a bold bluff two hundred feet high, and the place where a landing was practicable was between two large boulders.

About seven or eight boat loads were landed on Sunday. Here most of the passengers were landed; but the second mate took his boat down the coast about ten miles, to a beach. All the ladies were landed before night. Most of the passengers had saved nothing save the clothes they had on.

The sea was rather rough, though there was little wind. The surf was so heavy along the shore that the boats were swamped four or five times, and the men who had once reached shore had little disposition to go out again.

When night approached it was of course impossible to proceed with carrying the passengers to the shore. The general impression was that the steamer would go to pieces during the night. The boat rolled very much. The upper cabin did not fill with water for about an hour after the vessel struck, and it is said that fiends immediately began to pillage the property of which there was no owner immediately present. The filling of the cabin before dark prevented the continuance of pillage.

As night approached, the stern settled down and the bow rose, so that the deck stood at an angle of about twenty degrees. The forward steerage was thus elevated above the water, and as night came on it became the scene of horrible pillage. There was a large number of steerage passengers on the Blade, many of whom had money and valuables in carpet bags, stowed away in their berths.

There were twenty or twenty-five wretches on board, who were determined to take advantage of the confusion and commit a general robbery. No sooner was the favoring mantle of darkness spread over the sky, than they hurried down into the steerage, and began to examine the clothes in the berths, and to cut open the carpet bags. What was done down there no honest man knows; or at least we have been able to find none. About seven o'clock the cry of murder was heard in the steerage, and about the same time two pistol shots were heard. Who was the murderer, and who the murdered, no one knew. A number of persons started to go down into the steerage, but the steps were taken away by those below, and threats were made that no man should come down there alive. The condition of affairs on the boat was such that there was not much disposition to undertake to defend the rights of strangers. There were about 800 people on the steep deck of the boat, sitting down, standing up, and a few laying down, shivering in the cold, and waiting almost in despair of seeing the morning. No one slept or thought of sleeping. Many, who had never been known before to pray, spent the night in prayer, but in such wild and incoherent terms, that others, even church members, were moved to laugh, serious as the occasion was. During the night some further scenes of violence occurred. A number of persons were assaulted. One person was knocked down and compelled, with a pistol to his breast, to give up his money. Another was robbed, and an attempt was made to throw him overboard. A number more of similar cases occurred.

When daylight came persons went down into the steerage, and saw some marks of blood; but if a murder had been committed the body had been cast into the hold, or otherwise disposed of. The floor of the steerage was covered with articles of clothing, carpet bags cut to pieces, and rich China shawls, which the miners were taking as presents to friends at home. In the morning the boats began again to take off persons from the wreck. The third mate and the purser were the only officers who staid on board. The passengers speak in high terms of the third mate. He expressed his determination to be the last man to leave the wreck; and he was constantly busy in encouraging the desponding, and endeavoring to preserve order and system. Captain Randall came off to the steamer in the morning, in a boat in which he stayed until it got back to shore. He assured those on the wreck that there was no danger—they would all get off safe.

By a fortunate accident the Goliah came along within sight of the wreck about 9 o'clock in the morning. Capt. Haley took a large load of the passengers on board, and landed them at San Diego.

In the meantime a number of the men on shore had started for Santa Barbara, which was about fifty miles to the northward. The Goliah on her return stopped there and found forty-five there, and then proceeded to the wreck, where she found on the shore the remainder, all of whom she brought to this city. It may be that a few were missed who were on the way from the landing place to Santa Barbara, and had not arrived when the Goliah touched there. All the rest are in this city or in Los Angeles. When the Goliah returned, the wreck was scarcely visible above water, and it is very likely that by this time nothing is left, and that the specie is a total loss.

In regard to the number of lives lost, there is much difference of opinion among the passengers. Some think thirty were lost, and some estimate it as high as sixty. In one boat load swamped twelve were lost, in another five, in another three, &c. One man who had two carpet bags fastened to his neck, one on each side, was so anxious to get to shore, that he jumped from the steamer, intending to swim to a small boat which was near, receiving passengers, but his carpet bags were too much for him. He sunk like a stone.

Besides, it is said that three persons jumped overboard from the Goliah, on the way to San Diego. The report is that two of these were robbers, who heard that they were recognized, and that there was a disposition on the part of some of the passengers to bring them to justice. Other passengers express a belief that the robbers hid themselves, and managed to have the report spread, so that they could escape.

A couple of men constructed a raft, and started by the aid of a current towards the shore. They had stools on their raft, and hoisted a small flag, out of merriment. Their fun disappeared when they discovered that, after going some distance, the current changed, and began to carry them out to sea. They were rescued by a boat.

The place of landing opposite the wreck was a barren point, and the nearest house was ten miles distant. A correspondent of the *Evening's News* gives the following description of it:—

THE SCENE OF THE DISASTER.

