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THE ARCTIC CALAMITY.

Additional Particulars of the Dreadful Affair.

Arrival of Several of the Rescued Passengers and Sailors in New York.

Interesting Statements from Mr. Baalham, Felix de Maeyer, Edward Dupasseur, Henderson Moore, and George Dobbs.

SKETCHES OF PASSENGERS.

THE VERY LATEST,

&c., &c., &c.

Several of the passengers, officers, sailors and firemen rescued from the Arctic, arrived in this city yesterday afternoon. They came to Boston in the Europa, from Halifax, and reached New York by the New Haven train. They were joyfully received by their friends at the depot, Twenty eighth street, and were conveyed to their residences. Our reporters called upon several of them, and obtained some additional interesting particulars of the terrible calamity, which we give in this morning's paper.

There was a rumor in town last night that a vessel had been spoken during the day outside of Sandy Hook, with a number of he passengers and crew of the Arctic on board. After diligent inquiry we satisfied ourselves that the rumor was entirely without foundation.

Mr. Dorian was examined yesterday by Captain West, in relation to the particulars of the disaster, but very little additional information was elicited be idea that already published. It is Captain West's opinion, however, from a due consideration of all the circumstances, that there are hopes still of the safety of Mrs Collins and family. She was not, as some suppose, put in the larboard quarter boat, but he believes was, after the loss of those who were lowered, placed in one of those which have not yet been heard of. We hope his conclusions will prove to be correct, although it would seem impossible from the direct statement of Mr. Burns to the contrary.

The Vesta is said to belong to Messrs. Hernoux & Co., of Dieppe. It is well known that the above firm makes every year great outfits for the fisheries of Newfoundland. In the fall they send a steamer to carry provisions to those ships which are to remain during the winter season in those latitudes When the steamer returns, she takes to France those fishermen whose presence is not needed during the winter season. This accounts for the large number of people seen on board.

There is still some hope of safety for M Guynet and his family. M. Dupasseur announces, in a telegraphic despatch from Halifax, that M. Guynet was preparing to embark in the boat which was to leave the arctic immediately after the one in which he (M. Dupasseur) was saved.

We have been requested to ask those persons who were saved from the Arctic to leave their names and places of residence at this office, for the information of those who have friends who were on board and are now missing We would like to have, among others, the address of Mr. James Thompson, of Louisiana.

Among the narrow escapes was that of Bishop Ives He had engaged passage on board the Arctic, on condition that he should have accommodations for his family and friends. Owing to the crowded state of the A he was compelled to remain at Liverpool for the next steamer—the Canada—in which vessel he arrived here a few days ago. Mrs Ives, daughter of the late Bishop Hobart, returned home with him.

MR. HENDERSON MOORE'S STATEMENT.

Mr. Moore says that when the collision occurred, he was down in the dining saloon waiting for lunch, as it was about the usual hour that the gong was sounded for that repast. As soon as the collision happened, he immediately went upon deck, and saw the propeller a short distance from the Arctic. Not deeming our vessel at the time to be in danger, and supposing the other had sustained most injury, our captain caused the Arctic to sail around her twice The first officer, Mr. Gourlie, and six men were ordered by the captain to lower the quarter boat and go to the relief of the propeller. He did not hear the order, but others saved with him did. As soon as the captain found that the Arctic was seriously injured, he, the captain, called to Mr. Gourlie, and requested him to come on board, but as the steamer was under headway he could not reach her, and he and the boat were soon lost sight of in the dense fog which prevailed. The last time he saw Mr. Gourlie, he was standing up in the boat listening to the captain, who stated that he wished him, if possible, to come on board immediately, as the vessel was seriously injured Finding it impossible to get Mr. Gourlie on board, he gave orders to put the head of the steamer for land, which way she moved until about 2 P. M. The engine stopped a little after 2 P. M. I left the ship and got overboard by her side, having previously pulled off my coat; and after having struggled for a time in the water, I was finally picked up by Mr. Baahlam's boat My impression is that twelve or fourteen persons were in the boat when I was first picked up. Several others, who had jumped overboard, were soon seen struggling in the water; and as Mr B. said that the captain had given him orders to drop astern and pick up passengers overboard, we soon drifted out of sight of the steamer. After laying on our oars a few minutes, we went towards the steamer, being directed by the sound of her bells. While approaching her, we fell in with another boat, containing twenty-five persons, in charge of the purser of the Arctic. Including those picked up, our boat now contained twenty-six persons in all, under the direction of Mr. Baalam. The boats being together, put it to vote, and appointed him captain of both We had at first six oars, and the purser's boat three We broke one of our oars, and gave the purser one, which left us with only four. We then headed for Cape Race, supposing it might be about 100 miles distant, being guided by the wind and the sun, which shone out for a few minutes *The compass taken on board failed to traverse, and was of no use, owing probably to the fact that Francis' live boat are made of iron.* After pulling in company with the purser's boat all that night, and next day and night, or until about one o'clock A. M on the Friday following, we discovered land, and which we reached about 4 P. M. the same day, and landed at Broad Cove, a little bay, and the only one within several miles where it was considered safe to effect a landing, and providentially a fisherman's hut was found near the spot, where we obtained some crackers and water, the first we had tasted after leaving the ship, as we had taken neither water or food in either boat. We had lost time on Thursday afternoon by chasing two vessels, a schooner and brig, but did not succeed in arresting their attention

The life boats behaved beautifully, and finer sea boats, of their size, probably never floated; they mounted and rode the waves in a beautiful manner.

