New-York Tribune.

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THE LOST NARRAGANSETT.

MORE LIGHT ON THE CALAMITY.

THE WRECKED STEAMER VISITED—NO MORE BODIES FOUND—HOW LIVES WERE LOST AND SAVED—SCENES ON THE SINKING STEAMER—ARRIVAL OF THE STONINGTON IN NEW-YORK—A TALK WITH CAPTAIN NYE—THE SAVED, AND DEAD AND MISSING.

The Narragansett was visited by people yesterday, but no more bodies were found. The wrecked vessel is still above water, but is supposed to be broken in two. Captain Young, of the Narragansett, has given a TRIBUNE correspondent some explanations of the disaster. He says that he and the pilot were looking out for the Stonington before she struck his steamboat. New incidents of the disaster and talks with survivors are given herewith. The list of the saved numbers 361 names; that of the dead and missing, 48.

ON THE WRECKED STEAMER.

VISIT TO THE HULL OF THE NARRAGANSETT—A TALK WITH CAPTAIN YOUNG—THE LOST LIVES ESTIMATED AT TWELVE—PREPARATIONS OF THE WRECKERS.

[BY TELEGRAPH TO THE TRIBUNE.]

SAYBROOK, Conn., June 13.—The wreck of the Narragansett lies some ten miles distant in Long Island Sound. No more bodies have been recovered from her, although it is thought by the divers of the wrecking steamers stationed near her that some will probably be found in the cabin. The crews of wrecking vessels have been employed all day rescuing the cargo and the trunks of passengers. The wreck is slightly above water.

No bodies of passengers have been washed ashore here; but six, those of three women, two men and a boy, were picked up in the Sound near Niantic. Much of the cargo of the vessel has also been recovered floating in the Sound.

The scene of the wreck is in the Sound, six miles south of a sandy islet known as Duck Island, which lies near the coast. Behind the islet can be seen the church spires in Clinton village, and further eastward the white turret of Saybrook Light. The wreck rests on the southwestern end of a shoal that extends some ten miles through the Sound from Saybrook Lightship. To-day the Sound has been tranquil, a slight breeze only ruffling its waters. The distant shores of Long Island lifted up their sandy bluffs in the sunlight, and the lightship's red sides could be seen for miles. About the wreck all day long there has flitted a small fleet of vessels; there were fishermen's schooners, the revenue cutter Dexter, the New-York Wrecking Company's steamer the Relief, and the schooner Report, belonging to a New-Bedford wrecking company.

APPEARANCE OF THE WRECK.

The Narragansett is still above water, although at high tide it is almost covered by the water. At low tide it looks in the distance like a ship on the ways, with its skeleton timbers not yet covered. Every bit of woodwork is charred a deep black by the flames. The hog frame is still perfect, and lifts itself like a huge fish's back above the waves. The mainmast is still standing, and also the foremast, which still upholds the little fog bell, now black with smoke. The Narragansett points toward Cornfield Point Light; and, although the bow is totally submerged, the flagstaff is still erect, and from its summit there glittered last night the usual warning signal to approaching vessels. The smokestack has fallen against the starboard hog frame; but beneath the timbers and above most of the vessel the water flows. At the bow on the port side there still remains a portion of the safety rail about the upper deck; and here there is a large heap of the cargo—boxes of dry goods, fruit baskets and the trunks of passengers. Throughout the day the wreckers have been busy hoisting these articles into their vessels. The water was very clear when THE TRIBUNE correspondent visited the wreck. Looking down through it he could see the floor of the main cabin, still covered in part by its carpets. The divers said that they hoped at low tide to be able to penetrate to the lower cabin, where, it is suspected, the bodies of some persons may be found.

CAPTAIN YOUNG'S ACCOUNT.

Captain Young, of the Narragansett, was found on the wrecking schooner. He has remained by his vessel ever since it was wrecked. He seemed greatly depressed in spirits, but spoke with apparent unreserve about the disaster. He said to your correspondent: "The collision was the result of some misunderstanding of the pilots of the two steamers. I was in the pilot-house at the time, and we were going at full speed. The weather was very thick; we could not see Cornfield Point Lightship. We whistled and rang our bell, and when we caught sight of the Stonington I signalled that we would go to the starboard. I then tried to go to the starboard, but through some misunderstanding the vessels approached each other. When I saw that a collision was probable, I rang two bells to reverse the engine; but we were too late.

Captain Young also says he was steering in the direction of the Cornfield Point Lightship, listening for their bell. Once or twice he thought he heard it. He and the pilot were watching for the Stonington, and as the fog was thick he blew the whistle repeatedly. Suddenly he heard a whistle over the starboard bow and sounded his own whistle in return. At this time he could see nothing. Captain Young commended the coolness of the crew and said that everything was done to avert the disaster. He couldn't account for the cause of the fire, and didn't care to express an opinion. He said that no blame could be attached to himself. "At the proper time," said he, "all the facts will be known. I will be exonerated."

