The Sun.

FORTIETH YEAR. NEW YORK, SATURDAY, SEPTEMBER 7, 1872. PRICE TWO CENTS.

THE BURNED BIENVILLE.

THE ARRIVAL OF THE PASSENGERS AND CREW IN NEW YORK.

A Clear and Interesting Account from Capt. Maury—One Hundred and Twenty-eight Lives in Peril—Twenty-five Persons Lost or Missing—The Latest Particulars.

The steamship Morro Castle arrived yesterday, bringing sixty-two of the passengers and crew of the steamship Bienville, which was burned at sea Aug. 15. A description of the ship has already been published in THE SUN. She was a chartered vessel in the employ of the Pacific Mail Steamship Company, and at the time of her loss was on her way to Aspinwall. She carried sixty-two passengers and a crew of sixty-five, and was loaded with a general cargo.

The following list of the passengers was furnished the SUN reporter at the office of the Pacific Mail Steamship Company:

Through Cabin Passengers—William B. Wood, Mrs. Baker, George W. Rea, Mrs. A. S. Barrey, Nora Sullivan, Henry Anthon, to Panama; A. D. Temple, J. Cooper and sister, G. W. Baffey, W. S. Wilson, E. H. Walker, and P. Stoker.

Through Steerage Passengers—Elizabeth Horrocks, Ellen Greeley and sister, John C. McCourt and sister, Junius Franca, Fanny Batty, John Thompson, Kate Dalton, J. W. Brosay, Charles Lapa, J. Brenan, wife, and four children, W. Pool, John Oliver, Henry Jarf, Mary, Margaret, and James Jones, Bridget Hopkins, A. Godfather, John and Bridget Kelly and children, Ann Dooday, Mr. Claus Angelsen and wife, Fortunato Arolio, Ax Williams, and Charles Smith. From Boston—Patk. Daley, John Kieley, John Colbert, Mrs. Annora Sullivan, Kate Sullivan, and John Till.

Cabin passengers for Aspinwall—Antonio Bargasbillegas, Thomas H. Woobrich, Rufus Leed, Cristobel Ortega, William Berry, Mr. Ronds.

Cabin passengers to South Pacific ports—Mr. Chapman, William Burroughs. Steerage, Amelio Valegaz.

The news coming so soon after the wreck of the Metis, and the fearful loss of life by that accident, and the as yet indefinite information received of the burning of the America, the greatest interest was felt by the public, and the details eagerly sought.

The passengers and crew brought by the Morro Castle were landed at Pier 42, North River, and the wharf was the scene of great animation as the sufferers came ashore. They were instantly surrounded by friends, strangers and reporters, and besought to tell their stories again and again. Among those who arrived were Captain Jeffers, Mr. Maury, Purser W. A. Smith, Chief Engineer William F. Wright, First Officer Frederick Harger. Capt. Maury has made the following clear and interesting report:

Capt. Maury's Story.

NASSAU, N. P., Aug. 26, 1872.

F. P. Baby, Esq., Agent P. M. S. S. Co., New York.

DEAR SIR: I have to report the total loss by fire of the chartered steamship Bienville under my command, on the morning of August 15, at sea, in latitude 25 deg. 12m. north, longitude 74 deg. 15m. west, by account.

At 3:45 A. M. August 15 the officer of the watch called me, and reported that the ship was on fire in the fore hold. I gave the order to call the crew, to fire quarters quietly, and have the pumps started and the steam turned on to the fire extinguishers leading into the fore hold and forward freight room, at the same time keeping the ship off before the wind and hauling down the head sails, leaving the head of the jib up, and stopping the engine. I had the hose led from the fire extinguishers, the forward hatches taken off, and made the attempt to get below with the water, but the volume of smoke was so great that I had to close the hatch immediately. I then had the water led to the forward ventilator, and started it below, at the same time having the hatches battened down with wet blankets over everything stowed below. A few minutes after starting the water the steam pump was disabled by breaking the working arm, and our supply of water was entirely cut off from that source. I then detached the chief officer and second officer to get the boats prepared for saving the passengers and crew, and ordered the officer of the watch to be employed doing all they could with the hand pumps and fire buckets, in conjunction with the steam fire extinguishers, to keep the fire down.

SAVING THE PASSENGERS.

Lowered four boats and dropped them astern with buck ropers in them. Manned the two large life boats, which were on deck on the forward davits, and watered and provisioned them all, and then took the dingy, or smaller boat, aft on the quarter deck. Had a full supply of life-preservers served to the passengers, and extra ones on the quarter deck for any one who might require them; also had extra provisions and water placed aft on the quarter deck.

At 5 A. M. I could discover nothing coming below but steam, and I was in hopes that it was so far smothered that I would be enabled to run for Watling's Island, then distant 70 miles, by account.

At 6 A. M. I had the colors hoisted at the after flagstaff, and was preparing to lower the others, at which time I had coffee and bread prepared served out to the passengers, who were all seated on the after deck.