Mr. Moore states that twenty-six persons were all Baalham's boat could have safely held, for conveying the distance they had to travel. Mr. Moore thinks that the utmost number each boat, on the average, could have with safety taken in and landed was thirty Now there were only six life boats on board the ship, which, at thirty each, could have saved only 180; while there were 260 passengers on board and 130 officers and men—total, 390. Had there been sufficient number of life boats to have held all, Mr. Moore thinks there would have been no confusion, and that a pilot and a proper number of passengers could have been assigned to each boat, and all on board could have been saved He says, to the eye of any seaman or practical man it was apparent at once, on the occurrence of the accident, that there were not half enough boats to save the lives of all, and hence the rush of the employés of the steamer for personal safety, and the general confusion of all.

To resume, from the Cove we made our way to St. Johns, Newfoundland, and took passage on the steamer Merlin for Halifax, which it took the poor sailing boat six days to reach.

Of the six boats on board, the first which left was the first officer's, with six men. The second, was under the command of the butcher of the boat, I did not see it leave, but others in the Purser's boat saw it, and said it contained several ladies, but how many persons were in the boat was unknown—probably not over thirty or thirty-one in all. The butcher took on board a barrel of bread and a barrel of water. The third boat which left was Mr. Baahlam's, the fourth was the purser's, the fifth Mr. Rogers', and the sixth Mr. Dorian's. Hence we know that the only missing boats are those of Mr. Gourlay and Mr Rogers.

Mr. Moore did not see the ship go down, but from all that he has been able to hear, he thinks that the loss of Mr Collins' family is but too true He did not know or hear any one even conjecture who the ladies were that were put in the boat with the butcher This person was said to be a most excellent sea officer. Mr Moore thinks Mr Baalham behaved well and did the best he could under the circumstances. He was the only passenger saved in Mr. Baalham's boat.

STATEMENT OF M. DUPASSEUR.

We are indebted to the courtesy of M Masseras, editor of the *Courier des Etats Unis*, for a slip of the statement of M Dupasseur, which we translate:—

M. Dupasseur says:—On Wednesday, the 27th, the Arctic was, according to estimation, about forty miles from Cape Race The weather was fine, the sea calm There was a thick fog The ship was under full speed. Twelve o'clock had just struck—the passengers had gathered in the cabin preparatory to lunch Some were engaged in drawing the numbers of the daily lottery an amusement which is common on board these steamers and the chances of which are based upon the number of miles more or less, run during the preceding twenty four hours. At once a shock was felt in the forward part of the ship, on the starboard side, then a second shock, then a third. These shocks were not sufficiently violent to cause serious apprehension, and were thought by some persons to be caused by a wave breaking on the bow and traversing the side However, the passengers went on deck, when, on the starboard side of the ship, was discovered an iron screw steamer, without national colors, whose bow was completely torn off, and which, half sub merged in the ocean, seemed ready to be engulphed.

Captain Luce immediately ordered one of the boats to be lowered, in which the mate, Mr. Godfrey (Gourlie), and five of the seamen precipitated themselves to go to the rescue of the stranger. In the meantime the Arctic went about in order to cooperate in the measures taken for the safety of the other ship. But no sooner was this manœuvre executed than the critical condition in which the steamer was discovered to be, made it imperatively necessary for her officers to take immediate measures to secure her safety.

The bow of the strange ship struck the bow of the Arctic, a little above the cutwater on the starboard side. There had been left an opening eight feet in width, and five feet in height, in which a part of the stem was included. Two other breaches, not so large, opened at small intervals near the wheelhouse, corresponded to the first and second shocks felt at the time of the collision.

By this threefold gate, the sea entered the ship with a degree of violence which was to render all obstacles useless and all efforts to stay its progress ineffectual. Futile efforts were made to stay the progress of the water. The passengers were engaged at the pumps with the intention to keep the steamer afloat long enough to make the land.

In order that no time should be lost, it was necessary that all attempts to aid the strange ship should be renounced. She had disappeared, and every one supposed that she had foundered It was also necessary to leave the boat which had been sent to her relief with the officer and five men.

At the moment that the ship was put about a second time, to take a new direction, a boat was discovered a little forward of the larboard wheelhouse; this boat was filled with eight or ten men, imploring succor in a foreign language. Unfortunately it was too late to stop the ship's headway. In less than half a minute the boat and all her passengers disappeared under the wheels. It was a reasonable supposition that this boat came from the strange vessel. But the time had come when every one was preoccupied with the thought of his own safety. Scarcely was the trouble taken to interrogate one of the strangers, who jumped on board at the moment of the collision All that was learned of him was that the ship was French

It was too soon ascertained that, notwithstanding all the efforts made at the pumps, the water was gaining with terrible rapidity, and it soon extinguished the fires From that time the thoughts of every one were turned towards such means of safety as would give a ray of hope.