"I busied myself in rescuing the passengers. I personally got down one of the boats, and took a boatload to the Stonington. We had five boats and two life-rafts. I do not think there were more than twelve passengers drowned. We knew where we were, although the weather was thick. The clerk of the boat has a complete list of the passengers. He is at Stonington."

When questioned about the course of his vessel the captain implied that it was somewhat to the northward of its usual path. Keeping on in the direction in which she was pointed the vessel would have run ashore near Saybrook; but from this fate it would undoubtedly have been saved by the fog bell of the lightship. Captain Young said that the flames burst out with such fury that it was impossible to extinguish them, and when he perceived that the vessel was rapidly sinking from the effect of the blow from the Stonington the engines were put at their utmost speed and the vessel was headed toward the shore. She struck on the shoal, and this sustained her for many precious minutes.

WORK OF THE WRECKERS.

The wrecking vessel had several trunks of the passengers. One is marked M. A. Redwood, and another W. Brenton. A trunk containing valuable clothing and diamonds worth several thousand dollars was picked up off Niantic to-day.

Eight divers are constantly employed on the vessel. The upper deck was completely swept away, so that the friends of those who were lost and who had berths in this part of the steamer can have little hope of recovering their bodies. In the dining-room, however, there were some berths, and also in the lower cabin. In one of those berths it is thought are the children of Mr. Eastlake, of Atlanta, Georgia, who were locked in when the collision took place, and their mother was afterward unable to rescue them. Mr. Eastlake was out at the wreck to-day making inquiry regarding their bodies. Friends of G. L. Warren, of Boston, were also at the wreck inquiring about the recovery of his body.

Chains have been placed beneath the Narragansett to keep her near the surface of the water. The vessel has been burned to the water's edge, but owing to its position on the shoal, its bow is above the waves while the rear end is far below them. The mainmasts are blackened by the smoke, and the supporting rods are twisted out of shape.

THE WRECK INSPECTED.

THE NARRAGANSETT IN SEVEN FATHOMS OF WATER—THE HULL SUPPOSED TO BE BROKEN IN TWO.

STONINGTON, June 13.—The Narragansett was boarded by the Assistant Inspector of Light-boats during Sunday morning. He renders the following report of her geographical location:

"Southwest one-half west of buoy on west side of Sands's Shoals; Horton's Point bears southwest one-half west from here; Duck Island bears north one-quarter west; the Cornfield Light vessel bears east one-half north three and one-quarter miles. She lies in seven fathoms of water."

It is the opinion of mariners that the Narragansett is broken in twain. She is grounded on the western extremity of the shoals. But for her grounding there she would have sunk out of sight. During the night the steamer Relief, of the Coast Wrecking Company, arrived at the scene of the disaster. The wrecking schooner Report still lies alongside. The master of the latter inspected the wreck in diving armor this morning. A part of the wheel-house of the Narragansett was picked up early this morning in the Race. In the opinion of seafaring men, the officers of the Stonington cannot be blamed for the accident. The courses of the two steamers lay together, but had the Stonington sounded two successive whistles instead of one in reply to the signals of the Narragansett, the accident would not in all probability have occurred. No bodies have been recovered to-day. A tug has arrived at this port bearing a quantity of wooden material, some of it quite valuable.

NEW-LONDON, Conn., June 13.—A tug has just arrived from the wreck of the Narragansett. Captain Scott has been down and examined the steamer. He thinks she can be raised. Her bulwarks are in comparatively good condition. He found the body of a child about a year old, but nothing to identify it.

MAKING UP THE RECORD.

THE NUMBER ON BOARD THE NARRAGANSETT AND OF THE SAVED STILL UNCERTAIN—SOME BODIES IDENTIFIED—REPORTS FROM THE WRECKED STEAMER.

[BY TELEGRAPH TO THE TRIBUNE.]

STONINGTON, June 13.—There has been a dearth of definite news here to-day in regard to the terrible accident which befell the Narragansett Friday night. The wreckers who have been at work around the steamer have found no more bodies, but it is thought that there may be some in the cabins. Only one or two dispatches have been received by Assistant Superintendent Ward, who is in charge here, asking for information in regard to missing friends; and this is regarded as very encouraging, for it indicates, it is claimed, that only a few were lost. Others, however, do not share in this belief.

No record was kept of the Narragansett's passengers who were brought here by the Stonington, and they went to Boston, Providence and towns in this vicinity on several different trains through the day. It is claimed that eighty were landed and went to their homes or to friends. Mr. Ward seems to have no exact information as to the number of survivors who were taken to New-York on the City of New-York. Accounts differ as to how many passengers were on the Narragansett. Mr. Ward has no means, he says, of estimating the number. When the Stonington arrived here many of the passengers were so excited that they did not know where they lived. Some of the women were wrapped in blankets; and not until the early train had taken off a load did it occur to Mr. Ward to get a list of those who had been rescued. Every one thought of helping the sufferers. When the second train had started Mr. Ward telegraphed to Kingston to have a full list of the passengers taken, and these were the forty or more whose names were sent to THE TRIBUNE last evening. A dozen or so took the train for New-London, and two—Mrs. L. Parks and her daughter, Mrs. R. Fish—went to Mystic, Conn. Another train took more to Providence. They were greatly excited and prostrated.