The passengers were greatly alarmed, and I had to use every exertion to induce them to take their departure, and my telling them that I believed the fire would be overcome tended to put it somewhat calmed them. While these preparations were being made I went forward, and in a short time discovered that the smoke and fire were making their way through both sides of the ship just abreast of the boilers.

THE DISEMBARKATION.

I then knew that all our efforts to save the ship under the circumstances and with the steam pump broken down and no water from the main, could be of no avail. I then gave the order to commence disembarking the passengers, placing in the larger boats the best crews at my disposal, and then dividing the women and children as nearly equally as possible in each boat, and placing as many passengers in each as I judged safe for boat, and then directing them to live off and life from the ship for further orders. The wind and sea at this time were moderate from east by south. Two boats were safely loaded and sent off; the third one was loaded and also sent off; but by the carelessness, or worse, of one of the crew, was caught under the lower deck of the ship and capsized at the same time. All the people from her were rescued and placed in another boat and sent off. The first boats sent off were very moderately loaded, but now I had to put heavier loads in the boats, intending to redistribute them afterwards. At 6 A. M. I found that all the boats had been loaded and sent off from the ship except the dingy and one of the smaller quarter boats, neither of which was a life boat, and I still had more persons on board than the boats could hold. I loaded the dingy, sending the ship's boys and some ladies in her, with a steerage and a few steerage passengers in her, and placing her under charge of one of the seamen, sent her off. I then had the last boat lowered (the smaller quarter boat), and placed a crew and a part of the remaining passengers in her, and put her under charge of the second officer, and directed him to distribute a part of the passengers among the laden boats and then return to the ship for those still remaining on board. At the same time I sent a compass for the largest life boat and written sailing directions for all. Mr. Harger succeeded in boarding two of the boats and putting three persons in each, with the exception of the boat in which I was, by which time the flames had swept so far aft and the heat become so intense that I had to signal for his return. On the return of this boat, I sent all the remaining persons into her at 7:30 A. M.

THE SHIP ABANDONED.

Having seen every person safely embarked from the ship, and the flames having burst from the cabin and all forward of that, I left the ship in the same boat. Shortly after Mr. Harger coming in the same boat with the large life boat she filled and capsized. The wind had now freshened to a fresh east by south trade, and the sea was increasing. The boats were all too deep to be able to give them any assistance; but by the aid of the wreck of the stoven life boat, which was near them, they succeeded in righting and bailing out their boat and reaching Cat Island; but I regret to add the loss by drowning of several of her passengers and crew, supposed to be from seven to ten persons. Enclosed you will please find a full report as regards this boat from Mr. George W. Baffy, who had charge of her, assisted by Quartermaster Arthur Howland. On leaving the ship I intended to distribute the officers whom I had to keep on board among the other boats; but those that were lightly laden kept to windward and out of my reach. After pulling to windward a short time, I found that my boat was so deeply laden that she would certainly fill and swamp if I continued doing so, and I was compelled, in order to prevent this, to keep off and run before the wind and sea, at the same time hailing and making signals to the other boats to follow me as far as was practicable, which they finally did. We had great difficulty in keeping our boat afloat during the day and night. At 1:30 P. M. we saw the ship apparently explode, and then lost sight of her entirely.

THE PASSENGERS SAVED.

On the 16th, at 10 A. M., sighted land ahead, and continued running along it until 3:30 P. M., when I discovered a safe landing place under the lee of a reef, and then beached the boat. We were soon met by the colored inhabitants, who informed me that we had landed at James Point, Eleuthera Island. We were treated in the kindest and most hospitable manner by them. I immediately made arrangements for having fires built at night, and day signals shown to guide the rest of the boats to safe landing places, and sent couriers with written requests to the authorities to have the same done at the other points, and, if possible, to despatch vessels to sea to search for and rescue the rest of the boats.

After walking across to the side of the island I succeeded in hiring a boat from Mr. Boston Johnson, head man at this settlement, to take me to Nassau, and made arrangements for having the rest of my passengers forwarded the next day to the same port. At 7 the same evening I started for Nassau by boat, taking the second mate and five of the crew with me, and arrived at that place the next morning (Aug. 17) at 8 A. M.

I immediately communicated with the American Vice-Consul, Mr. Saunders, and he at once sent off a vessel to cruise for the boats still out. The Hon. S. A. Johnson, the Underwriters' Agent for the Bahamas, had the Atlantic Mail Steamship Company's tugboat Anna coaled and prepared for sea. At 1 P. M., we sailed in her to cruise for the boats, Mr. Johnson accompanying me on the tug. We proceeded to sea and cruised in all localities where there would be a chance of meeting the boats, calling at Harbor Island during our absence to repair a leak in the tug's boiler, and despatching a wrecking schooner from thence to cruise also and assist in our search.

DROWNED IN THE SURF.