The Arctic had six boats, suspended from tackles on both sides of the ship—two at the larboard and two at the starboard side, one on deck, amidships, and the sixth also on deck but forward.

It is important to ascertain the manner in which these boats were employed and their destiny. For the sake of clearness we will designate them by numbers, in the following order:—Nos. 1 and 2 on the starboard quarter, (astern;) Nos. 3 and 4 on the larboard quarter astern (*d'arriere;*) No. 5, the boat amidships, and No. 6 the boat on deck forward. The boat No. 1, which was sent to the rescue of the strange vessel, and which was abandoned to its fate, was manned by the second officer (first) and five men of whom no news has yet been received When it was proved that the Arctic was unavoidably lost, the order was to launch the boat No 4, on the larboard side, near the wheelhouse. The boat received twenty-seven or twenty-eight persons, women, children and passengers, provided with a little biscuit and water, but without compass, and without a single man able to guide their course It has been impossible to ascertain the names of those on board this boat. It is only said that there was one French lady, remarked by her dark complexion, and who was courageously using an oar at the moment when the boat disappeared in the fog Of this one lady nothing has since been heard The boat (No. 2) facing the one last mentioned was then lowered, and the second officer, Mr. Baahlam, went in it—not, as has been said, through selfish motives, but by order of the Captain, who told him, "Mr. Baahlam, take that boat, and make of it the best you can." These words exonerate Mr Baahlam from the reproaches which it was thought right to cast upon him from the first statements. The crew, however, seem to have forgotten their duty, and thought only of their own safety. The fact, as soon as the boat of Mr. Baahlam reached the water that seventeen sailors or firemen threw themselves in it with such violence, that it was necessary immediately to cut away the tackle to prevent an upset. At the moment that the steamer was passing forward of this boat, a passenger, Mr. Henry Moore, precipitated himself from the steamer and was received on board the boat This brought the number of persons in the boat to nineteen. There remained now the fourth boat (No 4,) near the stern. Capt. Luce put on board of this boat Mrs Collins, her children, and several other passengers. Unfortunately, at the moment of lowering this boat one of the pulleys gave way, the other remaining entangled. The boat was precipitated nearly perpendicularly, and all who were in it, excepting three persons, were thrown into the sea At such a moment a misfortune like this was without a remedy. The overhauling of the boat, now empty, was achieved, and it was impossible to regulate her destiny. It was a general *sauve qui peut* Passengers and sailors without ceremony jumped into the boat, which was in a few seconds filled MM Dupasseur, C. T Mitchell, W. A. Young, W. W Gilbert, F. de Mayer, William Gibon E. M. buss, J. Bogart, J. Hennessy, J McHath, Geo. Dobbs, and Dulaquais (servant of M. le Duc de Gramont), were happy enough to find places in this boat.

M. le Duc de Gramont himself tried to jump, but fell into the sea, and would have immediately perished, had it not been for his servant, who by a superhuman effort hoisted him on board. Dulaquais himself regained the boat by means of a rope, inviting his master to follow his example, but the boat had already got under way. Dulaquais made a great jump, and fell like an inert mass in the boat. M de Gramont did not feel strong enough to imitate him, or he would not have allowed to pass the precious minute which separated safety from death

The young duke, M. Guynet, and Mr Brown's family, were the last persons that M. Dupasseur perceived on the stern of the steamer at the moment when the boat passed around the ship.

M. Dupasseur was the twenty-fifth person in the boat, and the least movement might have resulted in the upsetting of the boat. Fortunately in coming to the starboard side they met the boat of Mr. Baalam, and were lightened of six persons This officer offered to take the command for the general safety. A few moments after the Arctic, now abandoned to the caprice of the sea, and having already twelve feet of water in her hold, was out of sight.

Before following the two last named boats, let us say a word of these designated as Nos. 5 and 6, which were remaining on board

No 5 had been brought from its original place on deck amidships, to the extremity of the stern. M. Dupasseur and his friends could still see it lowered to aid in the construction of a raft. It was this boat which was afterwards used to save Mr. Burns, Mr Dorian and thirty-two of the crew, who were picked up at sea by the Huron.

The reports of Mr. Burns and Mr. Dorian have already acquainted us with the facts that the boat No. 6 was taken by the engineers. This is the third of which we have yet to receive news.

As to the raft, it is known that it was only the means of saving a single man.

M Dupasseur proceeds to relate the incidents of the voyage of the boats, ending with their safe arrival at Broad Cove. It is almost identical with the statement of Mr de Maeyer

STATEMENT OF MR. F. DE MAEYER, PASSENGER.

