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THE HENRY CLAY CALAMITY.

Further and Later Particulars.

NINETEEN MORE BODIES FOUND YESTERDAY.

Raising the Wreck---Several More Supposed to be Underneath.

Recovery of the Bodies of Mrs. J. L. Thompson, Mrs. Handford, Mr. E. Thompson's Child, and Others.

&c., &c., &c.

Bishop's derrick, from the East River, which was brought alongside the wreck on Friday afternoon, and made fast to Ackerman's dock on the north side of it, was made ready for operation yesterday morning, and at 6 o'clock they commenced to raise the machinery, by attaching the tackle to the walking beam. It was found, however, that it would be necessary to disconnect the shaft; and for this purpose it was raised and lowered several times, causing great delay. The strained and bent condition of all the rods contributed to render the task of disentangling the mass of ruins one of great difficulty. At 12 o'clock, Mr. Germaine, the late engineer of the Henry Clay, had only just succeeded in detaching the beam, which was then being hoisted.

This of course is but a small portion of the machinery which must be lifted before the search can be prosecuted; and numbers continued to arrive at the spot during the day, by both up and down trains, all of which stop except the express trains, and afford every possible accommodation. All express their conviction that several, some say twenty and some fifty—but this of course must be a matter of vague speculation—remain under the flanges of the paddles or the machinery. It was certain there were two bodies—this had been ascertained by divers. One man, named Henry Lanigan, dived twice, and succeeded in fastening a rope round the leg of a man, and distinctly felt that there was a second man there. This feat was an extraordinary one, considering the broken state of the timbers among which he had to work under water.

The wreck of the Henry Clay has gone almost entirely to pieces. The smoke pipe is lying in the water, and the wooden portions of her hull are floating about in charred fragments. Her timbers appear to have been very slight, and in their dry condition the flames must have ravaged them as though they were wicker work. She is completely burnt on the inside, down to the kelson.

Nothing remains but the mere floor, the machinery and the smashed paddle wheels, which are immoveable, by reason of the weighty machinery attached to them.

As the work continued the difficulty became more perceptibly great, and it was found it would be necessary to cut through some of the rods with cold chisels, as in their confused and entangled state, taking out the bolts will not enable them them to be drawn up.

They did not seem to be provided with the necessary implements, and the operation progressed very slowly.

The shaft was removed and hoisted out, but the heaviest part of the machinery and boilers remained immoveable. It will be necessary to lift these completely, in order to raise the wreck, of which a kelson and floor is alone left, and which of course have no buoyancy.

The impatience of the spectators became very great, as they have evidently expected their suspense would be more speedily relieved when the Derrick went to work; and to appease this feeling, the tackle was shifted to the further or starboard wheel, and by this means was so far eased, that a body was extricated by means of a rope attached to it, as before described. This was identified to be as was before expected, that of Isaac D. Sands. It was forwarded to Yonkers that an inquest might be held. So pressing is the emergency considered, that they talk of continuing the work this day (Sunday).

STATEMENT BY ANOTHER PASSENGER.

The following plain and direct statement is given by Mr. J. H. Gourlie, a passenger on board the ill-fated vessel:—

I took passage at Albany, on board of the steamer Henry Clay. I soon discovered evidences of a contest with some boat, which proved to be the Armenia. The Henry Clay got the start about a mile or two ahead, and continued ahead until landing at Hudson where the Armenia took the western channel, and did not stop; she reached Catskill first, and there took in passengers and proceeded down the river. The Henry Clay also landed at Catskill, and took in passengers. I heard one of the officers say, "We beat her after all—we took in twenty-two she took only fifteen." At this time, I saw an evident determination on the part of our officers to overhaul and pass her! At this point I first saw the captain—he was undoubtedly ill, but was now and then about the vessel. The person I had supposed to be the captain was as I learned, Mr. Collyer, one of the owners of the boat. He seemed to assume the command—was very active—going from time to time from the bow to the wheel house—and in all respects was the master of the movements of the boat. At or near Kingston we overhauled the Armenia, and gradually closed in upon her—or she upon us—I could not say which—at all events, the men were at the paddle-box, ready with the fenders. They were put out, and the boats were locked together.

A great deal of consternation prevailed on board, not only among the ladies, but among the men. I confess I was somewhat uneasy. At this time I saw a gentleman seize the arm of Mr. Collyer and say, "This must be stopped, sir."—I added "it is a rascally business." Mr. Collyer said, "There is no danger whatever." The boats remained close locked for perhaps twenty minutes, proceeding, at a rapid rate, down the river. All the passengers were ordered "to the larboard," with the view, as I supposed, and hope, to get the boats separated. For some reason or other, the Henry Clay pressed to the west, pushing the Armenia nearer the shore where the Armenia blew off her steam, and the Henry Clay passed on. Up to this period, there can be no doubt the boats were racing with an intense desire, on the part of the officers of each, to get ahead. It was manifested on all their countenances and was participated in by every servant of the boat, both of high and low degree. If it were not so, then the human countenance is incapable of expressing the emotions and feelings of the mind.