We have been politely favored by an officer of the United States Coast Survey with the following relative to the locality where occurred the disaster to the Yankee Blade:—

Points Conception and Arguello are two rocky headlands where the Sa. Ynez mountain strikes the coast; the first is in N. lat. 34 deg. 26 min. 56 sec., W. lon. 120 deg. 25 min. 33 sec—about 38 miles west of the town of Santa Barbara. Point Arguello [illegible] 10 miles W. and S. W. by W. from Point Conception. The course of vessels from San Luis Obispo to Point Arguello is nearly south; to pass around this point and Point Conception and keep inside of the Santa Barbara Islands, when it is calm and pleasant for steamers, those bound to Panama must change their course off these points from nearly south to about east; but as these headlands are generally enveloped in fog and high winds prevail, they have become unpleasantly notorious. The Edith, in 1849, attempted to weather them in a fog, changed her course too soon and ran ashore near Point Arguello. The ocean steamers have touched on the rocks here two or three times; and the Winfield Scott, after weathering these points, a dense fog prevailing, ran on a rock in the Santa Barbara channel.

There is an irregular variation of the Mariner's Compass, which is said to prevail in this channel—probably due to thermal or volcanic action. This unusual variation of the compass was evidently the cause of the loss of the Scott.

Point Conception has a lighthouse, but no light in it. An officer has been for the last two years in France to get lanterns for the lighthouses on this coast. It is to be hoped that when they arrive one will be put on Point Arguello, and besides a good fog bell or whistle.

Burser Vought makes the following official report of the disaster:—

OFFICIAL REPORT.

STEAMSHIP GOLIAH, at Sea, Oct. 8, 1854.

I would respectfully submit the following report of our sad disaster, hoping you may be able to find something worth transmitting through your columns to the public:—

The independent steamship Yankee Blade, Henry Randall, Esq., commander, sailed from San Francisco September 30, at 4 o'clock P. M., with 800 passengers, and $153,000 in specie—passed the Heads at 6 o'clock, and at 9 o'clock the same evening saw a steamer on the starboard beam, supposed to be the Uncle Sam, or John L. Stephens.

October 1st, at 3½ o'clock P. M., being encompassed in a dense fog, steering S. E. by S. course, and supposing ourselves at least ten miles from shore, we struck a reef of rocks off Point Arguello, about fifteen miles above Point Concepcion, upon which the ship ran upwards of sixty feet, while her stern swung in nine fathoms of water, which in less than twenty-five minutes sunk below the promenade deck; but so firmly was the forward part embedded in the rocks that up to the time we left the ship, (about 4 P. M. on the 2d inst.,) she had not receded an inch.

As soon as we discovered our danger, the officer of the deck launched and manned the boats, and proceeded at once to get the ladies and other passengers on shore. And here it is but justice to observe, that great approbation is due Capt. Henry Randall for his promptness in going on shore to find a proper place to land his passengers, in taking charge of one of the boats himself, and beaching it successfully when that of the first officer was stranded—for the anxious manner in which he urged the hands on shore to return to the wreck with the boats, when they displayed every desire to desert him—and for sending his son, Henry Randall, jr., to supply his place on the wreck, in which capacity he (Henry) acquitted himself in a manner far beyond his years, inspiring all hearts with hope, and preserving as much order as could be preserved under such exciting circumstances.

While the boats were being lowered, the chief steward and storekeeper went below, with a gang of men, and broke out large quantities of provisions, which were sent on the upward forward deck. The Purser prepared to save the ship's papers and the valuables left in his possession belonging to passengers, which have all been safely delivered to their owners; but on going below, about ten minutes after the ship struck, he found the specie covered with five feet of water, and so rapidly was she filling that the water rose in the stern at the rate of six inches per minute; consequently no one dared descend to the vault, which he locked, and returned to the deck to save what he could of the express matter, &c., which he succeeded in getting forward, and in company with some stout hearts watched by it all night, while desperadoes were rummaging and pillaging the ship; and it was reported, although not supposed to be true, that a man had been murdered on the lower forward deck.

Before dark the promenade deck and houses aft the shaft had all washed away, and others were torn down to form rafts in readiness for immediate departure, in case of a sudden crash, for we knew not how soon a gale might strike the ship, and scatter her timbers in piecemeal on the waves.

Night coming on, and the fog, which had for a short time disappeared, again set in; the boats were stopped running, not being able to find the shore, and the terrors of our situation began to stare us in the face—for amid the howlings of the wind, the roaring of the waves, as they broke upon the deck, and the hoarse orders of the third officer and Mr. Randall, there arose the loud accents of ardent and despairing prayer. Confusion in the widest sense prevailed, for there were those who had prepared to swim ashore stiffening with the cold—those who had sought to drown their fear in too frequent libations of the ardent—while some with a calm resignation had prepared themselves for the worst, and awaited their fate in peace. Thus we passed the dismal night, made still more solemn by the church-like tolling of the bell, which seemed to beck us on to our funeral.

The scene on shore was equally painful. The boat the first officer commanded, with twenty-one souls, mostly females, was stranded, and all, with the exception of himself and three others, who were thrown upon the beach apparently lifeless, were lost.