This gentleman, after the prelude of the time of leaving Liverpool up to the wreck of the ship, proceeds to say:—

On the 27th of September, when about sixty miles southeast of Cape Race, as the passengers were preparing to take lunch, a slight shock was felt on board. The fog was so thick that nothing could be seen fifty yards off The captain ordered the first lieutenant and five men to take a boat and go to the rescue of the other steamer, supposing from the shock that the Arctic had sustained no damage, but that the propeller was in a sinking condition The Arctic was then put on the route for the other vessel, and had continued the search for her several minutes, when the engineer came to the captain—and he was the first that informed him that a large hole had been made in the bows of his ship. Orders were immediately given to throw overboard anchors, chains and all other heavy material on board. In about forty five minutes seven feet of water was in the hold. Capt. Luce then ordered that a second boat should be put to sea, in which passengers, most of whom were ladies, took seats In a few minutes after another boat was ordered to be lowered for the passengers, but before they could take possession of it, Lieut. Baahlam and eighteen of the ship's crew jumped into it, and cut loose from the sinking vessel. At this time great confusion commenced on shipboard, as the chances for escape now began to appear desperate. The fourth boat was then ordered to be lowered, but before letting it down to the water, the passengers were placed in it, to secure it against the seizure of the ship's crew Twenty-five passengers, of whom eighteen were ladies, and among them Mrs. Collins, were placed in it, when one rope at the stern end of the boat gave way, hanging it by the bows, and precipitating all into the ocean, excepting two men and Mrs. Craig, who clung to the boat The lady was again taken on board the ship, and the boat with the two men in it, was immediately put afloat. As soon as it was on the water, a rush was made for it, passengers and crew together jumping from the ship, some falling into the water and others into the boat. It was soon filled with a company of twenty-five, myself among the number, and remained for a few minutes by the ship's side. On the steamer were still left two boats, each capable of holding fifty passengers. In about fifteen minutes time after we put off from the ship, we fell in with the boat containing Lieut Baahlam and crew, which received six of our number, myself among them, making twenty five in Baahlam's boat, and leaving nineteen in the other. By acclamation Mr. Baahlam was put in command of the two boats, who immediately steered in a northwestern direction, on which course we continued for forty two hours, in hope of reaching land. During this voyage, the two boats in the night kept up a constant shouting that they might keep in each other's company. We were all this time without provisions, and shipping water from almost every sea. We were all wet through, and shivering with cold, to which were added the knawings of hunger and the terrors of starvation. In this disheartening situation we kept up our spirits, and relied on Providence for succor and rescue. On the 28th, at noon, a sail was discovered, and immediately our boats were directed for it, but the vessel not perceiving us, after two hours' rowing, we gave up the pursuit. We again were put on our course for land by order of our commander, and about four o'clock in the afternoon we perceived a hermaphrodite brig We made every exertion to reach her, but our efforts were in vain. We were then truly discouraged, and death seemed inevitable to all. About dark the wind changed, and it began to rain. When the rain had ended, it left us on a calm sea, but without any physical strength to do more even for our lives. About two o'clock the man on the look-out thought he saw land, and fancied he heard the roar of the breakers on the shore This proved to be correct, and about four o'clock the land was plain before us. An hour afterwards, and we were all safely landed at Broad Cove, about twenty miles east of Cape Race, and sixty miles from St. John. The only habitation near us was a fisherman's hut, where we were provided with water and biscuit, the only provision of its tenant. Having rested here, we walked to the village Renews, about four miles distant, where we were received with open arms by the inhabitants, and every hospitality shown us. Without waiting here longer than time enough to appease our hunger, we chartered a fisher's smack and set sail for Ferry Land. At this place we remained two days, the weather being very stormy. On the 3d of October, at 4 o'clock in the afternoon, after journey by sea and land, we arrived at St. John, where we were surprised to find the French steamer which had sunk the Arctic in the ocean, and which we supposed had herself gone down. This steamer, called the Vesta, belongs to Grandville, a port in France, is about 240 tons burden, and had left St. Piere, Newfoundland, only twenty-four hours before the collision, having on board 147 fishermen and a crew of twenty sailors. The Vesta was much injured, but an inner apartment at the place of the break in her bows, called the bull head, saved her from filling with water and sinking From St. John we reached this port by the steamer Europa.

STATEMENT OF GEORGE DOBBS.