The boats parted, and the Henry Clay made all the after landing first. The very people on the docks seemed to be aware of a race. Then abuse of each of the boats, according to their sympathies or interests, was loud and vivent, denoting more than an ordinary degree of interest in the result of the passage.

After this a question arose, "Is it necessary for two racing boats, in order to keep up the race, to be near together?" In my opinion the race was continued, although the Henry Clay was, from that time until the disaster, several miles ahead. At all events, there was the same zeal among the servants of the boat—although the excitement had in a measure passed from the passengers.

We reached Yonkers about 3 o'clock, and nearly opposite the residence of Thomas W. Ludlow, Esq., the cry of "fire" proceeded from the main deck.

I was seated on the promenade deck, pointing to a friend the various residences of our merchants and others at the time. When "fire" was announced, my friend and myself rose from our seats, the consternation being very great. Some one—I think one of the officers—said, "There is no danger; the fire is out; it is a false alarm." My friend and myself resumed our seats as much for example as anything else, yet I confess, I was much alarmed. In a moment a dense black smoke rushed up the companion way, from the main to the promenade deck, and before we could move to the starboard side of the vessel the flames came up through the promenade deck, and enveloped the moving arms of the machinery. From the moment the smoke became so dense until the bow struck the shore eight minutes probably elapsed. In the mean time, all who were on the main deck were unable to reach the bow, the flames were violent and a black thick smoke filled the after part of the deck, being driven there by the current of wind occasioned by the vessel's movement to the shore. On the main deck, of course, ladies and men were driven to the extreme stern of the boat, being on the promenade deck, I could not, of course, know what was going on below, but all was terrible consternation; and yet, amid this horrid scene, not a word of command was heard, or advice from any authority, as to our movements.

The passengers on the promenade, during the eight minutes, were rushing in every direction—some forward, and some climbing down to the main deck at the stern. The flames had now reached the promenade deck and were fiercely bursting on the larboard side and never theless, my friend and myself stood still till the boat struck, and we then rushed through the heat and flames, climbed down to the main deck, and from there to the shore, followed by a gentleman, a well known New York merchant.

We were the last persons who passed over the promenade deck to the bow, all communication being entirely cut off by the devastating fire. It burned with fearful rapidity, spreading in every direction, and soon enveloping the boat from stern to stern.

Mr. Stephen Allen came on board at Hudson. We conversed together several times on various subjects—one of them the racing of the boat. He was quite calm, but spoke of the excitement of the ladies during the race which he condemned unequivocally. At half past two I conversed with him again, in company with Mr. De Peyster. This gentleman saw him after the cry of fire was heard, but were soon separated.

When I landed, I looked round for Mr. Allen; could not find him and made inquiries. A gentleman told me, "He is safe; I gave him a rope and he got ashore." Alas! he never reached the shore.

Mr. Crist came on board at Newburg; I bowed to him near the ladies' saloon and at two o'clock I saw him again, and he shortly afterwards laid his head upon his hand, and seemed to be asleep. I never saw him afterwards.

BODIES FOUND.

In addition to the corpse extricated from the wreck as above described, as our reporter passed down by the train yesterday morning, he observed beside the track the body of a woman, which had been brought ashore and ascertained there were some more, which had probably been raised by the discharges from a six-pounder, brought down for the purpose the previous day.

On reaching Ackerman's dock, off which the derrick is made fast, he found the bodies of a lady and child, and during the operations before mentioned, reports continued to arrive that others had been found.

This lady was afterwards recognized as Mrs. Johanna Handford, widow of Cyrus Handford, Esq., of No. 215 West Twentieth street, New York. The child was also recognized as that of Mr. Elmore Thompson's, of No. 180 Henry street, New York. Both have before been mentioned and described as missing.

Shortly afterwards the bodies of two females were brought ashore, and remain unrecognized at present.

About one o'clock the bodies of two well dressed ladies were brought ashore, which were afterwards recognized as those of Miss Hawthorne, before mentioned as missing, and Miss Moore of Memphis.

Having been viewed by the coroner and jury, and permission given, the remains of Miss Moore were taken away by Mr Manning, a cousin of her's, for interment; and those of Miss Hawthorne, were delivered to Mr Lefoll, for transmission to Salem, her place of residence, for which purpose a metallic coffin was provided.

In the course of the day the body of Mrs. Anna B. Marcher was also recovered and identified, and having, and retaining the same view, was removed to East Chester for interment.

Her funeral will take place this day (Sunday) at one o'clock. The body of her son, also a victim, as before mentioned, was interred on Friday last, at East Chester.

Mrs Marcher was an English lady, about 60 years of age. She had been at Hudson on a visit for a few days, previous to the fatal occurrence.

The body of another lady, brought ashore, was recognized by Mr Isaac McDaniels of Rutland, Vt., as that of his wife.