On August 23, after an absence of nearly six days, returned to Nassau, and found that five boats had reached land and that their passengers were at Nassau. The second boat which landed, unfortunately, capsized in the surf, and nine persons were drowned from her. Their names are unknown, excepting Mrs. Branner and three of her children. Their bodies were recovered and buried by the authorities of Eleuthera Island.

There is still one boat missing, but as she was one of the best of our life boats, only moderately loaded and fully provisioned and watered, I strongly hope she has been picked up by a passing vessel, and her crew saved.

The origin of the fire I am unable to give certainly, but I think it broke out on the between decks over the boilers, and possibly among the cargo stowed there. It was not in the fore hold, where it was supposed to be first.

During the fire, and all the time while on board of the ship, the officers and crew behaved very well, performing their duties in a quiet and cool manner, there being only a slight unsteadiness and disposition to rush for the boats shown by the firemen and coal passers when I commenced disembarking the passengers. This was readily quelled, and all after this proceeded in a cool and quiet manner. The last person whom I sent out of the ship before leaving myself was the chief engineer, Mr. Wright, whose report of the accident you will please find enclosed.

A BRAVE CAPTAIN'S TRIBUTE.

On the boat which capsized, my attention has been called to the very gallant conduct of Mr. George W. Baffey, passenger; Arthur Howland, Quartermaster, Peter Barry, seaman, and W. Harrison, coal passer, to whom those persons that were saved in this boat are indebted for their rescue. In closing this report, I beg leave to call your attention to the very kind and hospitable manner in which our ship's company were received by the inhabitants of the islands on which they landed. Many of these persons are poor colored laborers, and they furnished many different articles of food and clothing, for which they have not been paid, and I think some compensation should be made them, so as not to discourage them in being kind to other shipwrecked persons who might be cast on their shores and care. Very respectfully,

JEFF. MAURY,
Late Commander S. S. Bienville.

The Chief Engineer's Story.

A SUN reporter sought an interview with Mr. W. F. Wright, Chief Engineer of the Bienville, and finally found him in his pleasant house in Brooklyn. He said:

The Bienville was discovered to be on fire in the cargo space in the forward hold or upper between decks on the 15th of August, at 3:45 A. M., at a point about 35 miles to the northward of Watling's Island, one of the Bahamas, in latitude 25 north, longitude 74 west. Soon after the breaking out of the fire, and when it was discovered that the danger was serious, the greater portion of the passengers and crew were quietly transferred to the boats. There was some difficulty about launching them, as the sea was rough, but Capt. Maury maintained discipline to the last moment, and there was nothing like a panic among either passengers or crew. Two or three passengers remained with the captain and chief engineer on board the vessel for some time after all the others had left, but these two officers remained until they could stay no longer without being burned to death, and were the last persons to leave the ship. Shortly afterward she blew up and sank. Five of the boats landed safely with their occupants on one or the other of the nearest adjacent islands. One swamped alongside the vessel, and it was reported that ten persons were thereby drowned, but it is supposed to be an exaggeration. It was supposed, also, that nine others were lost by the wreck of another boat in the surf at Eleuthera Island. Owing to the rough sea it was impossible for the boats to keep together, and they landing on different islands, and the uncertainty as to the fate of the several parties, was a consequence.

UTTERLY DESTITUTE.

The boat bearing Engineer Wright was thirty-three hours making land, and, like the others, was without provisions, no person leaving the burning ship with anything save what was carried on his back. The women tore up their skirts and dresses to make sails, and the entire passenger party landed in an utterly destitute condition. The inhabitants everywhere treated them with the utmost kindness, giving freely of whatever they had that was wanted.

At Nassau, whither all the survivors proceeded as soon as they conveniently could in sail boats belonging to the natives, the United States Consul, Mr. Gamble, did officially all he could for his unfortunate countrymen, including furnishing them with clothing and providing lodging of the citizens. The ladies of Nassau particularly endeared themselves to the Bienville passengers by caring for them, giving them shelter and food, and then by taking them to assist in transporting them to the Morro Castle lost Nassau last Monday, making a quick run to this port with her sixty-two shipwrecked passengers.

Mr. E. H. Lawlor's Story.

Mr. E. H. Lawlor of Albany, gave an interesting narrative of the burning of the steamer and subsequent sufferings of the survivors. He lost everything, and is suffering greatly from exposure and fatigue.

We left New York on the 10th of August, bound for Aspinwall; we had one hundred and thirty passengers, and a pleasant voyage, until the 15th. About 3 o'clock in the morning, while I was in my berth, in latitude 24 15, smoke was discovered issuing from the hatch below the steerage deck; the donkey engine was set at work, but soon broke down, when the flames still continued to burst from the hatches which had been battened down, and to prepare to take to the boats. At seven o'clock Capt. Maury ordered the life-boats to be launched. They were in the number, and ought to have been capable of carrying all the passengers; the number placed in these varied from ten to thirty-two; the latter number was far too great, and some of the boats were dangerously low. The sea was very rough, and the terrified passengers, with no land in sight, saw death staring them in the face. The first boat launched contained twenty persons and was swamped at the ship's side; the second boat, however, all the passengers in the boat were saved, and I should observe that placing ten persons in some boats caused an undue proportion to be thrown into others, and in this way life was unnecessarily sacrificed.