And here I would record an instance of female energy seldom equalled, even in the annals of the Revolution. Mrs. Jane Elwell, who had exerted herself by going into the water alongside of the boats, and carrying the ladies ashore, saw the almost lifeless bodies of two ladies, and said to a young man, "you take one and I'll take another," and she picked up one of the ladies and placed her on her shoulder, and carried her up an almost perpendicular bluff to a spot where they had formed a camp and built fires; and afterwards, together with many other ladies, stripped off all her under-clothes, and gave them to the exhausted men.

During the night a number of the bodies washed ashore; among others, a female with a child clasped in her arms, the wife of Mr. Brenan, who, as an extraordinary instance of devoted love, went on shore with spade in hand, dug up his wife and child, kissed them, prayed over them, and then re-buried them.

At daybreak the boats were again set in motion, when Mr. Hewitt came on board; and although much bruised, his stout heart never forsaking him, recommenced the discharge of his duties with astonishing energy.

At eight o'clock, A. M., our hearts were made glad by the appearance of a steamer on our larboard quarter, which proved to be the Goliah, Samuel Haley, Esq., commander, who, as if by a kind dispensation of Providence, appeared sent to our relief, for had we depended upon our own boats a large number would have been lost, as we could not have got them ashore that day, and that night the wreck went to pieces, so that nothing was to be seen in the morning but a shell of the stern, which had separated and turned bottom up.

To Capt. Haley we feel it a particular duty to extend our thanks for his promptness in sending boats to our rescue, and receiving six hundred of our number on board his steamer, in which we were taken to San Diego, whither she was bound, where 536 were left until a steamer could be sent to bear them on their homeward course.

Before leaving the wreck, we sent on shore all the provisions to be found, awning and poles for tents, bedclothing, &c., for the use of those that had remained, whom it was found necessary to leave, as the Goliah was too heavily freighted to receive them. But it is to be regretted that the actual sufferers never received the provisions sent them, for a party composed of the ship's firemen, insensible to humanity, and holding the advantage, by having in their possession a large quantity of firearms and ammunition, took for themselves almost everything that went ashore, and money was seen in their possession which they could not have obtained honestly.

The Goliah, after making her trip to San Diego, returned to a cove about six miles from the scene of the wreck, when she received the balance of the passengers and crew, and started at 4½ o'clock, P. M., on the 7th inst., for Monterey and San Francisco.

In addition to others, we are particularly indebted to Captains W. H. Burt and Mathews, and to Purser John H. Flemming, of the Goliah, for their indefatigable exertions to get the passengers from the wreck and beach into the Goliah.

It is supposed that about thirty lives are lost, whose names, with the exception of a few, could not be ascertained. The following is a list of persons known to be drowned:—

DROWNED.

Four children of Mrs. Logsdale.
Frances Mitchell.
One child of Mrs. Moore.
Wife and child of Thomas Brennan.
Mrs. Summer and child.
Mrs. Smith and child (of the firm of Smith, Bros. & Co.)

Yours respectfully, SAMUEL VOUGHT,
Purser Yankee Blade.

PASSENGERS LEFT AT SAN DIEGO.