Mr. Dobbs, one of the second cabin passengers, who arrived last evening from Boston, gives us the following particulars. The time of the collision, he says, was about twelve o'clock and he agrees with the other passengers in stating that little or no apprehensions were entertained about the safety of the vessel When the full extent of the damage was ascertained, he assisted in working the pumps until the firemen came on deck, when he abandoned them and began to look out for his own safety Hardly an hour had elapsed from the time of the collision before he saw Mr. Baahlam and two or three men in one of the boats, when, to use his own words, he thought it was time to look out for himself. Seizing hold of a rope he swung himself down into the boat, soon after which it shoved off from the steamer. There were, he is positive, about twenty-five in it, five or six of whom were taken out of another boat, for the purpose of lightening it, and some of whom were afterwards found floating about. There were no provisions on board, and for two days and nights—the time it took them to reach St. Johns—they had nothing to eat or drink. Shortly after they left the steamer they fell in with the boat from which they took the five or six passengers alluded to, and which then contained nineteen Both boats arrived at the same time at St. Johns, having kept in company from the moment they first met. Baahlam had a compass, but it was found to be defective, and could not therefore be trusted to as a guide. Dobbs states it as his belief that compasses were put in all the boats; but of this, however, he is not quite certain. They saw two vessels, both of which they hailed, but without success They followed the first a considerable distance, but finally abandoned the chase on finding that it brought them several miles out of their way. By following in the track of the second, however, they came within sight of land, which they made with great difficulty, being completely exhausted by fatigue and hunger

On arriving at St. Johns they took passage on board the steamer Merlin, for Halifax, a distance of three hundred miles. For this one passenger informed us he was charged six pounds sterling—equal to thirty dollars—while another had to pay four pounds, or twenty dollars. At Halifax they took passage on board the Europa, no charge having been made, and at Boston they were transferred to the cars, also free of charge, in which they arrived in this city at half-past five o'clock yesterday afternoon.

STATEMENT OF J. HENESSY.

Henessy, another of the passengers of the ill-fated Arctic, who arrived by yesterday afternoon's train from Boston, makes the following statement:—As soon as it was discovered that the leak was rapidly gaining, and all hopes of saving the vessel by running her for the nearest point of land, were given up, the larboard quarter boat was ordered to be lowered, and about a dozen ladies and some four or five men placed in her. In lowering her the stern ropes, by which she was partly held, were slacked too suddenly, precipitating the whole of her living freight into the ocean. Only two men were saved by clinging to the ropes, one of whom was Henessy. He afterwards got into another boat, which was under the command of Henry Jones, one of the wheelmen, and which arrived at St. Johns in company with that commanded by Baahlam He is of the opinion that Mrs Collins and family were among those who were placed in the boat, but as he was somewhat confused in his account of that circumstance, it would be unsafe to place any confidence in this part of his statement.

ANOTHER INTERESTING STATEMENT FROM MR. BAABLAM.

[From the Boston Chronicle, Oct 13]

The Arctic's company, who were under charge of Mr. Baahlam, arrived at Halifax in the schooner Merlin. They had also cruised in the waters where the accident took place, but after fourteen or fifteen hours cruising to no purpose, the Merlin also gave up the search and conveyed Mr Baalham, the boatswain, and one other seaman of the Arctic, who had insisted on making the cruise to Halifax

Mr. Baahlam confirms, in the most positive terms, the accounts which have already reached us of the noble, manly and gallant conduct of Captain Luce, who exclaimed, in the last extremity—"The fate of the ship shall be mine!" He behaved with all calmness, and to his unexampled conductmay be attributed much of the coolness manifested by the passengers in the hour of peril. At the time of the collision the Arctic was mooring at the rate of twelve and a half miles an hour the usual speed in foggy weather in that latitude. Two men were on the lookout stationed on the forecastle, and all possible vigilance was manifested to avert the collision. The advancing vessel was seen but a moment before she struck, but the instant she was discovered through the dense fog, the order was given "hard starboard the helm and reverse the engine!" The order was as quickly obeyed, but the force of the collision was very great Mr. Baahlam and two other officers were on deck at the time of the accident. The terror and confusion were very great, but there was not at first anything like a feeling of despair Mr Baahlam was immediately ordered to the lower hold to endeavor to stop the leak, where the water was pouring in in torrents, but his efforts were of no avail. Mr. Baahlem said to us, "the question may be asked, why is it that so large a proportion of those who were saved were of the crew, and so few of the passengers? The answer is this—the order was given me by Captain Luce to jump into the boat; and this I did, accompanied by three others We were the only persons in the boat when the falls were cut by order of the Captain, and the boat struck the water. The sea was filled with human beings, many of whom had jumped overboard, and all of them struggling for life Their wild shrieks for help were heart-rending; we did not stop to see who wore broadcloth or red shirts, but went to work with all haste to pick up the poor wretches, and we soon filled our boat

The following is a copy of a letter presented to Mr. Baahlam by the passengers of the ill-fated steamer Arctic:—

STEAMSHIP EUROPA, Oct. 11, 1854.

MR. WILLIAM BAAHLAM, late second officer of steamer Arctic:—

Dear Sir—The undersigned, passengers of the steamship Arctic, cannot take leave of you without expressing their high opinion of your able management of the two boats that brought them safely to the land, after forty-two hours exposure to the perils of the deep.