Mr McDaniels has been constantly on and about the fatal scene, in a state of deep excitement and grief, ever since the loss of his wife; and having given his evidence in the evening before the Coroner, he bore his sad burden with him and returned to his desolate home. His conduct and demeanor in the inquest room was quite excited, and almost incoherent for which he apologized to the acting Coroner and Jury.

At a late hour in the afternoon, a lady was brought ashore, and together with the two above mentioned, remains unclaimed at the house on the New Steamboat Dock at Yonkers. Such is the advancing state of decomposition that the place is insupportable, and a speedy interment is absolutely necessary. The Coroner will however, keep them to the latest hour consistent with safety, in hopes that their friends to claim them. A full description of their persons will be found elsewhere.

This completes a list of ten bodies found yesterday on the shores of Westchester county, and conveyed to Yonkers.

THE WESTCHESTER INQUEST.

FOURTH DAY.

AS TO THE BODY OF MRS JOANNA B. HANDFORD.

Miss Susan Marsden sworn and examined—I was examined the day before yesterday. I recognise one of the bodies here. It is the body of my sister. It was found this morning in the river, near the wreck of the Henry Clay. The cause of death appears to have been drowning. She was a passenger on the Henry Clay on the 28th, from Newburg to New York. She was the widow of the late Cyrus Handford of New York. She lived at 215 West Twentieth street; was born in New York, and in her 22d year. Witness has no doubt of the identity of the body.

Certificate was given for the possession of the corpse.

After the Jury viewed the body with the Coroner, the sitting was removed to the railroad station in consequence of the effluvia from the bodies.

AS TO THE BODY OF ISAAC C. SANDS.

Daniel Sands sworn and examined—I live in the town of Washington, Dutchess Co.; I recognise the body of the deceased, who was my son; it was found this afternoon amongst the weeds, near the wreck; he appears to have been drowned; he was a passenger on the Clay from Poughkeepsie to New York—himself, wife and two children; his wife and one daughter were saved; his son 11 months old, Sylvester, was drowned; deceased was 33 years old; he was born in the town of Clinton, Dutchess county; deceased was a carman; I have no doubt as to his identity.

AS TO THE BODY OF JENNIE R. THOMPSON.

Elmore Thompson sworn and examined—I live at 180 Henry street, New York; am a merchant; I recognise the body of my daughter, the deceased; it was found in the river near the wreck, about 6 o'clock this morning; she appears to have been drowned; she was a passenger on the Clay; she was three months and twenty-six days old; she was born in New York and was a passenger by the Clay; my wife, servant girl, Eliza, and child, were with me; my wife was saved; the servant and child were lost, the body of the servant has not yet been found; there seemed to be considerable strife at Newburg among the ticket runners for the Clay and the Armenia and did not see anything particular among the runners to indicate a race between the boats; but several of them noticed that the Clay was ahead, and seemed opposed to the other party on that account; I can't say that I saw anything among the crew on board the boat to indicate anything extraordinary.

By a Juror.—My wife did not express any uneasiness.

Examiner continued.—The first intimation of the fire was when I was sitting with my wife in the ladies' saloon; a cry of fire was made, and smoke appeared, and there was a general rush; the smoke came from amidships; the rush was to get out of the door and windows of the ladies' saloon; my wife and servant attempted to go, but I insisted on their remaining where they were, to keep them from the crowd; as soon as I got them quiet I went to the cabin door, to see where the fire came from; I found the fire bursting up amidships, in every direction, and the smoke and sparks coming aft; the fire seemed to be coming up through the deck, around the shafts, and in that neighborhood, I turned, got my wife and servant, and went out of the cabin; I think the boat had then turned towards the shore; my wife stood by the gangway, and I gave her the baby; I then went amidships, and cut a settee loose, and threw it overboard, and got my wife and babe inside the rails, and holding fast to it; I then attempted to get on the settee and reach my wife and babe down; when I got down some one grabbed me, and, after struggling in the water some time, assistance came; when my wife was forced overboard by the flames the babe was in her arms; I presume the babe that was drowned; when I next saw my wife she had not the babe; I last saw the servant with my wife at the gangway, while I was cutting the settee. I have not seen her since; when I first heard the cry of fire we were in about the middle of the river; I don't know exactly off what place; I cannot say whether the boat was heading towards the shore when I first heard the cry of fire, but when I got up to look, I believe she was; two or three minutes may have elapsed between my hearing the cry of fire and my getting up to look; I heard some one say, "keep cool, there is no danger;" that was all the direction I heard given; I did not see any of the officers or crew, or hear any advice or direction given after that; I did not know any of the officers personally, or by sight; it was about one o'clock when they went below to dine; the boat seemed to be quite full in every part; there was scarcely a vacant seat in the ladies' saloon; I went up on the hurricane deck with my wife, and had difficulty in getting stools to sit on; all the stools on the forward deck were full; the after part of the main deck, in front of the ladies' saloon, appeared to be full; there were at least three or four hundred on the boat; I did not look down into the fire, or go into the engine room.