J H Cowen, Levi Lore, Joseph Mitchel, Jos Bayther, A M Davis, Jos Hall, W B James, P B Hitchcock, W Wells, S H Church, E H Knight, C Henser, W L Baird, James McNasser, Wm Portois, N Lent, J B Eldridge, J S Cline, Marshal McCarthy, J E Wilkinson, J Gills, J Willman, C Hurd, Jr, G L Burrill, C L Templeton, John Sullivan, T Broderick, G E Norton, S Keech, D M Stuart, C Shubert, R Gladhardt, J S Crane, J M Bradley, Allen Wright, Wm Hackett, Wm Shultz, Jno Jones, Mr Abram, J M Roan, J Teller, P Mattoon, J Owen and lady, Mrs Spaulding and child, Mrs T B Elder and child, N M Starr, J G Mayo, E T Chote, Michael Hannan, M W Jackson, A Barber, M Parth, P A Morrill, J F Chevalier, A C Franklin, T M Speers, J F Henry, D McLaughlin, C L Quackenbush, H C Leroy, W H Lyth, T J McCarley, J M Burness, J H Lilley, J D Ingalls, F W Hawley, J M Lush, M J Marsh, Thomas Bruce, Thomas H McClenthern, J M Ross, B F Bobo, C Hirl, W Dennison, C Hutchins, W Kelley, J B Patman, A Gould, B Garner, J D Mead, J D Spearman, J W Russell, P Diamond, J Berger, A Blackman, C E Blackman, J Bongey, T Pool, (Philadelphia), C Smith, (New York), A Minich, F Scheller, L Johnson, F M White, B Ahrens, M Teets, P Briody, W H Markley, G Watkinson, G Sewell, Stephen Jones, Thos Cathrington, M Cathrington, J C Philpot, Hervey Wood, A J Davis, W Merrill, E H Wilsey, J Thompson, S Brunt, W T Spearman, R M Barnes, E Bloomingdale, L Langlian, J M Daniels, D W Roberts, J Patterson, E B Foster, T G Cass, R Seaman, A M Leigh, J Y Dorsey, Wm Seaman, R Francis, A O Ferris, H Avitt, B F Jett, J P Williams, D Cummings, A Moore, G Wall, T Pinaro, W Alden, H Rosenbroughigh, E S Channel, R C Mayre, J H Cox, A J Leach, W A Benton, O R Woodward, S Johnson, P Crabfield, P Thompson, C Barker, D Sullivan, W Colbert, H Morgan, W S Cook, J McKee, J Jacobs, B A Johnstone, Daniel Kyger, W B Privet, Franklin Brass, B M Card, Joseph Gasswilder, C Dunham, A M Reynolds, D D Davis, Isaac Fall, C L Stone, Alfred A Dodd, A Ryger, O B Cox, C O Winegar Mrs P Stockwell, Elbridge Stockwell, Geo Gunni, John McRay, H Bishop, J Combs, D Kirkpatrick, J Garnett, E Standish, W B Rex, M Pawl, J Houseman, J Thompson, B H Nichols, B Cook, Mrs E Craig and child, H B Reed, L J Barnes, N W Richardson, A Ainsworth, J S Backus, H Serviss, L B Gleason, S P Edgerton, R A Breeves, H N Sturtevant, B Semon, F Mitchell, J Malloy, J Smith, W Winegas, C A Howard, C Fayville, A Hoxie, H Schaffin, N Saxton, C D Watkins, J P Chaffin, T Porter, J C Williams, A Moore, W C Kyle, J W Osborn, Moses Crosby, J Cyler, W Winsor, E Graves, C A Emsley, C F Spearman, A Platt, J Platt, R L Swartwout, J Red, J L Sutherland, S Ford, H Jones, B King, S Lane, J Hammond, T Meer, J Tirrell, G L Ramsey, J Horton, C Marden, S Osborn, S Richardson, J Green, M L Boyd, E Westbrook, J W Clark, W H Brown, G C Roberts, Daniel Packard Henry Beers, Wm McFadden, Edward Thomas, John Raghler, Gilbert Samphler, D S Richmond, Robert Lavy, James Edwards, John Webb, James Cope, A J Callen, John Sweatz, Wm Wiggins, H S Janes, J Martin, D Abshier, S Long, Chas J Stokes, C Capin, P S Wade, J Stetler, P B Canfield, D Costello, J White, J Cox, J L Nowlin, J Hayward, G W Howes, Dr A G Kinzer, J W Gifford, E M Eder, G L Simmons, Richd Dozier, F A Cox, M Norman, D Vanawker, J G Cumen, J Weber, F Feits, S March, W J Light, D B Howard, T B Easton, Mrs A Howard, R Powers, J G Sheldon, T Evans, T S Harford, J Wilson, F Mathews, D Dills, G S Hughes, M T Brown, H Flode, W Hughes, O Allen, A Crowell, J Brockway, M Randall, J Hill, O V Holcomb, J Buckley, J Frisbie, B C Brownell, R Seringer, J Counter, C Spetteron, C C Graper, W Woodward, J W Duncan, F Brennan, W Dumford, H Harriman, J Pope, Blanchard W Weston, Samuel Massey, A Houseman, Jas H Bennett, Thomas McCall, George N Bond, B Tewsbury, Wm Wilson, Royal A Wilkins, Davis Newsman, J B Gilkey, A H Hulse, Jos Richmond, E Brady, Ambrose Smith, F B Osgood, H Hopper, Dr A Babbe, G M Morrill, A H Hackett, J Lea, W B Morrison, J W Brown, Miss Reed, H J Pherson, Mrs Bell and two children, R Welche, B Ellensworth, Mrs. Pickett and three children, J Merchant, G Zermeyer, P Rickets, T Lemman, G Stannouse, E Hildreth, E W Patt, G Hardy, G Leese, J S Smith, H Dwyer, J Abbott, B W Hinckley, J E Ingersoll, P Grant, J W Snyder, R J Ingerland, S Pope, J R Rey, S M Nichols R Hughes, P C Moore, D Williams, F Marshall, D Sweeny, L M Brown, G Son, J Rose, F W Decker, T Ross, C E Brown, Asa Bull, F Withers, C B Kinney, L C Gunn, Philander Meyers, John Lee, Thomas Bryan, Evan Ellis, Lewis Beebee, Manuel Williams, Frank Williams, B Oakley, Jr., Clark Hollenbeck, H Noble, C Drake, J W Chenery, E J Chenery, R J Spaulding, J Irwin, Capt J Gardner, B Coggeshall, William Starr, J A Hatch, C L English, Wm Bowers, William Thompson, Mr Smith, Mr Johnson, E Newman, H Acops, J Barton, J Tridel, S Mirick, H Sharp, J Bongry, D Evans, D Eagle, J F Hudson, W Burriss, E Fry, J T Arnold, J E Ingersoll, J Abbott, J Bowersmith, W S Davis, J F Stump, E Duvall, A Donnelly, L Lloyer, W McRoberts, S Meyceros, W H Styles, J E Damon, J T Joyce, Frank Caldwell, Chas Caldwell, John Caldwell, G Batewell, J P Armstrong, John Gregg, H Case, J W Chambers, Seth Blossom, O Jones, S L Alexander, John Pierson, H A Bogardus, A Bolser, H B Forbes, John H Young, L A Hobart, James McGinness, H S Hughes, Jacob Olinger, R D Wilson, G Johnson, E V Hayward, James B Taylor, Joseph Mould, George W Fall, Henry Jones, Joel Linscott, Christian Meyer, Charles Dennis, Fostus Whitcomb, L B Bowman, A J Weed, Frank Bouton, Charles Reed, Daniel Moore, J B Stevens, Moses Davis, Harvey Ludprisee, W Wiley, Andrew Kent, Howard Foster, S. J Underwood, J E Fletcher, M L McCoy, A H Morehead, S M Nurse, Geo H Marsh, John Cate, Jr; G L Chandler, B Bishop, J B Forbes, John H Johnson, Milton Phillips, Nathl Pierce, H Newman, Wm Bunn, J H Booth, J Ryan, J Runnell, A Lyon, Leonard Crane, W Peterson, Samuel Murray, Thomas Loun, Wm S Fletcher, J R L Elliot, Manuel Eunar, John Gaton, H Olson, Harvey Taylor, Mrs E Frost, Allen Bogui, Jas Smart, B Foley, Elijah Frost, J Anker, T Bates, C M Root, P Roberts, R F Ells, W E Riddle, W Capner, Merton Inon, E Beckley, J Shewin, J M Johnson, A Jurdon, H J Carr, E Woodhuff, W Lemis Strong, Stockley Morrison, J Cartmill, J Multseyer, Wm Spear, E Curtorville, F Everett, J Rosenburg, L Williams, A Love.