THROWN INTO THE SEA.

The sea ran very high, and the sun was blazing hot, so that our sufferings were terrible. After we had left the ship about ten minutes, the second mate, John Goff, approached the side and shouted to me to follow, when he came alongside, we must take four more persons in our boat, in which there were already twenty, seven; three clambered in, and simultaneously with the sixth seized a small boy, captured and we were all thrown into the sea. There were twenty-seven males and four ladies. Incredible as it may seem, the mate pulled toward his ship, and made no effort whatever to save us, but when the ladies in the mate's boat took on other passengers at the steamer, and subsequently landed at James's Point, Eleuthera Island. At the time we were swamped, we were distant sixty miles from the nearest island; the Captain, before leaving the ship, gave us a compass and told us to bear northeast for that point.

INTENSE SUFFERING.

Ten of our boat's load were drowned when she capsized. I do not know their names; a lady was among their number. Words cannot describe our excruciating sufferings after this. The sun was intensely hot, and we drifted about on the wreck of the boat. By noon we had for several hours, with heavy seas washing over us and the tropical sun pouring upon our uncovered heads. We were without food or water for forty-two hours, there being but one biscuit to be divided among the twenty-five survivors. After clinging to the boat all these long hours, the broken boat which was first capsized drifted toward us; this was our only hope, having no oars, and no means by which to right our own boat, and we could not have lasted but a few moments longer. One or two who had sufficient strength managed to swim from the wreck to the broken boat, and with their hands began the work of bailing out our own boat. We all had our life preservers, otherwise none of us could have survived. In the broken boat we found one oar. Finally our boat was bailed and we got into her. A sailor named Peter Barry, who subsequently proved himself a hero, improvised a sail, using the skirts of the ladies and shirts of the men, rigged to the oar, and he made our way with this sad as best we could toward the land.

DESPAIRED OF BEING SAVED.

Before leaving the ship Capt. Maury told us that the nearest land was Watling's Island, and for this point we made, taking our bearings from the sun, and judging the distance to be about 70 miles. Even now our sufferings were intense—with wet clothing, the great heat of the sun, and the pangs of hunger upon us, we despaired of being saved. Heavy seas were continually breaking over us, adding to our misery. About 2 o'clock the steamer exploded, with a tremendous report, and immediately sank, bearing everything on board with her. Nothing whatever was saved. I hope never to witness or experience such suffering as attended us after this; but cheered on by our sailor hero, all, even the ladies, bore up with fortitude and resignation.

When night came we took the stars for our bearings and kept before the wind with our strangely contrived sail; the waves ran thirty or forty feet high, and we believed, although we could see no land, that we were near it. We "coasted" all that night endeavoring to find a safe landing place; it was a task of immense difficulty in the terrific gale and the tremendous surf which was rolling. About three o'clock A. M. we landed at Cat Island, San Salvador.

THE HEROIC BARRY.

It so happened that we landed in a calm, under the skilful pilotage of our heroic Barry, although a few moments later the storm was renewed with redoubled fury. Cat Island we found to be perfectly barren, and for a long time we believed it to be uninhabited. Our feelings when we found no human hands to relieve our distress, and with neither food nor water, no words can describe. Several of our party started out to explore the island, and shortly before daylight some of them found several thatched huts; upon closer examination we discovered quite a colony of colored people living in the huts, who were engaged in the propagation of fruit for the New York market. They lost no time in relieving our distress and administering to our wants in every possible way. First, they gave us, in our famished condition, a very little liquor; soon after they started fires and made a gruel. An hour later we were given chicken and other substantial food, with tea, coffee, &c. Our inner wants having been satisfied, the ladies were given dry skirts, and hats, coats, and shoes were distributed among the men.

CARED FOR BY THE NATIVES.

Mr. Stewart, the resident United States Consul at the island, was soon informed of our arrival and immediately did all in his power to relieve us. We then sought rest, remaining here under the care of the kind-hearted though dusky natives for a day.

At 8 o'clock in the evening of the 18th, Mr. Stewart provided a sail boat to convey us to Nassau, ninety miles distant. It had only a mainsail, but we had plenty of food and water for the voyage. We left Cat Island with fine weather and smooth seas, and reached Nassau about midnight of the next day, when we found that Capt. Maury, with two or three other boats, had already arrived.

At Nassau, where we remained for two weeks, the people did all they could to make us comfortable, and raised a subscription of $108 for our benefit, as we were entirely destitute.

We left Nassau at noon on Monday last by the Atlantic Mail steamer Morro Castle, reaching New York at noon to-day.

It is certain that over forty persons are missing, as there is no doubt that twenty were drowned, while one boat with thirty-two persons has not been heard from.

MR. LAWLOR'S LETTER.