By a Juror.—I don't think the boat was overcrowded though I consider it a well filled boat, more so than or dinarily.

AS TO THE BODY OF LUCY R. MCDANIELS.

Isaac McDaniels sworn and examined.—I live in the State of Vermont; I recognise the body of my wife, the deceased, by her dress and jewelry; I have no doubt of the identity of the body; I was told the body was found six miles above the wreck; I found the body here; she was 36 years of age, and was born at Paulet, Vermont; she appeared to have been drowned; she was a passenger on the Henry Clay from Albany; I was on board with her and my daughter, seven years old, who was saved; after I got on board at Albany, I did not think of any racing between the boats; after I left Albany a few miles, the Armenia came along, and I think passed our boat and gained one landing. The Clay afterwards passed her. After that, I began to observe an uncommon jarring about the boat, which I did not like. The boats were near each other, and I was fearful of a collision. I was standing by the wheel house; I saw the boats lying together; I was on the hurricane deck; I then passed back to the stern of the boat, and the boats came into collision; after this the Armenia threw out her steam and fell astern; the Armenia was on the west side of the Clay when they came into collision; I was satisfied, from the direction the Clay was taking, there would be a collision, or the other boat would run on the rocks; the Armenia was taking a safer course towards the shore, whilst the bow of the Clay was pointing more westerly towards the shore; I stood at the stern at the time the collision happened; I then went to the man whom I supposed was the captain of the boat; he was at the stern when I first went to him; he was a young man, had black whiskers extending low on his face, and I think under his chin; he had a quick, bright eye, and was about 5½ feet high; I should know him again, he was the person who took my fare; at that time I supposed him to be captain; he was in the office at Albany taking fares; I spoke to him and remonstrated against the racing of the boats, and did not wish to risk the lives of myself and family; I told him that I would rather get into New York later than have any racing by the boat; he said there was no danger; I went to him twice before we got to Newburg and received the same reply; between the first and last time I proposed to call an indignation meeting, and report his conduct in the HERALD and other papers in New York, as jeopardizing the lives of so many; I spoke to several of the passengers about an indignation meeting; one of them proposed to throw the captain overboard if he would not cease racing; before we got to West Point the Armenia fell back and the excitement subsided; before I made the remonstrance with this man, the men connected with the boat were crowding her to beat the Armenia; I mean the firemen; a fireman came out on deck between my remonstrances once and put his head out of a window, and looked towards the Armenia to see how she was going and came immediately back; there appeared to be a feeling to beat the other boat. I noticed the excitement of two men who were twice in the captain's office; it was with one of these men that I remonstrated; I was perfectly cool at the time; there were two successive dinners furnished; after dinner, I sent my daughter down into the lower cabin, and I put her to sleep; half an hour afterwards I heard the cry of fire; I then went up on deck and saw smoke coming up round the smoke pipe on the main deck; I saw it from the cabin deck; one of the hands came down and said there was no danger; I ran back for my daughter and came up on deck and heard the cry "all safe;" I asked a gentleman to take my daughter on the hurricane deck, and afterwards set up myself; I never saw my wife after I left her saloon; till I saw her body here; my little daughter was rescued.

By a Juror—I have been on the river several times.

AS TO THE BODY OF MRS. ANNA B. MARCHER.

George Holberton sworn and examined—I keep a drill establishment in Broadway; the deceased's son married my sister; I have no doubt as to the identity of the body; she was between fifty-seven and sixty years of age; she was a passenger in the Clay from Albany to New York; she appears to have been drowned; her body was found floating near the wreck this afternoon about two o'clock; she was in company with her son George K. Marcher, who was also lost; I was not on board.

Certificate was given for the possession of the corpse.

AS TO THE BODY OF MISS M. H. MOORE.

Samuel W Aswood examined—Knew Miss H. M. Moore; she resided latterly at Oxford, Miss., formerly at Memphis, Tenn., and taught school there. She had lately been residing in New Jersey, but he did not know what place. Was a single lady, age 45 years. Was a passenger on board the Henry Clay on the 28th instant coming from Albany to New York, to visit witness's family and her friends in New Jersey. She would probably have drawn her drafts drawn by J. B. Kirkland, of Memphis, as he was a friend of her's and a money broker. She used to wear a gold watch, but witness could not identify it. Had seen the body and had no doubt it was her. She was in company with Mr. Edward Cooper, of Memphis, who was saved.

W. G. Ackerman, one of the Jurors, sworn—Was present when a female body was shown to the last witness; was present when she was found, about 1 o'clock to-day, within about one hundred yards south of the wreck; witness helped to pick her out, and was present when the coroner examined her; one draft for $50 was taken from the pocket of her dress; it was drawn to the order of Miss H. M. Moore by J. B. Kirland, and was not indorsed; she had a gold watch and two gold studs marked M. B., and a ring with plaited hair, bearing the initials G. to H. on the inside; she had also a gold chain, pencil and key; her death was caused by drowning.

Permission was given to Mr. Osgood to remove the body.