LIST OF OFFICERS AND CREW SAVED.

Capt H Randall, first officer C H Hewitt, second do J H Kumard, third do Wm Quin, Purser Samuel L Vought, Surgeon D L Wales, Chief Engineer J E Edwards, second do A Auckinlick, third do S Hinton, fourth do J Belknap, Steward J H Eagle, second do M J Mathewson, (colored), Barkeeper W H Lownsbury.

Crew—W Tompkins, D Tompkins, J L Martin, J S Francis, J Jackson, J Castimer, R Dows, C Mitchell, J B Enyd, W Body, L Walker, T Bewter, J K Purnell, B Stuy, J Brant, C Balengalen, H Jenkins (baker), A Jungher, Stewardess Selmin, — Delmare, C Carter, D Dulk, G Swift, C Shields, J Williams, G Randall, W Hampshem, D Davis, J Ramsey, W Wilson, C Ball, M D Little, J Conroy, H Silver, B Wood, F Siver, J Otis, L Deeby, C Barker, F Bowers, F Kennedy, M Mulligan, T Gorman, B Frisby, Firemen, P McClasky, H Carman, P Curtis, M Parker, R Pitch, C Brown, W Walker, J Clark, E Lee, J H Martin, W Stanber, B Chesnut, T Dixon, E Vanorden, B Coyle, H Treemer, J Tyrrell, Finlay W Lee, T Sweeney, S Brown, J Clark, W O'Kleff, T Harrison, J Menomy, W Waddington, D Jenkins, J Banks, W H King, A Wilson, M Wells, K Wells, H Smith, J Bust, W Williams, G L Brown, J Lynch, J Furley, D Hackaway, W B Strobel. A Johnson, D Cubett, T Doodle, H Freedenberg, J Morrison, P Murray, J Sherry, W Grant, J DeCustro, W Martin, W C Russell, F Jones, H Grinnell, F Stephenson, W Walters, A L Priem.

SCENES OF HORROR ON BOARD AND ON SHORE.

[From the San Francisco Herald, Oct. 11.]

Everything relating to the terrible disaster to the Yankee Blade is looked for with interest just now. In addition to the very full particulars published by us yesterday, we give the following letters from various correspondents, bearing upon the subject, and such further incidents as we have been enabled to gather from some of the passengers.—

SAN DIEGO, Cal., October 4, 1854.

The Goliah arrived here this morning with over eight hundred souls on board, rescued from the steamer Yankee Blade, wrecked on a reaf of rocks just above Point Conception, on the afternoon of the 1st inst. Dr. Boulby, formerly of Sacramento, expresses the belief that the wrecking of this fine ship was contrived in San Francisco by the "shoulder-strikers," of whom large numbers were on board. He says that immediately on the ship's striking they took possession of the boats, dan permitted no one to enter until after they had stripped him of his money. They robbed the treasure, cut open trunks, &c., and prevented the passengers from going below to look to their baggage. Three or four men were killed in the hold of the ship by the "strikers." The theory is that many of the "strikers" shipped before the mast, but the larger portion appeared as passengers. I will not go into detail, for the stories told here by the distressed passengers are almost too horrible for belief. Certain it is that the authorities should cause the most rigid and severe scrutiny into the whole affair, and it is with that view that I ask the attention of your paper to the matter.

