until it was within the reach of those on land. Willie Chase was washed from the wreck two hours or more before, by a wave which forced him into the state-room, to the door of which he was clinging when last seen. The receding wave bore his body out into the darkness, and it was lost.

A Mrs. Garrard of New-York, who was moving to Providence, was saved, but her child, two years old, is dead. The father had gone to Providence, and the mother had started to come with the household goods and two children, the one above-mentioned and an infant of seven weeks. She states that she was on a piece of the wreck with both children, but could not save them both. The infant was lost, and the other died soon after coming ashore.

Patrick Howard, Joseph Lawler, and E. McCullough, deck hands of the Metis, arrived here on Saturday by the Narragansett. Howard says that he was the first man to leave the sinking ship. He was below when the collision occurred, and did not think it was anything serious. Shortly afterward he became aware that something was wrong, and went on deck in obedience to a summons from one of the officers. Directions were given to lower the boats, and he was one of the first men at the davits. Three deck hands, Norton, Dalton and Doran, jumped into the boat while Howard and others began to lower away. At this instant a rope broke, or some one in the hurry of the moment let go his hold, in consequence of which the stern of the boat fell into the water, and the three men in her were thrown into the sea. Of course they were drowned. The boat was righted, and Howard then secured a seat in her. He saw, he says, that there was no time to be lost, as the ship was settling rapidly by the head. He also saw that several men, women, and children, apparently frantic with terror, had rushed forward, and taken up a position from which it was utterly impossible to rescue them. It appears that the ship sank in rather less than 14 minutes from the time the first alarm was given by the engineer.

The deck-hands believe that the leak might have been temporarily stopped with sailcloth had the carpenter been set to work before the water made such headway, and all agree that the vessel might easily have been run ashore in time to prevent loss of life. It is reported that the vessel had already begun to lurch and settle from the quantity of water in her hold when the fireman first gave the alarm, and it is almost certain that the water reached the fires a very few minutes afterward.

TWO BROOKLYN CHILDREN DROWNED.

Capt. Roy Allen of the steamboat Narragansett of the Stonington line, brought with him the bodies of S. G. Martin, and Carl F. and Arthur A. Wierum, children of Mr. Wierum of the banking firm of Randall & Wierum of No. 52 Exchange-place. Upon the arrival of the Narragansett, Mr. Wierum, accompanied by a few friends, proceeded to the pier, almost overcome with grief, and removed the remains of his children to his residence, preparatory to interment.

The children of Mr. Wierum had been placed by their parents under the care of C. C. Adams of No. 138 Clinton-st., Brooklyn, who was taking them on a visit to his family at Newburyport, Mass. Unfortunately they took passage on the Metis. Mr. Adams, who had a narrow escape, accompanied the remains to this city, to deliver them to the parents.

Mrs. S. G. Martin accompanied her husband's remains on the Narragansett to this city. She said that they took with them their two children who were both lost. As she was entirely desitute, a number of sympathizers made up a purse for her, and Capt. Allen procured tickets to Philadelphia for her. Before permission was given to Mrs. Martin and Mr. Wierum to remove the bodies, Coroner Schirmer decided to hold an inquest.

Mr. Adams stated at the inquest that at 3 a. m., when near Watch Hill, the Metis was run into by a schooner; the steamer was stopped for about half an hour, and then pronounced all right; the bell pulled and the engine started again; about 10 minutes later it was found the steamer was filling with water and sinking fast; the alarm was then given to the passengers to save themselves; witness occupied room No. 3, and as soon as he heard the alarm, he strapped the children together, with life-preservers under their arms, and, strapping a life-preserver around himself, took them to the after part of the steamer, out by the guards, and remained there with the children less than 10 minutes; finding the steamer was fast breaking up, he took the children under his left arm and dropped from a chair to the rail, and jumped out into the water as far as he could; he clung to the children as long as either of the children lived; the younger died in about half an hour and the other ten or fifteen minutes later; witness floated for about four and a half hours, and then was saved by Captain Larkin's life boat; the bodies were found by one of the small boats of the revenue cutter Moccasin, and taken into Stonington, where the Coroner, who had been called, gave him charge of the two bodies.

On the testimony of Mr. Adams, a verdict of death by drowning was rendered in both cases, after which the bodies were carried to No. 142 Clinton-st., Brooklyn, for interment.