AS TO THE BODY OF MISS MARIA L. HAWTHORNE.

Edward Lefort, one of the jurors, sworn—Witness knew John Dyke, of Salem, Mass., who was an uncle of Miss Hawthorne whose body he had seen to-day; Mr. Dyke had told him that he (Mr. D.) was with her on board the Henry Clay coming from Saratoga; witness saw Mr Dyke that evening, and the next day he told him Miss Hawthorne was lost; Mr Dyke had remained two days, until this morning, endeavoring to recover the body; and before he left he gave witness the description of her dress and articles about her person, and requested him to take charge of the body if found and forward it to Salem; the body he had seen answered the description in every particular, and a pin was found on her bearing an inscription containing the name of Forrester. The body was found this afternoon, the same time as Miss Moore's by some boatmen, who said they found it in the river in the neighborhood of the wreck. Her death was doubtless caused by drowning.

Robert Manning, sworn and examined—I live in Salem, Mass.; am a nurseryman; Miss Hawthorne was my cousin, and I knew her well; she lived in Salem; she was between 35 and 40 years of age and single; she was a sister of Nathaniel Hawthorne the author; she was a passenger with Mr. Dyke on the Henry Clay, on the 28th inst.; she was drowned on that occasion; from the description given by the last witness, and from articles found on her body which I recognize as having belonged to her, I have no doubt of her identity. The witness recognized a breast pin, marked with the name of Rachel Forrester, a handkerchief marked "H," was also found in the deceased's pocket. Witness was authorised by her family to take the body to Salem for burial, and a certificate was accordingly awarded for the purpose.

AS TO THE BODIES NOT RECOGNIZED, AND BURIED IN ST. JOHN'S CHURCH CEMETERY, ON THURSDAY, AND NUMBERED 1 2 3 4, AND 5

William G. Ackerman, one of Jury, sworn and examined:—I was present yesterday at the burial of these bodies and was also present when they were severally viewed by the Coroner's Jury. In each instance they appeared to have been drowned; I saw some of these bodies laying dead on the beach on the 28th inst., quite near the wreck of the Henry Clay, shortly after the occurrence; saw some of them taken dead from the water near the wreck on that day; on the next day I saw the remainder of them on the beach near the wreck; I have no doubt that all these bodies were lost from the Henry Clay.

The Jury then went to view the bodies not recognized, and take a description of them (given elsewhere) previous to interment. On their return to the room they were about to proceed to take a formal inquest as to the cause of death, when our reporter left, about 10 o'clock, P. M.

We are requested to state that Mr. J. R. Whiting does not appear on behalf of the owners of the boat, and that he declined to do so. Mr. J. R. W. is a resident in the neighborhood, and is merely interested as a citizen in the inquiry, and conducted the first day's examination to assist the Coroner.

INQUEST AT FORT LEE.

An inquest was held at Fort Lee, on the shores of New Jersey 29th inst. upon the body of Matilda A. Fennell, one of the persons who was drowned from the steamer Henry Clay. The jury rendered a verdict that the said Matilda A. Fennell came to her death by the misconduct and culpable carelessness of the officers and conductors of said steamer, in racing. Theodore V. Ayres, Coroner.

BODIES FOUND AT TUBBY HOOK.

INQUEST BY CORONER IVES.

Nine more bodies were yesterday washed ashore at Tubby Hook, a short distance above Manhattanville, all victims of the late disaster at Yonkers, by the burning of the Henry Clay. Eight of the bodies were females and one male, out of which number six have been identified by their friends. The following are their names, as taken by the Coroner, during the investigation held at Manhattanville yesterday afternoon. The bodies were all in a very swollen, disfigured state of decomposition, and were principally identified by the clothing and articles found on their persons.

Mrs. Henrietta Truax, aged nineteen years, coming home to her husband in Brooklyn; her child, Mary F. C., aged four years, was also washed ashore near the mother, evidently showing that in all probability the mother had grasped her child, and both died together and that the decomposition was the cause of the separation. Both bodies were identified by Mr. Truax.

Mrs. Elizabeth C Thompson, aged thirty-four years, from Lancaster, Pennsylvania. Identified by Charles Boughton and Franklin Borgart.

Caroline A. De Wint, aged fifty-eight years, resident of Newburg. Identified by her brother, John A. Smith.

Miss Eliza Kinsley, aged thirteen years of West Point, where her parents reside. Identified by William Rowley, a servant for many years in the family of Mr. Kinsley.

John Stevens, (colored) aged 43 years, cook on board the Henry Clay.

Three bodies not recognized have been, by the order of Coroner Ives, sent to the dead house at Bellevue Hospital, foot of Twenty-seventh street, East river, where they will be kept for several days, unless claimed by their friends.

KILLED AND MISSING.

CORRECTED LISTS.

The following have been compiled and corrected with care, and may be relied on:—

BODIES FOUND AND RECOGNIZED.