On the Monday night trip to New-York the steamers sometimes carry over 500 passengers each and several of the passengers with whom your correspondent talked yesterday said that they thought there were at least between 350 and 400 on board, as beds had to be laid in the saloons. In the absence of any knowledge to the contrary, it is believed that the list of Clerk Kiernan is in the safe in the sunken boat, and until it is recovered the officers say that they have no better means than any one has of knowing how many were on board the ill-fated steamer.

IDENTIFYING THE DEAD.

The six bodies which were brought to Stonington have all been identified. The Rev. C. E. Platte, of Philadelphia, and the Rev. Mr. Lockwood, of New-York, were identified yesterday. The one woman is said to be Mrs. R. S. Checkley, and not Checks, as was telegraphed yesterday. To-day a telegram was received from Mr. Checkley, asking for information about the child who was one of the six. This body was marked 4 in the description published this morning, and the following dispatch which Mr. Ward received this afternoon from Wm. M. Stevens, of Boston, indicates that he has identified the boy. His dispatch reads:

Body No. 4 is my boy. Will call to-morrow.

The other two bodies are identified as those of Charles C. Clare, of Jersey City, and William Noyes, of New-York. To-day Mr. Ward received the following telegram from S. R. Fisher, No. 57 Bright-st., Jersey City:

Telegraph undersigned information, if any, regarding Charles Clare. Described: age thirty-seven; height 5½; sandy side-whiskers and moustache; bridged nose; light suit; silver watch and white knife.

His description agreed, even to the watch and knife, with the dead man. A fuller description of the body was then telegraphed to Mr. Fisher, who replied:

Description correct. Name C. C. Clare. Forward body to New-York at once, and state how sent and when it will arrive in New-York. Is personal identification necessary?

Alexander Carmichael, of Westerly, came to Stonington to-day and identified the sixth body as that of William Noyes, of New-York, he thought, although it was possible that he belonged to Providence. Mr. Carmichael had had business transactions with Mr. Noyes, who was a maker of a patented kind of steam boiler dampers. Mr. Noyes, he said, was on his way to visit him. He was identified mainly by a scar on the side of his face. A telegram was also received to-day as follows:

Will come on for Miss Lattie's body.

This referred to one of the six bodies at East Lyme, or Niantic, as it is now called, which was yesterday identified as that of J. K. Little. Mr. Stevens's little boy had a bad bruise on his head, as though he had struck a heavy piece of timber in falling.

One of the passengers on the Narragansett was Willie Reinhold, the thirteen-year-old son of S. Reinhold, of Hoboken. He was going East alone to spend his vacation. His uncle, Henry Bleiden, of No. 132 Nassau-st., New-York, hearing of the accident Saturday morning, came directly to Stonington. To-day he received this telegram from the boy's father in Hoboken:

Willie is safe in Needham. See him if you can.

This is the town in Eastern Massachusetts where the boy was going. He was taken on board the Stonington, and reached his friends in safety.

REPORTS FROM THE WRECK.

This afternoon two reports have been received from the scene of the wreck. They relate chiefly to the condition of the steamer and the cargo. The first one was brought by Captain Waterman, of the tugboat Burnside, and was telegraphed by Mr. Ward to Captain Babcock, of New-York. It was made up at 10 a. m. to-day and was from Captain Scott, the New-London wrecker, who has command of the Alert. It was as follows:

Main deck not much burnt. Relief, of New-York, there. Arrived about 9 a. m. to-day. Both at work saving freight, which includes a number of trunks. Scott has sent his boat for more lighters, and thinks he can save all freight to-day. Found large bale forward of wheel-house. Captain Waterman, who brings this report, thinks it would be very advantageous to have the Doris there. Scott will make further search at next still water. Two divers ready to examine outside of vessel at slack water.

Captain Waterman said that no bodies had been found. On the Burnside was A. P. Dix, of Brooklyn, whose office is at No. 27 Wall-st. His wife, a nurse, and three children, ages twelve, nine and six, were on the steamer. The mother was saved, and is in great distress at home because the three children and the nurse are missing. There was no information in regard to any of them here. Mr. Ward immediately acted on the suggestion in Scott's report to send the Doris, a freight steamer, to the wreck; but before she got into the stream, Captain Babcock, of New-York, ordered her to return and load freight for New-York.

At about twilight the United States steamer Samuel Dexter, stationed at Newport, and commanded by Captain J. Irish, arrived at Stonington and sent Mr. Ward the following report from Captain Scott:

I am requested by Captain Scott to report that he has examined aft: finds saloon deck burned through all about in spots, but not elsewhere except about fire and engine-room. Can see in staterooms on main deck. No bodies found there or elsewhere to-day. Freight taken out rapidly, and several pieces of baggage recovered. Not been in lower cabin yet. Hull only cut through to fire room. Don't think there are any more bodies in her. Tide runs very strong. Palmer's sloop loaded with freight and baggage now.