STATEMENT OF ONE OF THE PASSENGERS.

In compliance with my promise, I submit the following statement as a true account of the disastrous wreck of the Yankee Blade at Point Aguello, on the 1st inst. All well know the time of our starting from port; they know the immense group that covered the deck of the ill-fated but splendid steamer. We wended our way out on the briny deep—scarcely a ripple rolled upon her bosom—every heart seemed to beat high and full with hope until the awful moment of our calamity. On Sunday, October 1, at 12 o'clock, we were distant one hundred and eighty-three miles from San Francisco, twenty hours out from port. Until this time we seemed to have been sailing very nearly southeast, but at this point the vessel seems to have been directed to east southeast, and run not far from this course until 26 minutes of 3 o'clock, when the steamer struck a rock, throwing her considerably out of water. The fog at this time was quite dense, though an object of considerable size could be seen for twenty or thirty rods. After the vessel struck the rock all the passengers were ordered aft—which order being obeyed, the greatest efforts were made to back her off, but without avail. Full a half to three quarters of an hour expired before any boat was launched, if my memory serves me correctly. The captain took the first boat and cruised around, in order to find land and a landing place. I think the first mate took the second boat, which was known as the white boat; in this boat were twenty-one persons, one of them a female, who were all saved. After leaving the steamer some distance, the first mate changed boats with the second mate, because the latter refused to attempt to land at a certain place. In attempting to reach the shore, the boat now in charge of the first mate capsized, and all but three (some say four) were drowned; the saved were, the first mate, Mr. Moore, and Mrs. Logston—this lady lost four children. The first mate was quite severely bruised, and so benumbed that he was insensible until brought before a fire. Mr. Moore was also badly hurt and benumbed; he also lost a fine little boy. The surf carried Mrs. Logston to the beach, from whence she crawled up among the rocks.

Some of the passengers state that even if they had escaped the reef on which the Yankee Blade struck, they must, from the course they were pursuing, have run upon a still more formidable reef of rocks that ran out from a point just below them.

It was given out that there were but eight hundred and twelve passengers on board, besides a crew of one hundred and twenty-two men, making nine hundred and thirty-four souls in all. We are assured that the real number was far greater. The steward is reported to have stated on board, that there were thirteen hundred and fifty-two in all. The agent supposes there were at least fifty "stow-a-ways" on the ship—and some of our informants think there were more than one hundred. There was nothing to prevent any number from "stowing away," as no steps were taken to discover them. Certain it is, there were not near enough berths for all on board, and new ones were being put up at the very time the ship struck. It is supposed that these "stow-a-ways" were the most active among the pirates. Even amidst the horrors of the wreck, the spirit of avarice exhibited itself. We are informed that the steward actually sold life-preservers to some of the passengers. One gentleman paid forty dollars for one.

The miscreants on board attempted to get possession of all the boats, and it was only when the passengers, reduced to desperation, drew their revolvers and threatened death to all who interfered, that they were able to get the women and children into the first boats. The desperadoes did get into their hands one of the boats, and allowed no one to get into it, without first surrendering to them all their valuables. If anything could increase the abhorrence the acts of these men created, it would be the recital of such conduct at such a time. They seemed devoid of the very attributes of humanity, and acted more like ravening wolves than men. Between three and four hundred persons were left on shore from Monday morning, the time of the Goliah's departure, till Saturday, when she returned. During that time the desperadoes, including many of the firemen and crew, had a camp by themselves. They seized nearly all the provisions and clothing landed for the use of the passengers, and all the baggage, and while they were feasting and revelling, the rest, even the poor women and children, were suffering, and obliged to pick up muscles to eke out a subsistence. One passenger informs us that they actually drew revolvers upon him because he attempted to remove some of his own property. They sold clothing and blankets of which they had taken possession, to those of the sufferers who could afford to pay the most extortionate rates. Some eight or ten cattle swam on shore from the wreck, and they actually tried to monopolise them. They attempted to drive off a number of the passengers who had killed a beef and were cutting off pieces to cook. The theme is absolutely sickening. If the rest of the passengers had turned upon them and cut them to pieces, they would have done the State a service and rid the world of monsters. It is surprising they did not pitch them overboard on their way up from the wreck. The third mate, Mr. Quinn, who remained in charge of the wreck, and the chief engineer, Mr. Edwards, are highly spoken of.