They take a very great pleasure in bearing witness to your mild but firm deportment, your cheerful demeanor under the most trying circumstances, and your great consideration as far as possible, for the comfort of those who were your fellow sufferers on that occasion, and, also to your courageous and benevolent exertions to save any boats that might be still afloat, by setting out in a small fishing schooner for the scene of disaster immediately upon your arrival on shore, which though unsuccessful is not the less deserving of admiration from every lover of brave and generous deeds

In now bidding you farewell we wish you the happiness which your untiring devotion to duty and your excellence as a man deserve. We are, dear sir, yours, faithfully and truly,

WILLIAM W. GILBERT, of New York.
HENDERSON MOORE, of New York.
C. T. MITCHELL, of Charleston, S. C.
W. GIBON, Jr., of Ballymina, Ireland.
WILLIAM A. YOUNG, of Ballymina.
EDWARD DUPASSEUR, of Havre, France.
FELIX DE MAEYES, of Anvers, Belgium.

[From the Boston Atlas, Oct. 13.]

We have seen and conversed with rescued passengers of the steamer Arctic, brought to this port by the Europa. They are those who were saved in the two boats which landed at Broad Cove, and the harrowing details they give of the disaster throw little additional light upon the occurrence. Mrs. Collins and several other ladies were placed in a boat intended for their rescue, but the stern of the boat being lowered by the run, they were precipitated into the water, and sunk to rise no more.

Mr. and Mrs Gale, of Worcester, were also in the same boat, and Mrs. Gale having fainted in the boat had just been removed to the steamer. All of them undoubtedly perished After the boat had been righted, it was immediately filled again by the crowd, and immediately cut loose to prevent being swamped. Those on the steamer still appeared to keep up an appearance of cheerfulness. One man called to a friend in the boat, bidding him good bye, and requesting him to bear his love to his wife in Philadelphia, and tell her he was gone.

All the passengers bear their testimony to the noble conduct of Captain Luce, and the heroic firmness of the unfortunate lady passengers; but they charge the company with even culpable neglect, in not having provided a sufficient number of boats to carry all on board All the boats would not have contained more than 180 passengers, and the passengers say there is no doubt if Capt Luce had been able to assure his passengers that he had boats enough to hold all on board, there would have been no confusion, and all might have been saved It is to be hoped this fatal omission will hereafter be remedied.

The boats containing this party lost sight of the steamer before she went down, and one of them being overloaded, a part of the passengers were transferred to the other. They then immediately pulled for land. They proved to be eminently seaworthy, but on account of their metallic structure, the compasses were rendered useless, and the only guide of the occupants was an occasional glimpse at the sun or stars There was nothing to eat or drink on board the boats, but the sailors pulled manfully, assisted by such of the passengers as were able, and were soon rewarded for their exertions by reaching a safe haven.

SKETCHES OF MORE OF THE LOST PASSENGERS.

Rev. E. L Magoon, D.D., pastor of the Oliver street Baptist church, in this city, had taken passage by the Arctic; but a few days before her departure, however, in order to complete certain researches he was engaged in, he exchanged his berth for one in the succeeding steamer—the Baltic.

[From the Cincinnati Commercial, Oct 12]

C. G. SPRINGER AND WM. BOWEN.—Of those for whose safety not a hope is entertained, are Messrs. C. G. Springer and Wm. Bowen, of this city. These gentlemen were seen on the wreck just before it sunk, and of course they went down with it, through the mighty waters. Mr. Springer was one of our best known and most respected citizens. Mr. W. Bowen had been in Paris some months. Previous to his European tour he was a salesman in S J John's furniture store on Fourth street He was a relative of that gentleman

Among the passengers residing here, or who have intimate relations with persons of the city, and whose fate is darkly uncertain, is John Fryer, a young gentleman who for some two years past was a clerk in Mr. Derby's book store. He sailed for Liverpool in the Baltic, on the 22d July, and took the Arctic to return. He made the trip to pay a visit to Bath, England, where his relatives live. He was well known in the city, and had many warm friends. It was said that he had a presentiment, and often expressed it, that he would end his life in a shipwreck, and that he frequently spoke of the sad fate of the City of Glasgow in connection with the dangers of his own proposed and finally performed voyage across the sea. There is a slight hope that he may be alive.

Mr M. Eggers, a brother of Mr. Eggers, of Eggers & Co, 127 Walnut street, was on the lost ship. He was a merchant of Liverpool and frequently travelled from that city to this, on business. A slender hope is entertained that he may be among those saved in the boats.

Mr. M Birsch, of Hirsch & Straus, liquor merchants, his wife and servant, were among the shipwrecked passengers. Mr. Birsch had just married in Germany, a lady, sister of Mrs Papenheimer, of Papenheimer & Dryfoos, dry goods merchants in Pearl street. It is possible, certainly, that many whose names are not yet recorded among the saved, were sustained in the life boats—but Bowen and Springer are said to have been seen on the deck while the ship was in the act of sinking Eggers was expected by the Arctic Fryer had determined to cross on the Atlantic, but was detained, and took passage on the doomed Arctic. Mr. Papenheimer knows nothing more of his relatives, who were involved in this stunning disaster, than he has learned from the papers.