1—Miss Elizabeth Billman aged 68. A maiden lady.
2—Mrs. Harriet E. Colby, of Montpelier, Vt., aged 32.
3—Mrs. Amelia Barcroft, of Philadelphia, aged 55.
4—Mrs Owen Fennell of New Hanover county, N. C. (Mr. Fennell, erroneously reported dead, was saved.)
5 and 6—Sarah Dennison and Miss Mary Cooper, of West Farms, Westchester county.
7—John K. Simons, son of John W. Simons, of 67 Eldridge street, New York, and
8—Elizabeth Shanckey, his nurse.
9—George K. Marcher, of 346 Broadway, N. Y.
10—Jean B. M. Hanford aged 17 months, daughter of the late Cyrus Hanford, of 215 West Twentieth street, New York.
11—Mary Ann Robinson, wife of Anthony Robinson, of 69 Ferry street, New York.
12—Isabella, their infant daughter.
13—Mathew Crannel, aged 13 months, son of Mathew Crannel, of 150 Hudson street, Albany.
14—John Bosler, of 214 Wooster street, New York.
15—Mrs. Maria Bailey, wife of Prof. Jacob W. Bailey, of West Point.
16—Maria Bailey, daughter of the above.
17—Mary Thompson, and
18—Eugene Thompson daughter and infant son, of John L. Thompson, of Lancaster county, Penn.
19—W. M. Ray, of Cincinnati, Ohio.
20—Abby Ann Ray, wife, and
21—Caroline Ray, daughter of the above.
22—Margaret Chattilon, wife of John Chattilon, 184 Cherry street, New York.
23—George Thielman, of Poughkeepsie, brother of the above.
24—Katarina Chattillon, aged 3 years, daughter of the above.
25—R. A. Sands aged 9 months—son of Isaac D. Sands, Stanton street N. Y., carman.
26—Charlotte Johnson (colored,) of Poughkeepsie.
27—Jane Murray, aged 30, wife of Adam Murray, of Chicago.
28—John Murray, aged one year and a few days, son of the above.
29—Christopher Benjamin Hill, aged fifteen, (colored,) servant in the cook's galley, on board.
30—G. F. Whitlock, 46 Allen street, New York.
31—Mrs. Whitlock, wife of the above.
32—Miss Julia Hey, Newburg, New York.
33—Elizabeth Pearsall aged 15, step daughter to D. Olden of south Brooklyn.
34—A. J. Downing, aged 37, merchant, Fishkill.
35—Mis Adeline M. Holmes, 95 Allen street, New York.
36—Miss Emily Bartlett, wife of Professor Bartlett, of the Collegiate Institute, Poughkeepsie.
37—Mrs. Matilda Wadsworth, of Fishkill, widow, aged 26.
38—Abraham Crist, Esq., counsellor at law, of New York city and Brooklyn.
39—J. J. Speed, Esq., of Baltimore, Md., counsellor at law.
40—J. S. Schoonmaker, of Jordansville, Ulster Co., merchant.
41—Phoebe Ann Jordan, of the same place, his niece.
42—Elizabeth McNally, domestic servant, New York, aged 27.
43—Hon. Stephen Allen, ex-Mayor of New York city.
44—Howard H. Simons, infant son of John W. Simons, of New York, aged 2½ years.
45—Mrs. Johanna Handford, widow of Cyrus Handford, of No. 215 West Twentieth street, New York.
46—Mrs. Thompson, wife of John S. Thompson, District Attorney, Lancaster county, Penn.
47—Isaac D. Sands, carman, of Stanton street, New York.
48—Mrs. Rose McDaniels, of Rutland, Vermont.
49—Henrietta Truax, of Schenectady, 19 years of age, wife of Peter Truax of Brooklyn.
50—Mary Frances Cecilia Truax, about 5 years old, daughter of the above.
51—Jennie R. Thompson, infant daughter of Mr. Elmore Thompson, 181 Henry street, New York.
52—Mrs. Anna B. Marcher of East Chester, aged 60.
53—Miss H. W. Moore aged 45, of Oxford, Miss.
54—Miss Hawthorne, (sister of Nathaniel Hawthorne, the author,) of Salem, Mass.
55—Caroline A. Dewint, aged 58 years, of Newburg, New York.
56—Miss Eliza Kinsley aged 13, of West Point.
57—John Stevens, (colored) cook on board the Henry Clay.

MISSING—KNOWN TO HAVE PERISHED.

1—Helena Chattilon, aged 14 months, daughter of John Chattilon, of Ferry.
2—Fessie Williams, an aged colored woman, of Poughkeepsie.
3—Miss Kinsley, of West Point. (Sister found at Manhattanville.)

BODIES NOT RECOGNIZED AT YONKERS.