DANGER DISCOVERED TOO LATE.

On Thursday Captain Walden was called away to attend a law suit in Hartford, and the first pilot, Young, who holds also a captain's commission, took charge of the Narragansett, N. O. Thompson acting as pilot. The name of the bow-watchman on the Narragansett who first saw the Stonington is Coon. "Portuguese Joe" was the watch on the Stonington. Captain Young and the pilot were both in the pilot house when Coon shouted to reverse the engine. "Portuguese Joe" cried out at the same time, and the bells on the Stonington were heard on the Narragansett. The engines were reversed, but the momentum of the Stonington was too great to be overcome, and she crashed into the side of the unfortunate steamer.

Lying alongside the wharf here are six life-boats, three of which are from the Narragansett. One of the others is a Stonington boat, and two are unmarked. They are more or less full of water and life-preservers are strewn around. The cleats of one are broken, and in one of the Narragansett's boats are coals and charred wood.

One of the clerks here denies that the officers did not get the boats off. Six of the boats, he says, were to his positive knowledge commanded by the officers from the captain down. Word has been received to-day that a boat bottom up was washed ashore at North Hummock. The oars and life-preservers were lashed in.

THE STONINGTON IN DRY DOCK.

EXTENT OF HER DAMAGES—STATEMENT OF CAPTAIN NYE—CONDITION OF THE LIFE-BOATS ON THE NARRAGANSETT.

The steamer Stonington arrived off Sand Point at 1 a. m. yesterday, and lay there until 4 o'clok, when she started for the dry dock at the foot of Pike-st., reaching it at 5:30. She came only to be repaired, and brought neither freight nor passengers. She was at once raised on the dock. Her bows for nearly twenty feet aft and above the water line are completely demolished, and to prevent her from filling with water canvas blankets had been nailed over the hole. Her stem-piece was completely shattered, and the main deck leading back to the forecastle was twisted and torn up, showing that the shock was very severe. It was believed by some who examined the bows, that the damages showed conclusively that the speed was greater than the law allows in a fog. Upon the upper deck forward was strewn the torn, soiled and drenched clothing of the rescued passengers, consisting of shoes, stockings, underclothing and overcoats.

The officers of the boat positively declined to make any statement of the disaster, giving as a reason that they had been advised not to do so until after their official report had been made to the United States Inspectors of Steamboats. Captain Nye, the commanding officer, gave the following brief statement of his observations before and after the collision:

I was in the pilot-house when the fog closed in, and our whistles were sounded at frequent intervals. The whistle of the Narragansett was heard, and signals were exchanged as to the course each boat should take. It was impossible to discern any object a vessel's length before us. Suddenly we saw the Narragansett directly ahead crossing our bows, and so close that a collision was inevitable. Our bow crashed into the starboard side of the Narragansett, just forward of the wheel. I signalled for the engines to be reversed, and when the vessels separated the Narragansett drifted out of sight in the fog. Suddenly we saw the sky lighted up by flames from her, but only for a few moments, when the fog shut her out of sight again. We distinctly heard the whistles of the steamers of the Providence and Fall River lines, and sent up rocket signals, but the fog was too dense to allow them to be seen at any distance. Even our boats going to and returning from the burning vessel had to feel their way along.

Inquiries of both officers and crew failed to show whether the Stonington's speed was checked or not immediately upon sighting the vessel; but it was learned that the engines were stopped before the boats came together. It was also stated that before the collision the speed of both the Stonington and the Narragansett was at least twelve miles an hour. Chief Engineer Vanwart was not on the Narragansett at the time of the disaster, being absent in Hartford at an investigation of a collision which occurred with a schooner some time ago. The engineer's department was in charge of Assistant-Engineer Charles Finkel, son of the chief engineer of the Rhode Island, of the same line, who was transferred from that boat after the accident which occurred to her in the Sound a few weeks ago.

A TALK WITH THE PURSER.

Purser Kiernan, of the Narragansett, positively declared that there were not more than 300 passengers on board on the night of the collision, and he doubted if there were so many. It was an easy matter to over-estimate a number of persons collected together; but he was so accustomed to estimate crowds on the boat that he considered his judgment of some value. He believed that his passenger list was not destroyed from the fact that his room was on the side of the boat which sunk first.

Purser Waldron, of the Stonington, had gone to the scene of the wreck, and he would recover the papers of the purser's office as soon as possible, including the list of passengers, and deliver them at the company's office; and then the facts would be more definitely known as to the missing persons. He believed there were very few, if any, on board who had not registered.