The following letter was addressed by Mr. Lawlor to the Nassau *Guardian*:

SIR: In a letter addressed to the United States Consul and published in the last issue of the *Times*, the writer, Mr. Anthon, one of the survivors of those on board the ill-fated steamship Bienville, makes the following statement:

"The other boat then pulled for the ship, leaving our people in the water, as it was utterly impossible to render us any assistance."

To me, sir, a passenger in the same boat with Mr. Anthon, and witnessing all that he witnessed, and experiencing all that he experienced, this seems so monstrous that I am unwilling it should go upon record without, at least, my positive contradiction. In the first place, Mr. Anthon plainly demonstrates that our boat was overloaded with passengers, there being thirty-one in her when leaving the ship, although she had only capacity for twenty-five; that she was leaky and unseaworthy; that more persons were subsequently crowded into her, which was the immediate cause of her capsizing and the drowning of ten persons; and yet, in the exuberance of his spirits he exonerates every one from blame in the premises except—the Almighty! I am a plain man, sir, and confess that I never learned the art of "blowing hot and cold" in the same breath, or looking in contrary directions at one and the same time.

THE SWAMPING.

Now, what are the facts in regard to the swamping and capsizing of our boat? I have no hesitation in saying that the responsibility therefor rests upon one whose reckless, heartless, and inhuman conduct in forcing twice our already overloaded and unseaworthy boat, under the threat, "Get in, or I'll throw you in," that we were precipitated into the water and ten of our number drowned. Be it remembered that when relieving the ship we had on board, not only those named but about a dozen persons; that it was the stanchest of all; that but twenty-two souls were subsequently landed in her, and we saw at once what truth there is in the statement that "it was utterly impossible to render us any assistance."

POOR PETER BARRY.

It is but "even-handed justice" to Captain Maury to say that he explicitly denies ordering the officer to put any more passengers into the boat. Captain Maury says distinctly that his orders were to put them in the boat having the least number of passengers. Every one who knows him speaks of Captain Maury as one of the most skilful of officers and most humane of Christian gentlemen. No blame should be attached to him for the culpable act of an inferior officer. And now a word in commendation of a poor man, but "able seaman, Peter Barry," to whose heroism, in the providence of God, all in our boat are indebted for their lives. It was he who, by kind appeal to the passengers, prevailed upon them to relinquish the boat until she could be bailed; it was he who improvised a sail that enabled us to speed on to unknown land. It was he who, when all others blenched and "gave up the ship," took hold of the helm and, with cool head and steady hand brought us safely out of all danger. The survivors owe him their lasting gratitude; and the company in Nassau fairly serves should see to it that his skill and heroism are rewarded. E. H. LAWLER.

Another Story of the Escape.

When the starboard quarter boat shoved off from the ship under charge of Mr. Baffey, a passenger, it contained thirty-four persons. Then there were but two boats, the port quarter-boat and a capsized boat, left for those on board. While hoisting the capsized boat to the davits to bail her out, she was struck by a sea and broke from her fastenings, leaving the port boat for all remaining on board, not enough to carry them. This boat was therefore sent with a number of persons to be distributed among the other boats. To the starboard quarter-boat, Mr. Baffey's, she took three men. The boat was already deeply loaded, and this addition instantly swamped her, and all but the three strugling in the water. Nine of those in this boat disappeared before she was righted, and they are supposed to be lost.

Some clung to her, others drifted away on life preservers and on the boat's masts and oars. They were in this condition six or eight hours, and then the survivors reached the bottom of the boat. The quarter-boat was baled out, and then they were taken on board.

They had no sail, and material was called for. Men stripped off their shirts. The women were equally ready, and they took off their skirts and handed them to the sailmaker. A sail was made of some strips of canvas, shirts, women's skirts and rope-yarns, and thus, without food or water, the boat started for Watling's Island.

The wind and current headed them off, but finally, at about sunset, they sighted St. Salvador, where they landed on Friday, at about 3 A. M., and were hospitably received. The distance made by this boat, running for land and seeking a landing place, is about 120 miles.

The Lost and the Saved.

The first boat reached the shore at James Point, Eleuthera Island, on Friday, Aug. 16. The following-named were saved in this boat, reaching Nassau Saturday morning, Aug. 17:

J. Maury, captain; W. A. Smith, purser; Fred Harger, first officer; John Goff, second officer; Wm. Tuttle, officer; William H. Wright, chief engineer; Daniel McGregor, carpenter; Charles Tighe, second master; William Logan, second master; Thomas Griffin, seaman; Wm. Westfall, seaman; James Williams, seaman; Daniel Drew, water tender; A. Lee, pantrymen; David Lewis, second steward; Oliver Seeley, porter; Thomas H. Woodwich, passenger; F. Stoker, passenger; Col. Pio Rosada, passenger; Wm. Chapman, passenger; Patrick Daily, passenger; Wm. Pool, passenger. Total, 22.

The second boat effected a landing at Gregorytown, Eleuthera. This boat was caught in the breakers, capsized, and its occupants were thrown into the boiling surf.