After the chief mate had recovered, he went back to the ship, and is said to have done his duty manfully. Among other things, the captain's bureau was broken open and robbed of $1,200. Many were robbed of their gold watches, and that of Mr. Starr was even jerked out of his pocket. Many of the thieves were afterwards seen loaded down with plunder—some of them with three or four watches—and one was overheard boasting of what he had made by the operation. Most of the passengers lost all their clothes, and the aggregate of their losses of money and gold dust would probably reach $300,000. Some are reported to have lost as high as two hundred ounces. The treasure in the vault sunk in nine fathoms water; it amounted to $153,000, shipped by Page, Bacon & Co. It is said to have been insured. The steamtug Carolina has gone down to the scene of the wreck, with submarine armor and divers, to attempt its recovery. An experienced sea captain who was on board, is of opinion that it cannot be recovered. Fretz & Ralston, agents of the Blade, are reported to have shipped $60,000 in treasure by her, but Adams & Co.'s agent says they, in fact, had none on board. When the ship first struck she immediately opened a seam a foot wide abaft the engine. The weight of the coal and the engine, all being aft, broke her back as soon as the tide fell. The upper cabin remained free of water about two hours; the promenade deck was not covered until late in the night. If the ship had been backed off after she struck, as was attempted, it is probable she would have sunk in a few minutes, and all hands have been lost. Three persons are reported to have committed suicide on the Goliah—two of them from distress at their losses, and the third, one of the robbers, is said to have jumped overboard to escape the vengeance of the passengers. The passengers who have returned, have made applications to the agents to have their passage money refunded, or that they should be conveyed to New York in some other ship. It is said that both demands were refused.

ATTACK ON PETROPOLOVSKI.

Capture of Two Russian Vessels—Doubtful Victory of the Allies—Death of the British Admiral, &c., &c.

[From the San Francisco Times, Oct. 11.]

By the arrival last night of the French frigates Forte and Euridice, and the French brig Obligado, we have stirring news from the first scene of conflict between the allied powers and the Russians in the Pacific.

On the 1st and 4th of September, an attack was made by the combined fleet upon the fortress of Petropolovski. The English vessels of war comprised the President, the Pique and the Virago, and the French, the Forte, Euridice and the Obligado. The action was a very severe one, the English vessels firing three thousand balls. Two of the Russian batteries were destroyed and two crippled. The loss on the side of the latter was very heavy, but is not ascertained. Of the English and French forces, sixty-four men fell during the assault. The Russian frigate Aurora, of forty-four guns, and the Diana, of twenty guns, were moored inside, and protected by sand banks, behind which they operated as batteries beyond the reach of the French and English.

One of the English vessels suffered severely in the fight, having lost her foremast, but the fleet is expected to arrive in the course of a few days, and we suppose will be recruited by the addition of the Amphitrite and Trincomalee, which, with the French corvette Artemese, now cruising on our coast, the combined fleet of five British and four French, will then probably proceed to Petropolovski and complete the work.

When leaving the port and a short distance outside, the Russian merchantman Sitka was captured by the allied forces and sent to Vancouver. A Russian supply vessel was also taken and burnt. Throughout the siege, we learn that the Russians fought with great courage as the result proves. The information afforded in regard to the details of the battle is however meagre and unsatisfactory. It does not appear that the British and French have come off with any very distinguished honor, but they may fare better on a second trial. The defences of Petropolovski undoubtedly render its capture quite a formidable undertaking.

The Forte is a ship of 60 guns, the Euridice of 30 guns, and Obligado of 30 guns. The fleet is anchored off North Beach. The Russian ship Sitka was captured on the 8th of September. She carried 10 guns, a crew of 35 men, and had 25 passengers. The crew and passengers were taken on board the Forte and Euridice, and the ship was taken charge of by the President, Pique, and steamer Virago, to be conveyed to Vancouver's Island. The Sitka was loaded with provisions for the Russian settlements, and had touched at Ayan, where she discharged part of her cargo, and was bound thence to Petropolovski, when she fell in with the fleet and surrendered at discretion, declining to engage in a conflict with the odds of seven to one. It is reported by the Euridice that one American vessel was lying at Petropolovski, (probably the brig Noble.) Off the Sandwich Islands a Dutch ship, 130 days from Hong Kong for San Francisco, was spoken, short of water, and intending to put in at Honolulu. Her name was not learned.

The death of the English Admiral Price occurred on the 31st August, and was not caused by a wound received in the siege, but as we gather the facts, from the discharge of a pistol which he was picking up. There is no reason to suppose that the act was premeditated, and the conclusion is that this unfortunate occurrence was purely accidental. Capt. Frederick, of the Amphitrite, succeeds in command of the fleet. A bearer of despatches for England has arrived on the Forte, and will leave on the steamer of the middle of the month. The French fleet have been twenty-six days from Petropolovski.

We regret that during the presence of so large a French and British force in our harbor, there are none of our large vessels of war here of a large class, to reciprocate those national courtesies so appropriate to the occasion. As the United States steam frigate Susquehanna and Mississippi are shortly expected from China and Japan, we hope they may arrive before our European friends take their departure.

We give a list of officers attached to the French fleet:—

FRIGATE FORTE.—Capt. Minaie; Admiral Des Sointes; Lieutenants Candeau, Harley, Doye, Rayer, Bouillon, Thomas, Gauvin, Kescrint; Purser Beawliea; Surgeon Laporte; Assistant Surgeons Despories, Lucar, Geiegin; Admiral's Secretary, Desperiers.