A statement was made yesterday that there had been a grievous misunderstanding about providing for the comfort of the rescued. When President Babcock learned that some of the passengers who had come to the city by the steamer City of New-York had gone to Earle's and the Cosmopolitan Hotels, he immediately sent instructions to provide them with everything that they might require. He also sent directions to Trendwell, Jarman & Slote, and to another firm, to provide the destitute people with necessary clothing and charge it to the line. The survivors living in the East, who arrived here by the City of New-York, were given free passage by the steamer Massachusetts on Saturday night, and those in Stonington desiring to come to New-York were given passage on a special train in charge of Purser Waldron. Instructions have also been given to Assistant Superintendent Ward, of the New-York, Providence and Boston Railroad, to look out for dead bodies and to furnish coffins for them.

THE LIFE-BOAT PLUGS.

An officer in the employ of the line stated in regard to the fact that the plugs were found out of the life-boats when they were lowered that the boats were not put in the water once a year; that the plugs were taken out to allow any water which might accumulate in the boats, owing to rain, to run out; and that the plugs were, no doubt, lost sight of. He believed that no sound or river steamboat should be permitted to leave her dock unless her life-boats were ready to lower at any time in case of an emergency.

EXPERIENCE OF A "DECK WATCH."

Near the dry dock at Pike-st., under the shadow of the disabled Stonington, there stood yesterday afternoon a fine, portly, good-tempered looking person, dressed in navy blue cloth. On his cap were the words "Deck Watch." He was talking to two or three other seafaring men as a TRIBUNE reporter came up, one of whom was remarking that Gilbert H. Cheeseboro, of Stonington, was the only hand the steamer Stonington had lost. He was in the fireroom at the time of the collision, and is believed to have been crushed to death by the falling freight. "Well," said one of the bystanders, "for myself I shouldn't wonder if he turned up after all, for he has had so many narrow squeaks. He once had every bone in his body smashed by a freight train; after that he was shot in the neck; and after that a coal bucket fell into the hold of the vessel, a distance of seventeen feet, right on Gilbert's head. He's the toughest fellow you ever saw."

The officer labelled "Deck Watch" remarked: "Yes, he was tough, but I think he must have gone under this time. I know he was down in the fireroom at the time, and nobody has ever seen him since."

"Then you were on board at the time of the accident?" the reporter observed.

"Of course; I was on duty at the bow, and I saw the Narragansett right ahead of us."

"How far ahead?"

"Oh, some distance."

"Then it was not foggy?"

"Yes it was; very foggy."

"And everybody on board your boat was on the alert?"

"Certainly. We were going slowly on account of the fog, and as soon as we saw the vessel, we reversed the engines. At the time we struck we were backing. But we came up with the other boat with a great bump, and I was knocked five or seven feet."

"Then great excitement set in, I suppose, and the water rushed through the hole in your bows?"

"Yes, there was a little excitement, but I told people it was all right. There was no water; I mean not any to speak of. The pumps were in good order, and we kept it under easily. I was bow watchman at the time, and ——

"Then your name is Joseph Silvia?"

"No, it isn't."

"What is your name?"

"Eh?"

"What is your name?"

"Oh, as to that I didn't see anything of the accident, and I cannot tell you anything. I had my own duty to attend to."

"But you can tell me your name?"

"No, sir, I couldn't. I would rather not. You see the newspapers— We were going very slow when we struck; I know that."

"And not backing?"

"We were standing still or backing."

And the genial-looking deck watch immediately shut up like an oyster, and backed out of the conversation. The reporter afterwards learned that his name was Antonio Levy.

FUNERAL OF ONE OF THE VICTIMS.

TRIBUTES TO THE WORTH OF THE REV. ENSIGN B. LOCKWOOD.

The funeral of the late Rev. Ensign B. Lockwood, one of the victims of the Narragansett disaster, took place at the Seventh Avenue Methodist Episcopal Church yesterday afternoon. Every seat was occupied and all the available space was filled. The pastor, the Rev. Dr. J. P. Newman, uncle of the dead clergyman, and his family, were among the mourners. Several clergymen were present, including the Rev. W. F. Hatfield, of the Fourth Street Church; the Rev. L. H. C. Adams, of the One-hundred-and-twenty-fifth Street Church; and the Rev. T. Mason North, of the One-hundred-and-eleventh Street Church. On the platform back of the pulpit were Bishop W. L. Harris, the Rev. Dr. M. S. Terry, presiding elder of the New-York District; the Rev. Dr. D. C. Crawford, of St. Luke's Church; the Rev. Dr. J. M. King, of St. James Church, Harlem; and the Rev. W. H. Ferris, of the Thirtieth Street Church.

The pall-bearers were the Rev. William Coombs, assistant pastor of the Sixty-eighth Street Church, the Rev. William Trumbower, of Drew Theological Seminary, the Rev. W. D. Vernon, and the Rev. Andrew J. Schriver, of the Jane Street Church. Dr. Terry conducted the services. The body was placed in a coffin covered with black cloth, bearing a silver plate with the inscription "Rev. Ensign B. Lockwood," in large Roman letters, without age or date of death. There were a few flowers. In front of the altar were a broken column and a pillow, both of white flowers, tuberoses, carnations, tea roses and Japanese lilies. The pillow bore the words "Our Pastor," in purple violets; it was the gift of Mr. Lockwood's church.