The following, not having been recognized, were buried, the coffins being marked with the numbers set opposite to each:—

1—A lady with light brown hair, turning gray—wore large gold earrings, black open worked bonnet, gold ring on second finger of left hand, gold cuff pin, with black enamel centre, black English lace veil, book muslin habit shirt, black gaiters without tips.
2—Boy, 20 or 22 years old, apparently Irish. Check cotton shirt, figured neck tie with colored ends, brogans. In his pocket were two keys, one having a brass chain attached; a comb, a clean check shirt, and a cotton stamped pocket handkerchief, and a pipe, also a slip of paper with the direction "James Donnahies, 60 Leight street, N.Y."
3—German woman—dark brown hair, gold earrings, brown merino dress, calf skin brogans and worsted stockings. A card found in her pocket from Donelan's Hotel, 37 Dean street, Albany; blue colored, round tin snuff box, comb and pocket knife, and a few cents.
4—German laborer; thick whiskers extending round under his chin, some gray hair, brown frock coat, heavy boots, and blue overhauls in front of which was a cross, stamped underneath "Glauber Hoffe." In his pocket was a card of a jeweler, residing in Rivington street, New York.
5—An old lady, apparently German, hair turning gray—blue figured dress, black gaiter boots tipped with patent leather, and white cotton stockings.
6—A young lady in a black silk dress, black silk striped hat, black silk stockings, a fine cambric handkerchief, marked "E. L.," a mourning ring with plaited hair, bearing initials E. D. L., supposed to be a lady for whom inquiry was made this day by a brother.
7—A young and apparently genteel woman, but much burnt, and the face in a sadly disfigured state. She was dressed in half mourning, a black muslin frock spotted with white, black stockings, and black open worked straw bonnet, black kid gloves; on her left hand a plain single diamond and gold ring, and in her dress a portmonie, containing $9 in gold and two $5 bills; inside her frock on the left breast, was a small token of something of that sort worked in the shape of a heart. Her features scarcely distinguishable; but she had long black hair.
8—A stout woman, also young, apparently and probably a nursery maid—dressed in figured de laine dress, white stockings, and had on a necklace consisting of several strings of large imitation pearls, and on the forefinger of the left hand a large, plain gold ring. In her pocket were an orange, some money in a small bag or purse, and a certificate from Mr. and Mrs. Palmer, of 41 Irving Place, dated July 4, that Bridget Brodrick, supposed to be her name, had left their service to get married, and giving her a high character.

BODIES NOT IDENTIFIED AT BELLEVUE HOSPITAL.

1—A female, about 40 years of age; five feet six inches high; dark hair; a figured muslin de laine dress, with three rows of brass buttons in front; two gold rings on her finger; a gold pencil attached to a silk cord; a dollar in silver in a brown bead purse. A letter was found in her pocket, post-marked New York, addressed to Emeline ——.
2—A female child, between two and three years of age, with long dark hair; dressed in a white frock; white under clothing, white stockings and black shoes.
3—A colored woman about fifty years of age, very stout, dressed in a black bombazine frock, silver spectacles in a leather case, brass thimble in her pocket, supposed to be Bessie Williams, of Poughkeepsie.

TOTAL.

Bodies found and recognized	56
Bodies found and not recognized at Yonkers	6
Nor identified at Bellevue	3
Total number of bodies found	65
Missing, known to have perished	3
Total	68

SAFETY OF MR NICHOLS AND FAMILY.

The Newark *Advertiser* states that Mr Nichols, of that place, who together with his seven children, had been reported missing, has safely reached his home with his family.

THE CAUSE OF THE FIRE IN THE HENRY CLAY.

It has been stated by an old North river fireman, who is practically familiar with the construction and arrangements of the engine and fire apartments, on board of the steamboat Henry Clay, recently destroyed by fire, that he believes the disaster of that vessel to be in a great measure, if not chiefly, attributable to the very imperfect connection between the furnaces and the dampers, which rendered the operation of "sluicing the fires," or raking out the cinders, hazardous in the extreme. He has known her to take fire in this way, on three or four different occasions; although but little or no excitement prevailed in either instance, and therefore, the fires were subdued without any considerable damage being sustained. It was scarcely possible, he says, for the operation of sluicing to be performed, without hauling more or less of the red hot cinders on the wood work of the fire room. The engineer was cognizant of the difficulty and danger attached to that peculiar form of the furnace, and it was certainly incumbent upon him to adopt and execute some plan for removing the evil.

THE RACING OF THE HENRY CLAY AND ARMENIA.

TO THE EDITOR OF THE HERALD.

I perceive, by the papers, that an impression has gone abroad that the steamboat Armenia was racing with the steamer Henry Clay on the day of her accident. That impression is erroneous. Captain Isaac P. Smith—captain and owner—was not on board, and had given strict orders not to race with the Clay, and ordered the engineer not to carry any extra steam under any circumstances.

Another statement made by the papers, which the officers wish corrected, is, that the Armenia passed the Clay without rendering any assistance. The Armenia stopped as near the Clay as safety from a burning boat would justify, lowered her boat, and rescued a number of passengers. The boat laid about one hour near the wreck and brought down Capt. Tallman and a number of the wounded passengers. In justice to the officers of the Armenia, I would desire you to insert this corrected statement. Signed,

CAPTAIN ISAAC POLHAMUS,
Pilot of the steamer Armenia.