[From the Providence Journal, Oct 13]

William W. Comstock was the only passenger known to belong to this city who was lost. He was a clerk for Philip Allen & Sons, and was esteemed for his many excellent qualities A widow and five children survive him. His brother Jesse was lost in the Lexington.

[From the New Haven Palladium, Oct. 12]

Mr Leopold Watermas, one of the most popular merchants of this city, a most excellent young man, and the head of a devotedly affectionate family, it is feared, is among the lost, though he may be saved as by a miracle.

Mrs. and Miss Stone, it is apprehended, are the wife and daughter of Captain Stone, late of this city, who have been some time in Europe; yet of this we are not certain.

[From the Worcester (Mass.) Transcript, Oct. 12]

Mr N W. Gale was of this city, formerly of Northboro, where his parents now reside. The maiden name of Mrs. G. was Sarah Whitney. She was sister to the wife of Dr. Joseph Sargent of this city. Their only child, an infant of 18 months, lost with them, was born in Italy, where the family had resided for a considerable length of time.

[From the Albany Atlas, Oct 12]

Among the victims of the catastrophe of the Arctic, we fear, is Dr James Taylor, son of the late Cashier Taylor of this city, who was surgeon of the steamer The name of S. M. Woodruff of New York (formerly of the law firm of Reynolds & Woodruff, of this city) is on the list of passengers.

[From the Springfield (Mass.) Republican, Oct. 12]

Mrs. John Child and her daughter, returning from a European tour, were among the passengers Their names have not been once mentioned in our despatches, and the distressing belief almost amounts to certainty that they are among the victims of the great calamity There is, of course a bare possibility that they may be in one of the boats, and will be picked up but the hope of such an event must be very slender. Mrs. Child was a sister of George Dwight, of this city, and belongs to a large circle of relatives. We see no other name in the list of passengers that we recognize as belonging to this region

[From the Monticello (N Y) Watchman, Oct 12]

Mr. Alexander T Niven (son of Gen A. C. Niven, of Monticello), was a passenger in the Arctic. Although there is much anxiety felt on this subject, we hope soon to hear that he is safe in some port on this or the other side of the Atlantic The name of Mr Grant, lady and child, is also in the list of passengers. Dr E. F. Grant, formerly of this place, had been travelling on the Continent, it is probable he may be on board. Dr Edward F. Grant, a native of Sullivan, and well known in Dutchess and Westchester counties, in this state, and Mrs Grant and youngest son Charles They have been residing in the city for two or three years; Dr G engaged in the iron and hardware trade in Cliff street, as a member of the house of Horner & Co., from which he retired last spring, and made the trip to Europe to visit a little son still at school in Switzerland, and the only remaining member of the family. There is a very remote possibility that the passengers answering to the names are not identical; but recent letters from Mr. G., dated Paris, advised that he would sail from Liverpool on or near the Arctic's day.

[From the Rochester Union, Oct. 12]

Among the lost were two persons who formerly resided in this city, and were well known, viz: the wife of Col. Martin Scott, daughter of the late Gardner McCrackan, also her brother, G. McCracken It will be remembered that Colonel Scott was killed in the Mexican war His widow, in company with her brother, had been to Europe on a tour of pleasure, and embarked on the ill fated Arctic on her homeward passage. As no mention is made of their being saved, we are forced to the melancholy conclusion that they have perished They had latterly resided at Milwaukie. Two of our fellow citizens—Geo H. Mumford and Sherlock Andrews, Esqs—came near taking passage on the Arctic. They applied for state rooms after all were taken They thus providentially escaped the terrible fate which has overtaken nearly all of her passengers

[From the Boston Advertiser, Oct 13]

The language of the Halifax despatch containing this intelligence is such as to convey the impression that the Vesta succeeded in saving thirty one of the Arctic's company; but a more careful reading renders it probable that these alluded to were those previously reported saved in the boats.

Among the shipwrecked passengers of the Arctic who came through from Halifax to this city in the Europa last night were Messrs. C. T Mitchell, of Charleston, and Mr Dupasseur, of New Orleans. These gentlemen feel sure that the Brown and Collins families were lost It is true that they were placed in one of the boats by Capt Luce himself, who stationed men to prevent the entrance of anybody until a party of ladies were provided with places; but the tackle giving way, the boat upset and they all fell out into the water, and were lost before the eyes of our informants. The boat was recovered, but immediately a crowd of firemen, waiters, and sailors rushed in and filled it up Mr. Mitchell succeeded then in getting on board This boat was met soon afterwards by Mr. Baalham's boat, which relieved it of a part of its load, as before reported Both boats were filled to their utmost capacity. Our informants estimate the boats as able to hold, on an average, but twenty five, so that but 150 could have been saved at most. Had there been more boats, there was time enough, the water was smooth and the land near enough for the whole number to have been saved. Mr. Mitchell is of the opinion that not one woman escaped He speaks of the conduct of the crew and firemen as unruly and selfish; but Captain Luce behaved admirably, and did everything in his power to aid in saving his passengers.