NINE PERSONS DROWNED.

Nine persons were there lost in the struggle to reach the land, including Mrs. Joseph Brammer and three children. Her husband was saved. The boat landed with her twelve men, two women, and two children unknown.

The following-named were saved:

William H. Best, first assistant engineer; George Badger, M. D., surgeon; George W. Close, steward; Charles Christerpherson, second master; Thomas Bell, fireman; James Gough, fireman; Joseph Brammer, fireman; John Stanton, fireman; Robert Beckett, steerage steward; Angus McMillan, steerage steward; Fanny Beaty, passenger; Joseph Brammer, passenger; Aaron Brammer, passenger—total, 13.

The second boat's passengers reached Nassau at 6 P. M. on Sunday, August 18. The third boat landed at Russell's Island on Monday, and the passengers arrived at Nassau at 6:30 P. M. on Tuesday, August 20. Saved in this boat were the following-named:

Alfred Coethen, second pantryman; Joseph Macarthy, mess boy; Frederick Hollywood, mess boy; Fred. Johnson, steerage waiter; Bernard Barrow, second porter; John Welsh, seaman; Robert Thompson, baker; Julius Frankin, steerage passenger; Christof Otega, cabin passenger; A. Williams, steerage passenger—total, 10.

The fourth boat reached Eleuthera on Monday, August 19, with:

Sidney Barleyte, second assistant engineer; Peter Grant, seaman; Michael Hollywood, seaman; Thomas Flanty, seaman; Adolph Holm, third cook; Barney Shield, waiter; Rufus Mead, United states Consul at Cortez, passenger; Miss Maggie Barker, cabin passenger; Ellen Ryan, passenger; Margaret Johnson, passenger; Maggie Barker, passenger; and three at Eleuthera. Total—16.

The fifth boat effected a landing at the north end of San Salvador, with:

George W. Baffey, cabin passenger; Norah Sullivan, cabin passenger; Eliza Jane Wardes; Kate Dalton, steerage passenger; Arthur Howland, quartermaster; Peter Barry, seaman; W. Barry, cabin passenger; Jas. Brenan, steerage passenger; John Rutledge, second cook; W. Garrison, captain's steward; W. Stuart, saloon waiter; C. Tyler, saloon waiter; H. Ashton, cabin passenger; Arthur D. Temple, cabin passenger; J. B. Wood, cabin passenger; G. W. Rhea, cabin passenger; A. S. Barney, cabin passenger; W. Burroughs, cabin passenger; H. Scherf, steerage passenger; W. Thompson, steerage passenger; Amelio Villegas, steerage passenger; Antonio Argra, steerage passenger; A. Goldwater, steerage passenger; J. Oliver, steerage passenger; J. B. Alvlston, steerage passenger—total, 25.

NINE PERSONS OVERBOARD.

This boat was capsized before she put off from the ship, and nine persons were lost overboard.

RECAPITULATION.

Passengers, 63; officers and crew, 65; total on board, 128; saved in the steamship's boats, 84; drowned in the surf, 9; missing from boat No. 5 and probably drowned, 9; number not heard from, 26; total lost and missing, 44.

A despatch from Washington says that six of the crew and passengers of the Bienville reached Wilmington, N. C., on Wednesday from Nassau, and passed through here last night for New York. Their names are David Lewis, second steward; George Badger, surgeon; George W. Close, steward; W. B. Wood, G. W. Rea, and A. P. Barney.

A Baltimore dispatch says that thirty-five of the Bienville's officers and crew reached there on the schooner William McGee, J. H. Gambrill, master, from Nassau, N. P. Their names are:

John Goff, second officer; John Weeks, third officer; W. H. Best, first assistant engineer; Sidney Beamenherd, second assistant engineer; Charles Teighe, quartermaster; E. H. McGregor, William Empinab, George Cotter, John Welch, Thomas Bell, B. Shield, James Gow, Robert Crosby, and A. O. Temple, seamen; Robert Thompson, first cook; P. Daily, second cook; Robert Beckett, third cook; George Tyler, George Gordon, James Williams, Peter Grant, waiters; A. C. McMillan, J. McCarty, William Logan, T. Flaherty, J. Webb, and Fred. Jones, messers; B. Barrow, Thos. Griffin, Wm. Westfall, and M. Hollywood, firemen; Chas. Christopher, second master; Daniel Drew, O. Sweeny, and Adolph Holm, porters; Fred. Johnson, steerage boy.

ROPES OF SAFETY.

This reduces the number of lost and missing to 25. It is possible that others have been picked up and taken to other ports, though it seems almost certain that the persons lost overboard by the swamping of boat No. 5 were drowned. The bodies of six of those lost in the surf at Eluthera Island were recovered and buried on the island. The Nassau *Herald* of Aug. 28 says that a young lady, one of the rescued passengers, wandered into the woods at Eleuthera and could not be found. Every effort was made to find her, but without success. Her sister arrived in Nassau on Sunday.