TELEGRAPHIC.

ALBANY, July 31, 1852.

JAMES GORDON BENNETT:—

The statement of Messrs. Collyer, Radford and Tallman, in your paper, is false. The Clay did use more steam than she was allowed by her certificate. I noted the amount of steam at various times. The barber on board well knows this fact, for he examined the guage with me. I was the first passenger ashore.

J. H. GIBSON,
Postmaster, Dannemora, Clinton Co., N. Y.

THE PENALTIES AGAINST STEAMBOAT RACING, &C.

TO THE EDITOR OF THE HERALD.

The following is a correct abstract from the Statute Laws of this State:—

Section 1—Every steam ferry boat shall carry, ready for immediate use, one small row or life boat, at least fifteen feet in length.

2—Every steam passenger boat, of 500 tons, shall carry at least one first class life boat, and one row boat, twenty five feet long by seven feet wide, to carry fifty persons each, and, in addition, at least one row boat, of the usual size and construction, and every steam passenger boat of 250 tons, and not over 500 tons, shall carry at least two ordinary row boats.

3—Penalty—Fine not less than $250, against the captain, or owner, or owners, or either of them to the treasurer of the county in which the party liable may be, or shall reside.

4—Special duty of the District Attorney to prosecute, for the benefit of the poor of the county.—Laws of 1849, page 468.

1—All East river steamboats, between the Battery and Blackwell's Island, shall be navigated as near as possible to the centre of the river, at not more than ten miles per hour.

2—Penalty on masters, pilot, or engineer—Misdemeanor, and fine of $250, to be sued for in the name of the people by the District Attorney of any bordering county.—Laws of 1848, page 430.

3—Penalty for racing steam passenger boats, or for an undue or unsafe quantity of steam, created for the purpose of increasing speed, (although not racing,) on the captain or person having charge, or engineer or person having charge of the boiler or any other apparatus for generating steam—misdemeanor, and fine of $500 to be sued for in the name of the people by the District Attorney of any county to whom notice of the offence shall first be given.

4—If any such penalty cannot be collected from the persons so liable by a due course of law, the same may be recovered from the owners of the boat, as if sureties therefor.

5—The master of every steamboat shall keep a copy of these sections, three, four and five posted in a conspicuous place in such boat, for the inspection of all persons on board. Penalty on such master $25 per month, to be sued for in the name of the people, by the District Attorney of any bordering county, to whom notice shall first be given.—Laws of 1839, page 147.

The general act in volume one of the Revised Statutes, page 683, first edition, "of the navigation of rivers and lakes, and the obstruction of certain waters," are too lengthy and in detail to extract for a newspaper. A copy of the first fourteen sections thereof, must in like manner be kept posted, and under the like penalty as last above.

These are legal life preservers—but natural means are the best—viz: presence of mind, courage to know how to swim or a convenient supply of india rubber or cork floats, with or without the use of boats, boards chairs, floating timber, &c.

LAW.

July 1852.

DEATH OF ABRAHAM CRIST, OF THE NEW YORK BAR.

RESPECT TO HIS MEMORY.

SUPERIOR COURT—SPECIAL TERM.

Before Hon. Judge Edwards.

JULY 31.—Shortly after the assembling of the Court, Mr R. H. Morris moved the Judge that the Court should be adjourned on account of the sudden, sad, and distressing news which had reached them of the death of Mr. Crist, a very prominent member of the New York bar—one who was known to the most, if not all, of those present. The means by which he lost his life ought the more to endear his memory to the members of the profession to which he belonged. Mr Crist lost his life in the calamity which befell the steamboat Henry Clay. He was an excellent swimmer—a most excellent swimmer—and could without any difficulty, have crossed and re-crossed the river, if he had not been exposed to accident. The way in which he lost his life, was from an excess of generosity to those who were unable to save themselves. He was cool and collected—as much, or more so than any other person on board the ill-fated Henry Clay. He admonished all those around him to keep cool, and told them that if they would only remain quiet, and take his advice, he would save their lives; that he would swim to the shore and return and save them either with a boat or a plank. Mr Crist then left them and took to the water, for the purpose of fulfilling his promise, and no doubt would have fulfilled it; but, before the eyes of those he intended to save he was seized by unfortunate beings who were struggling in the last extremity, and dragged under the water, to rise no more. Thus, a prominent member of the bar, a most excellent member of society, a devoted husband and father, in the fulness of health has been cut off. After some further remarks, in which he moved the adjournment of the court, Mr. Morris concluded, and was followed by Mr. L. B. Shepard, Mr D. E. Sickles, and Mr. Gould, all of whom spoke in high terms of the character and merits of the deceased.

Judge Edwards concurred in all that had been said of Mr Crist, whom he pronounced a most eminent member of the bar, and a generous, self-sacrificing man. He thought it proper in pursuance to the suggestions made, to adjourn the court in respect to the memory of the deceased.

The court was then adjourned, and the members of the bar present organized a meeting. Mr R. H. Morris