At the time Mr. Adams leaped overboard from the sinking wreck he was but partially dressed, and he carried with him his wallet, containing about $100 and valuable papers, which were saved. During his fearful four and a half hours' drifting on a plank, Mr. Adams fell in with both the dead and dying, and another of the unfortunate passengers of the Metis took refuge on the plank and was saved with him.

THE PILOT'S STATEMENT.

Capt. Gale, the commander of the steamer Thetis, stated that personally he knew nothing of the details of the wreck. He, however, saw the pilot of the Metis, Abraham Torrey, in Stonington, on Friday night. Torrey had given him some details of his own escape and the scene on board when the collision took place with the schooner. Torrey was steering at the time, and found the vessel so dark that he says he could not see ten feet before him. The steamer was going at full speed, when all at once he was thrown off his feet by the shock of the collision. He did not leave his wheel, but kept the boat's head straight for a few moments until he found that she must be sinking. He could only guess at this, but he knew it as positively as if he had seen. He ran down the steps to the passengers' deck, and there found a scene of the most appalling and heart-rending confusion. Everybody but the officers of the ship seemed to have lost his head. All were rushing wildly about, seeking some means of escape from the deck, which seemed about to overwhelm them. The boats were lowered promptly, and the men helped the women down first into the boats. This took some time, and he stood at his post till it became apparent the vessel was about to sink for good. He then ran down in his cabin and get two cork mattresses which were in the berths. He gave one of these to a friend of his named Palmer, and the other he kept for himself; and, with it in his grasp, threw himself into the boiling surf. For a time he thought it would be impossible for him to keep hold, but gradually he grew accustomed to the feeling. He had not been on the mattress two minutes when the Metis sank out of sight. He could not see if anybody sank with her. He remained on the cork mattress from 5 o'clock, when he jumped into the sea, until 12 the next day, when he was picked up, almost exhausted, by the cutter Moccasin.

STATEMENT OF AN OFFICIAL.

Col. Gallup, one of the officials of the line, who was on board the Metis at the time, made the following statement:

The Metis came in collision somewhere near the head of the Sound, with a schooner, causing quite a shake to the steamer and awakening many of the passengers, including myself. I partially dressed, but all being quiet I turned in again. After quite a time had passed I was aroused by Capt. Hull, who told me the vessel was sinking. This was, perhaps, an hour, and possibly more, after the collision. I asked the captain if he was sure of it. He replied that he was. I at once went on deck, where I found the crew and passengers, now sensible of their danger, in all hurry and confusion. Capt. Hull shouting, "The boat's bound to sink now; put on your life preservers;" and also saying to everybody to hurry and avail themselves of the means of protection. I then went in the saloon and found the passengers, most of them, with life-preservers, but some were running about inquiring for them. I saw several who seemed dilatory about putting them on. I told Edwin Turner, and Cyrus Butler, and others whom I did not know, to hurry up. I then went forward. I saw Capt. Burton, who was calling out to passengers, to put on their life-preservers, as they would need them. I then went aft to my room, which was on the maindeck, and found some person had appropriated my preserver. I at once hurried on deck to find some chairs, which I meant to bind together, but was unable to find them. I then went on the promenade deck, just as some of the men were lowering a boat.

TERRIBLE EXPERIENCES OF SURVIVORS.

Three of the survivors of the Metis arrived in this city, yesterday morning, by the Stonington boat. Another, a young man of this city, came in by the Fall River steamer. The Stonington brought two bodies which had been picked up, and one of her officers informed a TRIBUNE reporter that at 12:30, Saturday, there were in Stonington eight bodies more, five of which had not been recognized.

Thomas Wilson of No. 49 North Third-st., Brooklyn, E. D., who was on board the Metis with his wife, at the time of the accident, brought with him, yesterday, on the Stonington, the body of Mrs. Wilson. To a reporter of THE TRIBUNE, who visited him at his residence last evening, Mr. Wilson gave the following account of his experiences:

He and his wife started for Providence on Thursday evening to attend the funeral of a relative, and, being unable to procure a state-room, were obliged to sleep apart, she taking a berth in the ladies' cabin and he sleeping on a cot in the dining saloon forward. He was awakened by the crash and the blowing of the steamer's whistle, which occurred almost simultaneously. Springing up immediately, he ran and looked out of the forward doors, but could see nothing, though it was not very dark. Then he went down to the main deck to discover what was the matter, and he saw an officer getting a light to go forward and make an investigation. He proceeded up stairs again, finding all quiet there, and the Metis steamed along for about an hour, when an officer came running into the saloon, crying that the vessel was sinking, and urging all to put on life-preservers. Upon this he ran down to the ladies' cabin and brought his wife up to the main saloon, and then hunted around for life-preservers. Meeting the steward, he asked him where he could find some more—there being none in the saloon, though 49 persons had slept there—and was told to look them up. He at last succeeded in finding one for his wife, which he fastened upon her, and afterward obtained a cork mattress to which he lashed her securely. They were both out on the open deck when a wave dashed over the steamer, sweeping them into the water. Having no life-preserver on, he grasped a plank which came along, and made himself fast to it, managing to keep with his wife, who was on the mattress. Thus they floated for some time, when they fell in with three women struggling in the water, who begged to be taken on the mattress, to which he consented. Shortly afterward they came upon a young woman with a child in her arms, and these also found place aboard the slight raft. The sea at this time was running very high, the waves breaking over them continually, exhausting their strength and making breathing very difficult. The baby died in a short time, and its little body was cast overboard to lighten the load. Not long after, a young girl, one of the three first rescued, threw herself forward in a frenzy, her hold gradually relaxed, and a huge wave quickly carried her away. She was soon followed by her mother, and, one after another, the other two, and Mr. Wilson and his wife were again alone. These were the only passengers of the Metis whom he encountered in the water. Thus they floated on—at one time being almost in the surf, but carried out again about three miles—till 10 o'clock, when Mrs. Wilson died. About 11:30 he thought he saw a boat; fastening his collar to a stick, he waved it aloft and succeeded in attracting attention. He and his wife's body were soon picked up by what proved to be the life-boat of the Watch Hill Station, and them into Stonington.

Mr. Wilson speaks in the highest terms of the officers and crew of the Moccasin, who did everything in their power, even stripping themselves of clothing to provide for the sufferers. On the other hand, he thinks that the conduct of the officers and crew of the Metis was cowardly and selfish. He states that when the notice of the danger was given, the waiters were already supplied with life-preservers, and others connected with the vessel sought only to provide for their own safety. He also complains of the officers' negligence in not promptly ascertaining the extent of damage done by the schooner, asserting that, if it had been known, the leak could have been stopped with a piece of canvas long enough to have run the steamer ashore at least. Mr. Wilson thinks that a number must have gone down with the steamer as all the staterooms were occupied that night, and several of the doors remained locked when he left the boat.

Dr. L. N. Palmer of Brooklyn stated that he was visiting a brother, also a physician, residing at Westerly, R. I. Hearing of the disaster, he hastened to Watch Hill to render whatever assistance he could, and arrived there at about 9½. The waves were breaking with great force upon the beach, and the breakers were enormously high. The hurricane deck was by this time a complete wreck, and the shore was strewn with its fragments. Freight of every description had been washed up, or was floating near the shore; tubs of butter, cases of furniture, bales of cotton, mattresses, bedding, &c. The deck had kept together till it entered the breakers. The Captain, when he saw that the deck must go to pieces, urged the passengers to throw themselves into the breakers and take their chances. All who followed his advice got ashore alive except one very large woman, weighing about 300 pounds, who was crushed by the wreck. Her body was recovered, but was badly mangled. He did n't know her name. Two of those who got ashore died soon after from exhaustion—one a young man, the other a child. The Metis might easily have been beached upon the Polly, a spit of land running out into the sound and forming East Stonington Bay, had the danger been known at once. The Captain, who had been around to all the hotels to get the exact facts, assured him that 42 were saved from the deck. The Government cutter saved 40, and picked up 15 bodies, bringing all into Stonington, and had again gone out, with what result he had not learned. The 42 saved on the deck (of whom,

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## FOREIGN NEWS.

THE TREATY OF WASHINGTON.

ILLNESS OF SIR ALEXANDER COCKBURN—THE BUSINESS OF THE ARBITRATORS ADVANCING SATISFACTORILY.

GENEVA, Saturday, Aug. 31, 1872.