The same paper says that an empty boat has been seen adrift off the High Rocks of Eleuthera, and supposed to be one of the Bienville's boats from which the crew had been taken off by a passing vessel. The mystery of this empty boat is perhaps solved by the Baltimore or Wilmington arrivals above mentioned.

THE METIS INVESTIGATION.

The Second Mate's Story of the Disaster—An Oiler's Narrow Escape from Drowning—The Pilot's Account of the Collision.

PROVIDENCE, Sept. 6.—The investigation into the loss of the Metis was continued to-day before the United States Inspectors, L. H. Boole, Beckwith, and Hovey.

Thomas Harty, second mate, testified: I heard the crash of the collision, and ran forward to the room of the first oiler. It appeared to be nearly under the pilot house. I was ordered to go down into the forward hold and see if the boat was making any water. I went down forward of the forward bulkhead. Everything was dry. There was no water in that compartment. I could not get out of that compartment into the next without going on deck. There was no scuttle in the bulkhead of any description. I went down to her keelson and looked for the leak, but did not see any. She was perfectly dry all through. I went up and reported to the pilot house that everything was tight in the forecastle, and that no water was making. I then went aft to trim the ship. She was keeled over on her port side. This bulkhead was about two feet forward of where the vessel struck. I told them how it was, and the first pilot came down and looked himself at the break. About five minutes after the collision he gave me a lantern and lowered me over the side to look for damage. All I could see was a scratch along the guard. I saw no break and no planks started. I was about ten minutes examining. The lantern threw a light down to the water. They took me away, saying there was no leakage there, and I was perfectly satisfied. Capt. Torrey then went back to his duty in the pilot house. Afterward, as I saw the boat was very much down by the head, I ran forward again and looked in the forecastle, and there was about three feet of water in the hold. Capt. Hull came there and said, "Tell Mr. Baker (the first mate) to stand by the boats and get the boats ready." Mr. Baker went aft, and I followed him. I believe it was about No. 3 that I went to on the port side. Capt. Torrey helped me to hoist the bow of the boat. We got the boat half way swung, when people got in and baled it. There were about sixteen or eighteen passengers, and crew, deck hands, and fireman, but no women nor children. The boat was hanging by the davits. Through a blunder of a deck hand, the tackle was let go aft, and the forward part of the boat dropped and threw them all out. I was thrown into the water. I pulled myself up, righted the boat, and got in off with seven persons besides myself. One was Col. Gallup. I proposed to look for the steamer, but Col. Gallup thought that it would be of no use. The second compartment was not accessible from the hatch without removing the freight, which would have taken two or three hours.

James Whitlaw, oiler, testified that after the crash he was sent down into the shaft alley to see if there was any water. There was none at first, but in ten minutes it rushed in from forward, put out his light and he narrowly escaped drowning.

W. W. Palmer, pilot, testified—I was on watch at the time of the collision. Saw the schooner on the starboard bow, showing a green light. Another on the port bow, showing both lights. Put wheel to port to clear the schooner. Suddenly he came into the wind with his sail shaking, flung two bells to stop the boat. The schooner struck us about four feet forward of the beam, on the port side. Capt. Burton came into the pilot house. I started ahead again. The Captain took charge and turned the boat down and went back fifteen minutes, looking for the schooner. Then we came ahead slow and stopped. We blew three whistles twice, and failing to find the schooner kept on our course. A report came that the steamer was sinking. Capt. Hull ordered me to head for shore, and I ran her ten or fifteen minutes toward Watch Hill beach, blowing the whistle continually for help until no steam was left. I stayed in the pilot house until the boat stopped steaming, and then went on deck and assisted in getting the forward life boat over the side. The deck watchman reported both schooners before we saw them; the second two minutes after the first one. When the second moved as to hide her green light, I put the helm hard aport, and shoved off toward the first. Did not see the second till the first got close abreast of us, and at the time I saw the second I saw her green light and her sails shaking on our starboard bow.

Another Victim.

PROVIDENCE, Sept. 6.—Addison Van Buren, a young colored man of this city, was on the steamer Metis, and has not since been heard from.

BOSS SHEPHERD'S MURDERS.

A Wanton Outrage by the Leader of the Washington Ring—Pulling Down a Market House without Warning the Inmates—A Man and Boy Killed.

WASHINGTON, Sept. 6.—On Tuesday night last Alexander R. Shepherd, Vice-President of the Board of Public Works, ordered the demolition of the Northern Liberty Market, on Seventh street and New York avenue. A force of two hundred negroes, under the direction of one of the creatures of the Board of Public Works, proceeded to execute the order. The regular market day at this market house is Wednesday, and of course on Tuesday night the butchers and hucksters had all their supplies in their stalls. There was no notice of any kind given them of the contemplated demolition of the building, and consequently many thousands of dollars worth of property were destroyed, such of those who happened to be present at hand were enabled to save a portion of their goods, but as they had no sure place to remove them to the most of those that they succeeded in getting out of their stalls were stolen by the crowd of negroes who had collected to see the sport. But this was not the worst. The work of destruction went on all night, and was still in progress on Wednesday morning. Then an German butcher and a little boy, in attempting to remove some meat and other property from their stall, were killed by a portion of the wall of the building falling upon and crushing them.