Addresses were made by Dr. Terry and Dr. Crawford. Dr. Terry, after referring to the cause of Mr. Lockwood's death, said it was fitting to pause to speak words of tribute to the memory of the departed clergyman. "The first name," he said, "among the eleven admitted on trial at the recent session of the New-York Conference is that of Ensign B. Lockwood. Having had the advantages of an academical training he was graduated with honor from the Drew Theological Seminary year before last. He was appointed to supply the Sixty-eighth Street Church of this city, and after his reception in the Conference he was reappointed then at the earnest request of the church, and also of the managers of the New-York City Christian Extension and Missionary Society. Mr. Lockwood was early left an orphan, and he was placed under the special guardianship and care of his aunt, the wife of the pastor of this church. The fidelity and devotion with which that sacred trust was guarded have been abundantly evinced in the correct habits, genial refinement, and excellent character of the departed clergyman. His was a blameless and beautiful character. His intellect was vigorous and clear, his heart warm and generous, his soul full of enthusiasm for his great life work. He was not demonstrative or noisy, but calm, true, tender, persuasive, thoughtful, devout. It is said that during the evening before the disaster he was reading in Paine's 'Age of Reason,' and wrote on the fly leaf: 'If I go down with this boat to-night, I should be ashamed to have this book found with me, were it not that I read it to refute its doctrines.' Honest spirit! Thou hadst no need to fear that any who knew thy character and life would have accused thee of leaning toward infidelity."

The Rev. Dr. Crawford said: "Here we beheld a man fully prepared for the Lord's work—a man of culture and of a truly self-sacrificing disposition, who had just entered this vineyard. Scarcely had he put his hand on the plough when it grew cold in death. Yet we hear the cry that the harvest is heavy and the laborers few, and this young laborer is smitten down. But it is not for us to question the ways of God's providence. We know that there was no question about the sanctity of his life, and there can be none of his meeting a Christian death." The lesson of Mr. Lockwood's sudden death, the speaker pointed out, was that none should put off preparation for death until old age should come.

The body was taken by the Troy boat last night to Mechanicsville, where Mr. Lockwood's mother is buried. A gold watch, belonging to Mr. Lockwood, which was reported missing after his body was given to his relatives in this city, was returned yesterday to Mrs. Dr. Newman. It had been in the keeping of a gentleman who took charge of Mr. Lockwood's clothing after he was brought on board the City of New-York, and while efforts were making to resuscitate him.

INCIDENTS OF THE DISASTER.

MAD WITH FRIGHT—A FORTUNATE CHANGE OF PURPOSE—CHARLES GUITEAU'S EXPERIENCE—A LACK OF DISCIPLINE ON THE ILL-FATED VESSEL—RUSHING FRANTICALLY FOR LIFE-PRESERVERS.

H. F. Richards, of Providence, occupied a stateroom near the pilot-house and near where the Stonington struck the Narragansett. He first tried to open the window and failed, he then with difficulty forced the door open. Not realizing the serious character of the accident, he dressed himself leisurely, and went upon the hurricane deck. Here he found a crowd of people in a frantic state of excitement and fear. Said he: "I saw a man and his wife rush out on deck, bringing with them a child. They appeared to be wild with fright. The woman, who had on a life-preserver, after rushing to and fro for a few moments, sprang overboard with a terrible scream. The man danced about and screamed like a madman; then suddenly seizing the child, he hurled it overboard and sprang off himself, swimming away by himself. I never saw any one of the three again, and I think the child was drowned."

E. Howard, of Boston, an elderly gentleman, who was a passenger on the Narragansett, said that he saw none of the officers of the Narragansett after the collision occurred, and heard no orders given to the panic-stricken passengers. The life preservers were in a bad condition and he had to try several before he found one fit for use. Mr. Howard also said that he believed there was a great deal of thieving going on with the work of saving life. Several persons of his acquaintance had their wallets taken in this way.

A man of Boston, who declined to give his name, asked a reporter of THE TRIBUNE to call public attention to the fact that none of the officers of the Narragansett took part in the work of rescuing passengers, and that the plugs were out of the boats when launched, making it necessary to cut up life preservers to stop the holes. At Stonington, on Saturday evening, the attention of the resident officers of the New-York, Providence and Boston Railroad was called to this statement. Their reply was that the plugs were always left out of the boats in order that when driven in, they may make the boats taut and serviceable.

HIS FUNERAL SERMON PREPARED.

John A. Davis, of No. 443 West Forty-fourth-st., who was reported among the missing, was not on board the Narragansett. He had left his home with the intention of sailing on that steamer, but could not secure a stateroom. He had some objection, also, to sailing on this steamer because it landed at an unseasonable hour in the morning, and at the last moment he changed his mind and went by the Providence Line. The members of his family did not know of his changed intention, and the rumor spread rapidly among his friends that he was one of the victims. He did not send a telegram to his wife announcing his safe arrival at his destination because he thought she would not hear of the disaster until she read the morning papers, and he had expected to be home before that time. Fully convinced that he was lost the clergyman of his church had prepared a sermon about his sudden death. When he arrived at church his friends surrounded him and offered him hearty congratulations.