Right Hon. Sir Alexander Cockburn, Arbitrator on the part of Great Britain, did not assist at yesterday's sitting of the Court of Arbitration, having been indisposed. The counsel of both nations were also absent. Mr. Waite, of the American counsel, had gone to Chamounix. Nothing new has become known in regard to yesterday's sitting. The discussions turn daily upon a multitude of petty details, which require close attention and slightly retard the reaching of a decision. But the business of the Tribunal is advancing satisfactorily.

REPORT FROM WASHINGTON RESPECTING THE PROCEEDINGS OF THE ARBITRATORS.

WASHINGTON, Sept. 1.—The latest advices from Geneva reiterate that the proceedings before the Tribunal of Arbitrators make progress favorable to this Government, but are silent as to the probable amount of money which will be awarded. Both the United States and the British Governments are advised in confidence, by their respective representatives, of what takes place, but until the seal of secrecy shall be removed, no communication will be made to the public on this subject.

GREAT BRITAIN.

ANOTHER ADVANCE IN THE PRICE OF COAL.

LONDON, Saturday, Aug. 31, 1872.

The price of coal has again been advanced, notwithstanding the recent heavy importations of the article from Belgium.

FRANCE.

THE FRENCH MINISTER PLEASED WITH HIS RECEPTION IN AMERICA.

PARIS, Saturday, Aug. 31, 1872.

The Duc de Noailles, Minister of France to the United States, telegraphs from Washington to the French Foreign Office that he has met with a most cordial and friendly reception from the American Government.

GERMANY.

MOVEMENTS OF THE EMPEROR WILLIAM—THE UNITED STATES STEAMER WABASH.

BERLIN, Saturday, Aug. 31, 1872.

The Emperor William arrived in Berlin, from the country, to-day, to prepare for the reception of his Imperial guests. The United States steamship Wabash, Admiral Alden's flag-ship, steamed down the Elbe, to-day. A number of sailors who deserted from the Wabash were arrested by the police, and returned to the vessel.

SPAIN.

OFFICIAL RETURN OF THE ELECTIONS.

MADRID, Sept. 1, 1872.

The latest official returns of the elections for the Cortes show that 294 Radicals, 75 Republicans, 14 Alphonsists, and 9 Conservatives and Dynastists have been elected.

RELATIONS WITH AMERICA—QUESTION OF ABOLISHING SLAVERY IN THE COLONIES.

WASHINGTON, Sept. 1.—Recent accounts from Spain show that friendly feelings exist between Minister Sickles and the Spanish Government, which has repeated the request that he remain at Madrid as our representative. Therefore his letter of recall will not be presented. Gen. Sickles continues to press upon that Government the views of the Department of State with regard to the abolition of slavery in Cuba and Porto Rico. It will be recollected that nearly two years ago Gen. Sickles urged, in his letter to Mr. Sagasta, that the policy of political and administrative reform in Cuba is best calculated to restore peace to that island and promote its prosperity, and he represented the solicitude felt by the Government of the United States that the preliminary act of the Cortes may no longer be withheld from the limited class of persons contemplated in its benevolent design. The Spanish Government has again expressed its desire to give full effect to the decree for the gradual abolition of slavery.

MEXICO.

CABINET UNCHANGED—REFUSAL OF DIAZ TO ACCEPT THE AMNESTY.

MEXICO, Aug. 25.—The Cabinet remains unchanged. Diaz refused to accept amnesty, and has fled to the mountains, whence he is supposed to be making his way to California. Lozada is at Tepic, and has given his adherence to the Federal Government. Gomez, Palacios, and Carlos Mejia of the American and Mexican mixed Commission at Washington, have arrived at the capital.

The Hall of Congress was totally destroyed by fire on the 23d inst. The United States minister, Nelson, will probably leave on the 1st of October. It is believed here that Lerdo will sustain Guzman's course in the business of the mixed commission, as it is known here that Guzman had instructions to raise questions in the commission in order to delay settlement. The preliminary session of Congress begins Sept. 4. The *Federalista*, an old Juarist organ, supports the nomination of Grant, and says he is expected to visit Mexico next Spring. Confidence in the Government is returning, and business has improved.

PERU.

RESTORATION OF ORDER—INAUGURATION OF PRESIDENT PARDO—APOLOGY TO THE UNITED STATES CONSUL.