[From the Washington Sentinel, Oct. 13]

CARTER P. JOHNSON.—For the safety of one of the unfortunate passengers, who has long been a cherished friend, we feel more than a common solicitude. Dr. Carter Page Johnson Professor of Anatomy in the Medical College of Virginia, was returning from a brief visit to Paris, where he had gone to enlarge his own experience, and to establish a scientific correspondence between the medical faculty there and the institution of which he was a member. His brethren of the college are even now awaiting his arrival to resume the duties of his school On them, and on his bereaved family, the intelligence of his probable fate will fall as a heavy blow. Though yet in the pride and prime of life, having scarcely attained his thirtieth year, he had already gained for himself, in the city of his birth, the deserved reputation of a man of science and of genius But these high qualities are as nothing when compared with the genial nature of his heart, which made him the beloved, as he was the pride, of the society in which he moved

[From the Washington correspondent of the Baltimore Sun]

Our citizens generally sympathise with those who have lost loved ones by the appalling catastrophe to the Arctic. Some of them reside, or are well known here Stewart Holland was a son of Mr. Isaac Holland, doorkeeper to the United States Senate. Young Robinson, reported as having left in one of the boats, is the son of Col Wm Robinson, now of the Navy department. It is feared that the "Mr. Hewett, wife and child," stated to be of Fredericksburg, Va., is a son of the late Wm Hewett, Esq, for many years the Register of this corporation Mr James Muirhead was formerly the proprietor of an extensive bakery in Alexandria.

[From the Petersburg, Va., Intelligencer, Oct 12]

JAMES MUIRHEAD.—This disaster comes home to the bosom and business of our city, for Mr. James Muirhead, one of our most estimable citizens, a native of Scotland, was on board, returning home from a visit to his fatherland. His fate is as yet unknown here, but the most painful fears are excited about him, and further tidings are anxiously looked for.

[From the New York Crusader.]

Among the missing is Mr C Fabricotti, Sardinian Vice Consul at New York, who was just returning from visiting his old parents before death should take them away. He was an accomplished gentleman, a Christian, a patriot, and charitable to all. His beloved brother is almost distracted by the terrible catastrophe.

[From the Providence Journal, Oct. 12]

Among the lost are many widely known, and the shock will reach every part of the land, and will carry desolation to many families Wm. W. Comstock, of this city, a gentleman of great worth, brother to Captain Comstock, of the Baltic, is among the lost. Wm. P. Rathbone, of this city, was saved. Mr Brown, First Assistant Engineer, also belonged to this city. His fate is not yet ascertained

[From the Hartford Courant Oct. 12]

We are not aware that any one from this city was on board though several of our citizens had near relatives and friends, whose names appear among the list of the unfortunate passengers. Captain Rogers, Chief Engineer, whose family reside in East Hartford, it will be seen, embarked in one of the small boats, and we hope tidings will be received of his safety.

We have received the following telegraphic despatch, dated

WASHINGTON, Oct. 13, 1854.

The Mr. and Mrs. M. Hewitt and daughter, reported as on the Arctic, are Mrs. Thomas Hewitt, lady and daughter, of this city, and not of Fredericksburg, as erroneously published. Please make the correction.

C. S. WALLACK.

NECESSARY PRECAUTIONS ON BOARD THE STEAMERS

NEW YORK, Oct. 13, 1854.

TO THE EDITOR OF THE HERALD.

I am one of the many whose business requires me to cross the Atlantic Ocean four times a year, therefore am interested in the safety of steamships. The late disaster to the Arctic presents a good opportunity to make a few remarks on the want of accommodation, in case of accident, on board all the steamers. It has been a subject much talked of, and many complaints made; but as the want has never been felt so much before as in the Arctic's case, nothing has been done. Whatever may be said by those interested in the Collins or Cunard lines, I assure you, from personal observation, that neither line carry sufficient boats to accommodate the crew, let alone the passengers I am satisfied it would be possible, without difficulty, to carry two more boats, each of which would contain one hundred persons, and until this is done the public ought not to be satisfied, and I hope you will lend your powerful aid to accomplish this alteration As other thing ought to be done, which, had it been in this case, I am satisfied the accident, which has filled the whole country with grief would not have occurred On board of all the Collins steamers there is a fog whistle, constructed similar to the railroad whistle, but much larger, which should in all cases of fog be continually kept on. I have crossed the Atlantic in all the Collins steamers, and in some of them three times, and only on one passage have I seen clear weather on the Banks, yet I never have heard this whistle sounded once. I think the captains should have instructions on this point, and not be allowed to disobey them under any circumstances.

I am, sir, yours, very resp'y, W. R.

MEETING OF SYMPATHY.

ADJOURNMENT OF THE BOARD OF COUNCILMEN IN CONSEQUENCE OF THE LATE GREAT CALAMITY.

FRIDAY EVENING, Oct. 13, 1854.

Edwin J. Brown, President, in the Chair

On the Board being called to order this evening, Councilman Conover rose and offered a series of resolutions, proposing an adjournment of the Board as a mark of sympathy with the suf