Charles Guiteau, of Illinois, had been spending some time in Boston, and Friday he started to return to take the stump for General Garfield. He was on the Stonington when she struck the Narragansett. He says: "I was sitting in a chair, and hearing the whistles of both boats, went out a moment before they came in collision. It was very dark and foggy. The Stonington was going straight ahead, and the Narragansett was trying to cross her bow. Both boats were running with considerable speed—altogether too much for a dark night. Their whistles were blowing, but there was no apparent lessening of speed. The crash was terrific. There were scenes of horror. We soon heard cries from the Narragansett, and then saw she was on fire. The steamboats floated near together, and we could distinctly hear the wails from hundreds of men, women and children on the ill-fated vessel. After what seemed a long delay a boat was sent to the rescue. By this time the Narragansett was enveloped in flames. Our captain said that our boat was badly damaged and we might need help ourselves soon, and refused to allow all of our boats to go to the rescue. The agony of the perishing, and our own imperiled position, sent a thrill of horror through us. Life preservers were strapped around each of us, and we feared that we might soon be in the same condition as the wretched people in the water around us. The suspense was terrible and cannot be indicated by words. We were taken on board the City of New-York at 2½ a. m.

Edward Christin, a young man said that he was standing on the after deck when they were run into. He started at once for the life-preservers. They were out of his reach, but by climbing on a chair he succeeded in getting one and throwing others down on the deck. He fastened one about him and jumped into the water, where he remained for about an hour and a half before he was picked up by a boat from the City of New-York. While he was in the water he saw the deck-hands throwing overboard chairs, boxes and life-preservers to those who were struggling to keep up. One man sailed past him on a cork mattress, and when a boat came to his rescue he told them that he was all right; to go and pick up others who needed help.

BISHOP JAGGAR'S ESCAPE.

It was currently reported yesterday that Bishop Jaggar, of the diocese of Southern Ohio, who was to have conducted the opening service last night at the Gospel Tent, had taken passage on board the Narragansett and was among the lost. The rumor gained ground in Episcopal circles and great anxiety was generally felt in regard to the Bishop's safety. Last night a TRIBUNE reporter met Bishop Jaggar of the Church of the Holy Trinity, and ascertained that he had a very narrow escape. He made an effort, he said, to obtain a passage to Providence on the Narragansett, but was informed at the ticket office that that boat was very crowded. He decided then not to go with the crowd, and secured a passage by the Providence Line. This narrow escape he termed the "closest shave" he had ever had, and he said that whenever he thought of it a sigh of relief escaped him.

THE SCENE FROM THE CITY OF NEW-YORK.

Miss Myra Thorndyke and Miss Minnie Norton were passengers on the City of New-York. They went to Police Headquarters when the steamer landed as complainants against Thomas Livingston, who had stolen a ring at Miss Thorndyke's house some weeks ago, and whom they met on the steamer. There Miss Thorndyke told her experience to a reporter. "It was about half-past 12 or 1 o'clock," she said, "when our attention was attracted, just as we were going to bed, by a noise of running and shouting overhead. We ran on deck and saw a little to one side a vessel burning. We heard the crackling of the fire. Not far away was another steamer, upon which there was much noise and confusion. We could see it distinctly, despite the thick fog, and the dead calm permitted us to hear all that was going on. The water everywhere seemed to be alive with men, women and children floating with or without life-preservers. They shrieked and moaned. Their shrieks were terrible. Some were carried away on the tide beyond all aid, and their shrieks grew gradually fainter and died away entirely at last. Our steamer's boats were sent out; they came and went full of people. Some of these were in their night clothing and others were almost without any; few were dressed. The scenes that ensued were heartrending. Husbands missed their wives, and wives bemoaned the loss of their husbands and children. There was, I think, 150 that came on board, but hardly an entire family. I could not stand the scenes on deck, and went below to help care for those who were suffering. When our steamer went on her way to New York, there were no more drowning people to save. They had all been picked up or had drifted out of hearing."

THE CREW DEEMED "LUBBERLY."

E. Howard, of Boston, has given the following details to a TRIBUNE reporter: "I saw," he said, "no officers anywhere around, and the life preservers were in wretched order; on going on deck we could see the Stonington within a stone's throw floating about in a queer way; then began a scramble for life preservers. A few minutes after the steamer was struck the fire broke out savagely, and everybody was hunting for a chair or a mattress. It was at this time that my friend saw the captain refuse to give a life preserver to a lady who was clinging to her husband. There was no one in the pilot-house, and none but passengers on the hurricane-deck. The officers had disappeared, and where they had gone to I don't know; the crew leaped into the water like a flock of sheep, and there was no one to man the boats. I saw the crew jumping overboard, and leaving the women and children to take care of themselves. I have been on the water for fifteen years, and they were the most lubberly men I ever saw; they knew no more how to handle a boat than a child does. The passengers acted well; were it not for the coolness of the passengers, not fifty would have been saved. I was one of those who stuck to the steamer until she grounded. For three-quarters of an hour we were calling, trying to attract attention, but no boat came for a long time.