LIMA, Aug. 8, via KINGSTON, Jam., Aug. 22.—Confidence is restored and the prospects for the future are bright. President Pardo is very popular. The priesthood are becoming unpopular. Large loans without interest are made by the banks to the Government. The United States Consul demanded an apology from the Governor of Callao for the firing into the United States Consulate during the late revolution. The Governor made reply in an apologetic and pacific tone. President Pardo was inaugurated on the 2d. The festivities of the occasion were continued for two days. The enthusiasm of the people was very great. Bolivians in Lima have protested against the Bolivian representative there recognizing Gutierrez as dictator.

CHINA AND JAPAN.

THE KIOTO EXHIBITION—TELEGRAPH BETWEEN NAGASAKI AND YOKOHAMA—TROUBLES BETWEEN JAPAN AND COREA—FORTIFICATIONS AT THE MOUTH OF THE PEIHO.

SAN FRANCISCO, Aug. 31.—The steamship Alaska from China and Japan arrived here to-day. She brings the following intelligence from Yokohama to August 7:

The Kioto exhibition will reopen on New Year's Day. The passport system will be adopted with a security of $300 that no foreigner will carry on any business whatsoever while there (peddling especially, which is most objectionable) until Japan agrees by treaty to open the country. The above rule will be strictly adhered to, and visitors will be treated and considered accordingly and no impediment will be made to their expenditure of money. The Governor of Yokohama has notified to all landholders that they are not allowed to rent or sell any land to Japanese, or lease any building, without the permission of the Japanese Government. A meeting has been held to found a branch of the Royal Asiatic Society in Yokohama. The line of telegraph between Nagasaki and Yokohama, some 600 miles, has been completed, and when the new instruments are received communication with San Francisco will be opened.

The Japanese trouble with Corea is rapidly becoming critical, and China has declared that in the event of a war she will side with Corea. The Japanese Government is without a policy, but with energy and a liberal credit abroad she could cause Corea to regret her insulting letter to the Mikado. Foreigners are eager to aid Japan, and upon the return of the Mikado with his fleet of eight vessels from the tour of inspection of the southern provinces some definite action will be taken relative to Corea.

Prince of Tosa, of the league of Chosin, Satumsa, and Tosa, who broke down the Tycoonate, died lately. Since the war Chosin died, leaving Satumsa the only survivor. The policemen who murdered the eleven persons at Yedo have been captured and executed.

SAN FRANCISCO, Sept. 1.—Advices from China say that the Chinese are strongly fortifying the mouth of the Peiho with batteries and rifle pits. The King of Cambodia, with a splendid retinue, is at Hong Kong en route to Peking. A second attempt was made to fire the American bark Benefactor at Hong Kong. Two seamen and a boy were caught in the act. The Imperialists have captured Kweichow, the stronghold of the Mohammedan rebels.

A BAR-ROOM TRAGEDY.

Robert S. Dunn, alias "Bob Isaacs," a "sporting man," age 40, of No. 102 Amity-st., was shot in the lower part of the breast, and instantly killed, by William J. Sharkey, of No. 119 Varick-st., last evening, in the liquor saloon of Charles Harvey, at No. 288 Hudson-st. Sharkey was the Tweed candidate for Alderman of the Eighth Ward, two years ago, and was arrested for alleged complicity in the celebrated Lord bond robbery. It appears that during the afternoon, Dunn and Sharkey attended the funeral of James Riley, a deceased member of the Michael Norton Association. On returning they, with Thomas Hanna, William Welsh, and William Hyley, entered the saloon, Sharkey became intoxicated, and accused Dunn of having failed to repay him $500. Angry words followed, and Sharkey advised Dunn to prepare himself. The barkeeper, observing that Sharkey had drawn his Derringer, advised him to put it away. Dunn quietly walked to the end of the bar and Sharkey said, "I've seen the time that I could go into a butcher-shop and have my arm chopped off." At the same time he struck his own arm with the pistol, as if by way of illustration, when the weapon was discharged and Dunn, receiving the bullet in his breast, fell to the floor and instantly expired. Sharkey cried out that he did not mean to shoot, and fled.

*CAMPAIGN NOTES.*

The Democrats and Liberal Republicans of Hancock County, Me., have nominated a joint ticket.

The Liberal Republicans and Democrats of Kennebec County, Me., held a joint convention on the 28th ult., and nominated a county ticket.