FRIGATE EURIDICE.—Captain La Grandiere; Commander Massilon; Lieutenants Fieserdis, De la Passe, De Lacombe, De Laplanche, Giguet, Des Touches, Carstronson; Purser De Graffery, Surgeon Roymaud; Assistant Surgeon Guériault.

BRIG OBLIGADO.—Capt. Rosencoat; Lieutenants Vanschout, Tournel, Dinel, Montperlat, Cre Moulrey, Dr. Lagorde.

[From the San Francisco Herald, Oct. 12.]

The war has been opened on the Pacific, by an attempt on the part of the allied fleet to capture the port of Petropoloski, or, as it is sometimes designated on the maps, the Post of St. Peter and St. Paul. Petropoloski is situated on the eastern coast of Kamschatka, near its southern extremity, in latitude 53 north, and longitude 159 east, from Greenwich. It is a fortified town of some 2,500 inhabitants, and is one of those advanced posts which, for the last half century, it has been the policy of Russia to establish on the frontier of her dominions, in time of peace for the convenience of her commerce, and in time of war as points *d'appui*—places from which operations by sea might be supported.

It is difficult to conceive what benefit the possession of this place could be to the English or French. Like Cronstadt, Sebastopol and the Aland Islands, it is useful only to the Russians. The most that success could achieve would be an advanced post driven in.

Russia seems to have adopted the same policy on every point: Defence. So far this policy has certainly been successful, and the combined powers of England, France and Turkey have made no impression on Russia. The experience of this war seems, so far as it has gone, to establish the fact, that no naval force, unsupported by demonstrations by land, can make successful head against a well fortified town. Some such conviction as this may perhaps have influenced the English Admiral, when rather than risk certain defeat he chose to put an end to his life.

From the imperfect accounts we have received, it is quite evident that the allied fleets have been well beaten—so badly beaten that instead of looking up the Russian fleet, which by their own account is at anchor in the mouth of the river Amoor—a place unprotected by any fortifications whatever—they have come to San Francisco to refit and recruit.

It may be somewhat difficult to believe, but the facts justify us in saying that, till this time, England and France, in all their endeavors, have been beaten, baffled and out-manoeuvred.

[From the Herald, of Oct 4.]

Last evening, the French vessels of war Eurydice, Forte and Obligado, under command of Admiral Febvrier Despointes, arrived here from Petropoloski, where an engagement took place between the combined fleet, and the Russians. The combined fleet, consisting in all of six vessels, including one steamer, arrived off the harbor of Petropoloski, on the 29th of August and attempted to enter, though the season was far advanced, and the fogs and storms set in. They could approach the outward points of the harbor, one of which extended a great distance into the sea, they found well fortified, having, it is supposed, about one hundred and twenty guns mounted. A little higher up, and on the main land, they found another battery; these two they demolished and put the people to flight. Pressing on still some four hundred yards further up, they discerned another fortification upon the side, or on the top of an abrupt hill, behind which the Aurora and Diana, two Russian frigates, were safely moored and dismantled. The passage way here was so narrow, and the weather so unfavorable, that a further attempt to reach Petropoloski with the ships of the fleet was not deemed expedient.

A few of the men were disembarked, and a landing effected upon the outer point, with a view to reach the town, but the shrub or chapparel offered the utmost resistance. The squadron was not prepared with the proper facilities for a land attack, and the whole thing was abandoned.

The number of guns mounted was estimated at about one hundred. The population, numbering about 2,000, were all well armed. In addition to this force the Aurora and Dwina were ready and well protected under the fortification, but could not be reached by the guns of the fleet.

The orders for the attack were issued on the 29th of August, the day on which the fleet arrived, and operations were to commence the next day, the 30th. The death of Admiral Price, which occurred on the morning of that day, caused a little delay, and hostilities did not commence till evening. The firing continued till the evening of the 2d of September, during which it is supposed that about one hundred Russians were killed, and about 60 French and English, among whom were three French officers of the Eurydice.

The fleet captured three Russian merchant vessels—one the ship Sitka, of 700 tons, and a schooner loaded with stores, which was destroyed, after her cargo and crew were taken. From these vessels about one hundred men were taken prisoners, from whom the important fact was learned that the whole of the Russian fleet, with the exception of the Dwina and Aurora, were in the sea of Ochotsk, at the mouth of the river Amoor. This river was in the Chinese possessions, but has recently been taken possession of by the Russians, who have erected a palace and made a naval rendezvous at its mouth.

The river traverses a great portion of the Chinese possessions, and the Russians are thus enabled to receive plentiful supplies from the interior.

On the morning of the attack, the English Admiral, Price, committed suicide by shooting himself with a pistol, on board the flag ship President. No good reason has been given for the act. Among the various causes, the most plausible appears to be that he killed himself while under a slight aberration of mind.

The French admiral, who succeeded to the command, opened the fire, and conducted the whole affair on the part of the combined fleet. The firing was kept up hotly on both sides. The combined fleet consisted of six vessels—three English and three French—the frigates Forte and President, the corvettes Eurydice and Pique, the brig