OBLIGING AT THE RISK OF HIS LIFE.

F. Emerson, of Buffalo, New-York, who was going to Boston to meet his family, said to a TRIBUNE reporter: "I had Room No. 38, on the starboard side, about six feet from where the boat was struck. The other man in my room was wild with fright; the splinters were all around. Finally I got my gas lighted. The first thing I saw in the office was a man standing near a shelf and throwing life preservers down to the passengers who were grabbing them eagerly. Not one in fifty knew how to put them on. The women were one-half dressed. There was no fire then, but soon after we smelled the smoke. It was then that a negro went up and down the saloon crying that there was no danger. When I went aft there was great confusion. Men and women were jumping off in rapid succession. One man who had his trousers and shirt on asked me to get his clothes for him. He said that they were in Room No. 1, way forward; I rushed to the room through the blinding smoke, and had to burst open the door. But the flames rushed out and it was with the greatest difficulty that I saved my life. On the bow of the boat after we were drifting to the shoals the terrible heat was kept off the little group of people by wet mattresses. All the passengers, except twenty-five or thirty, had gone. When the steamer grounded we were standing in water, and stood there for a long time until the two boats came to take us off. There was no one except the passengers to lower the boats on the Narragansett. There were many exciting scenes. After all the passengers had left the hurricane deck a little dog was seen up there whining piteously; finally the heat became so great that he leaped into the water and, after floundering around, paddled off."

SOME ACTS OF DESPERATION.

During the excitement on the Narragansett men and women clung to chairs, mattresses and pieces of wood. Everything was utilized. One man threw out two mattresses and then quietly tossed his two children upon one of them. They lay quietly, and then he and his wife secured the other mattress, and the family floated off safely. Another man put a life-preserver on his wife and on himself, and taking his child in his arms leaped into the sea. A wave snatched his child away from him, but he seized the little one by the heel and threw it on a raft. Then he helped his wife on the raft. Crazed by the flames, a woman about fifty years old leaped from the hurricane deck and struck the lower deck on her head and shoulders. She was carried away. One man seemed to be rendered insane from

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MARTIAL LAW AT LEADVILLE

ALL THE MINES TO START TO-DAY.

EXCITING TIMES IN THE MINING CITY—THE CAVALRY RAIDING THE STREETS—PROCLAMATIONS BY THE GOVERNOR AND THE SHERIFF—TROOPS CALLED UPON.

[BY TELEGRAPH TO THE TRIBUNE.]

LEADVILLE, Col., June 13.—There is excitement here. All places of business were closed yesterday, and over 2,000 citizens formed into line for military service. Drilling was in progress all the forenoon. At 2 o'clock a battalion of cavalry and infantry, 100 strong, marched through the principal streets, the streets being thronged with strikers, who greeted the military with derisive shouts. A proclamation guaranteeing safety to working miners was read from the balcony of the Opera House. Upon a viva voce vote on its adoption the strikers tumultuously voted "No." Governor Tabor attempted to speak, but was greeted with hisses. Colonel Bohn attempted to clear Harrison-st in front of the Clarendon Hotel with infantry. The strikers gave way in the street, but refused to quit the sidewalk. The cavalry charged through the avenue several times, but could not keep the street clear. Colonel Bohn became much excited, and rode furiously into a body of men, striking right and left with his sword. Colonel Bohn's friends tried to restrain him, but he was uncontrollable. Great confusion and excitement followed, in the midst of which a shot was fired. The cavalry instantly turned their carbines on the crowd, which scattered in great haste. The celerity with which men found holes was amazing. The cavalry did not fire, but rushed up and down the street, driving everybody to shelter. The strikers soon rallied and serious trouble was imminent.

When a company of miners, led by George Daly, appeared on the scene, the guards armed with Winchesters formed a line across the street and looked very ugly. Daly, rifle in hand, walked back and forth and said: "We mean business." The citizens armed with revolvers stood on a pile of boards watching for an overt act. No attack, however, was committed. The crowd gradually dispersed. The streets were thronged in the evening and there is a good deal of threatening talk. There are substantial preparations to meet trouble should any occur.

To-day the city was put under martial law. Governor Pitkin issued a proclamation declaring that as there is reasonable apprehension that the civil authorities will be unable to restore peace and order, and as he believes it to be required for the preservation of the public safety, Lake County is put under martial law. He appoints Mayor James Brigadier-General commanding, to act until to-morrow, when Major-General Cook will arrive and take command. General James has accepted the commission and has issued orders for company commanders to report to him at once. Sheriff Tucker also issued a proclamation commanding all persons interfering with the working of the mines to desist and disperse, otherwise he will, as directed by the Governor, call upon the armed organizations of the State and compel such desist