*Smith's Broad-Ax* is the name of a daily just started by A. M. Smith at Ypsilanti, Mich., to advocate total abstinence and the prohibition ticket, Jonas Black for President, and John Russell for Vice-President.

A correspondent complains that the railroads in Vermont charge only one-quarter of the usual fare to those attending Grant meetings, while Liberals who wish to go some distance to hear Banks or Kilpatrick must pay full rates.

J. H. Rumpff, of Candor, N. Y., writes to say that his appointment as a delegate to Louisville by the Owego Convention was without his knowledge, and that he has no intention of supporting Gen. Grant or any other nominee of that Convention. He states that there were but six persons present at the Owego Convention.

A letter received at the Liberal Headquarters at Washington, on Saturday, corroborates the opinion given by several correspondents that Perham, the Grant candidate for Governor of Maine, will be elected, but that thousands who vote for him will also vote for Greeley and Brown. The Administration has fears that Blaine will be defeated in his district.

Lyman Tremain, Grant Republican nominee for Congressman from this State, was serenaded on his return to his home in Albany, Friday evening, and responded in a speech, in which he expressed his belief that the Dix ticket would give the Liberals a lively contest. He said he was convinced that the new coalition is rapidly dying away, and that the "contest is a renewal of the war that for the last ten years has been waged between the party that saved the nation, and emancipated the slaves, and the party opposed to the rights of the black men."

The telegraph announces that the Grant and Wilson party in Maine, and Speaker Blaine also, are dreadfully in want of succor. They have Henry Wilson and Frederick Douglass already, but they have sent for F. M. G. Creswell. He was to leave Washington for Maine on Saturday, and it is understood that he will labor specially to save Blaine's District, which shows strong signs of repudiating that gentleman. The postmasters would have a jolly good time this Summer with no General to look after them, were it not for the dreadful thought of what is about to happen to them.

A correspondent advises us that the Col. J. Dodd's candidate for Congress in the 1st District of Ohio for the vacancy was not, as recently stated by a correspondent of THE TRIBUNE, an advocate in the Legislature of Adair's Liquor bill, and is not, therefore, obnoxious, as alleged, to the German voters of the district. He also notes an unintentional omission of this correspondent's letter of the name of the Liberal Republican candidate in the Cleveland District. Selah Chamberlain, nominated recently, is one of the best men in Northern Ohio, and will make a sharp fight against Parsons, the Grant candidate.

*NOT ONE OF MR. CURTISS'S REGULATIONS.*

The officials who hold positions in the New-York Custom-house were paid off on Saturday, and were informed that they would be expected to contribute certain amounts on the next pay-day for the expenses of the political campaign. No general order to that effect was promulgated, but certain persons were appointed to communicate with the officials and inform them what amounts they would be expected to contribute "voluntarily." About 160 persons, who receive an annual salary of $1,388 88, are expected to contribute $40 each. There are about 260 officers who receive $1,500 a year, and who are expected to give $50 each to the Grant cause. Ten Deputies, who receive $3,500 a year, are set down for $110 each. About 15 officials receive $2,000, and will contribute $80 each. About 25 officials receive $2,500 per annum, and are expected to furnish $65 toward election purposes. The 1,300 officials who receive salaries ranging from $900 to $1,000 will contribute, at the suggestion of Administration friends, from $20 to $25 apiece. While these persons are told that they are not to consider themselves as assessed these several amounts, they are informed that all their fellow-officials will contribute, and they well know that if they fail to comply with the suggestion decapitation will most certainly result. Some of the persons who were expected to contribute the several amounts named paid one-half of their assessments on Saturday.

As there are 1,800 officers and the average amount of the contribution is $35 for each, $63,000 will be obtained from this source. In addition to this assessment, $5 will be expected from every official for the benefit of the Assembly District Associations. Upon the announcement of what was expected from them, expressions of complaint, not uttered aloud, but whispered in the corners, were heard, and evidently the "voluntary" contributions will be grudgingly given.

*A FRIGHTFUL MASSACRE.*

DESTRUCTION OF AN ARMY TRAIN—THIRTY MEN KILLED, WOUNDED, OR CAPTURED—A WORTHLESS ESCORT.

TOPEKA, Kan., Aug. 31.—*The Commonwealth* has the following startling Indian news from Colorado: E. H. Stanley of Fort Larned arrived in this city last evening from Denver. He reports that on Monday last a