The indignation that this unlawful and high-handed work aroused was heightened by the murder of the man and child, which had all fever heat. Boss Shepherd was so much alarmed at the threats publicly made that he requested Major Richards to furnish him a squad of police to act as a body guard to escort him to his home in safety yesterday. Ever since that he has been careful when and where he showed himself on the streets, and nightly his house has been guarded by a strong force of armed police. It is said that the brother of the murdered butcher, accompanied by a party of friends, last night went to the residence of Shepherd for the purpose of taking summary vengeance upon him. They found the body of men guarding the house too strong to attack, and returned without accomplishing their object. They swear, however, to have eye for eye and tooth for tooth, and that the doom of the typical Boss Tweed of Washington is only postponed for a season.

The feeling on the part of citizens of every class is very intense, and a universal cry of indignation can be heard on every hand. So strong is this feeling that the Coroner's jury at the inquest over the dead body returned a verdict to the effect that Alexander R. Shepherd was responsible for the death of the two unfortunates.

The excuse of Shepherd for issuing the order is this: He had learned on Tuesday afternoon that the citizens in the neighborhood of the market, together with the occupants of the stalls and stands in the market house, were going to apply to the Circuit Court in equity for an injunction to restrain the authorities from removing the market until the year for which they had rented their stalls had expired. Shepherd and his fellows knew that the injunction would be granted, and that if the Court did its duty it would be sustained, and he determined him to anticipate the action of the citizens. When the force of workmen began to tear down the buildings, some of the citizens went in search of Judge Humphries, the only Judge now in the city, to obtain the injunction that night, but it seems that the Board of Public Works had smuggled the Judge out of town that afternoon and he could not be found.

TROTTING IN KINGS COUNTY.

The Prospect Park Fair Grounds and Hall's Park Thronged with Turfmen.

The bright sun, bracing air, and prospect of fine sport drew together an immense assemblage of turfites at the Prospect Park Fair Grounds and Hall's Driving Park yesterday. There was much speculation on the great race between Charley Green and J. J. Bradley, which is to take place on Monday. The pool selling on the race between Coroner K. Othello, and Fanny Fern was lively. Coroner K. stood first in the pools, Othello second, and Fanny Fern lowest. Othello won the race easily.

In the race in Hall's Park, Fanny Osborn had the call after the first heat at $100 to $60. She won the second heat amid great applause.

On the match for $100 between Adams, the walker, and the horse Hank, Adams to walk a quarter of a mile while the horse trotted a half mile, moving start, best 2 in 3, the betting was about even. The horse run in two straight heats. Adams was very weak and sick at the conclusion of the race. Time of the half mile, 1:34 and 1:34½.

PROSPECT PARK SUMMARY.

Purse $200, for horses that have never beaten 2:31.

Wm. McMahon's b. g. Coroner K	3	3	1	1	2
Jas. Campbell's blk. g. Othello	1	1	2	2	3
J. H. Phillips's ch. m. Fanny Fern	2	2	3	3	1

Time, 2:31¼, 2:32, 2:33¾, 2:33¾.

Fifth heat not to be placed on record, as the heat was taken from the horse that made it.

Time of the heat, 2:32; sixth heat, 2:31¼.

HALL'S PARK SUMMARY.

Purse $150, for horses that have never beaten three minutes; mile heats, best three in five, in harness.

J. H. Phillips's b. m. Fanny Osborn	3	1	1	1	
Ab. Hosher's blk. s. Horace Greeley	1	3	4	5	
A. C. Whitson's b. m. Lady Jane	2	2	2	2	
G. Wright's b. g. Bay Billy	4	6	5	3	
S. B. Todd's br. g. Humpty Dumpty	5	5	6	4	
West Bowen's b. g. Joe Robin	5	4	3	6	

Time, 2:57, 2:50, 2:50, 2:56.

The Vermont Election.

RUTLAND, Sept. 6.—Returns from 202 towns give Converse 38,224; Gardner, 14,688. Republican majority, 23,616. The majority in the entire State will probably be from 25,000 to 26,000. There are 33 towns yet to be heard from.

DR. SCHOEPPE ACQUITTED.

The Chief Judge Declaring the Moral Evidence too Weak to Justify Binding the Prisoner Over to Answer.

CARLISLE, Pa., Sept. 6.—The testimony of Profs. Geuth of Philadelphia, Wormley of Ohio, and Himes of Dickinson College was given to-day for Dr. Schoeppe, and was very strong in his favor. At ten minutes of five this afternoon the defence closed, and the prosecution made no further offer. Dr. Schoeppe received the announcement very calmly.

The Hon. Samuel Hepburn next arose and announced to the Court that counsel for the defence were willing to subm