

ASHTABULA'S HORROR.

Details of the Dreadful Calamity on the Lake Shore Road.

AN IRON BRIDGE SNAPS LIKE GLASS.

One Hundred and Twenty Human Beings Perish.

CROSHED, BURNED, DROWNED, FROZEN.

Sixty of the Passengers Wounded— Only Seven Escape Unhurt.

GRAPHIC STORIES OF SURVIVORS.

Heroic Efforts of a Brooklynite Amid the Wreck.

[BY TELEGRAPH TO THE HERALD.]

ASHTABULA, Ohio, Dec. 30, 1876.

The most disastrous railroad accident since the Angola horror in 1868 occurred at this station, sixty-five miles east of Cleveland, last night. A heavy fall of snow, accompanied by a gale of wind, had prevailed during the day, and on all sides the snow had drifted to huge mountains, and trains going either way were greatly delayed. The Pacific express, which left Buffalo at twenty minutes past twelve P. M., and was due at this station at a quarter past nine, was over two hours late, and upon reaching the iron truss bridge which spans the Ashtabula River a few rods east of the station, the structure gave way, precipitating the train of eight coaches, and the three baggage cars into the chasm. The bridge was an iron truss of 150 feet span, the track being sixty feet above the water level. The train was drawn by two locomotives, the forward one breaking loose from the other as the bridge gave way, and escaped on the very brink of the fearful gulf; the other engine following the quivering mass of humanity and crushing coaches and adding to the horror by the rushing steam that came from the crushed monster.

Hardly had the falling coaches reached the ground after this fearful leap ere the flames burst forth on all sides, and the bleeding and mangled bodies became food for the pitiless fire. The groans of the dying, the cries of the wounded and the agonizing appeals of those whose bare chance for life was swallowed up by the flames rendered the scene one of unparalleled horror, the recollection of which will never be forgotten by those who lived through the hour of indescribable agony. There were 172 passengers on the train at the time of the disaster, and of this number it is believed that about two-thirds were killed outright so complete was the wreck, and so rapid and entire the destruction by fire that but thirty-four bodies have up to this time—twenty-four hours after the disaster—been recovered, and it is believed that but few more will be found, others being entirely consumed. Of the number recovered but six have been identified, the balance being an indistinguishable mass of charred and blackened fish and bone, horrible to look upon and entirely beyond identification.

THE BRIDGE SUSPECTED TO BE UNSAFE. The bridge was built twenty years ago, and it is said that the erection of a truss bridge at this point was strenuously opposed by the Chief Engineer, Mr. Charles Collins, but he was overruled by his superiors, and there are rumors to the effect that the bridge has been regarded unsafe for some time. These reports may, however, prove entirely unfounded, but the truth will undoubtedly be developed at the inquest.

SCENES AT THE WRECKED TRAIN. The following is from a special despatch to the Cleveland Leader from the wreck at Ashtabula:— The baggage derailed which drove the darkness out of this valley of the shadow of death seldom saw a ghastlier sight than was revealed with the coming of the morning. On either side of the ravine frowned the dark and bare arches from which the treacherous timbers had fallen, while at their base the great heaps of ruins covered the hundred men, women and children who had suddenly been called to their death. The three charred bodies lay where they had been placed in the hurry and confusion of the night. Piles of iron lay on the thick ice or embedded in the shallow water of the stream. The fire smoldered in great heaps where many of the helpless victims had been all consumed, while men went about in wild excitement, seeking some trace of a lost one among the wounded or dead. The list of the saved and wounded having been already sent the sad task remains of discovering who may be among the dead. The latter task will be the most difficult of all until the continued absence of a friend here or there will allow of but one explanation—that he was among those who took this fatal leap.

THE SCENE DESCRIBED. All the witnesses so far agree as to the main facts of the accident. It was about eight o'clock. The train was moving at a moderate rate of speed, the Ashtabula station being just in sight of the ravine. Suddenly and without warning the train plunged into the abyss, the forward locomotive alone getting across in safety. Almost instantly the lamps and stoves set fire to the cars, and many who doubtless were only stunned and who might otherwise have been saved fell victims to the fury of the flames. On the arrival of the Cleveland train the surgeon of the road organized a corps of assistants and made a tour of the various hotels, where the wounded were attended to, such help being given to each as was possible. The people of Ashtabula lent willing hands, and all that human skill could do to save life or ease pain was done. The train which came from Cleveland for this purpose was immediately backed into position, and long before daylight the persons least wounded were being prepared for transportation to Cleveland to be sent to the hospitals or to their homes.

THE SCENE DESCRIBED. The scene among the wounded was almost as suggestive of horror as the wreck in the valley. The two hotels nearest the station crowded with the wounded. They were scattered about on temporary beds on the floors of the dining room, parlors and offices. In one place a man with a broken leg would be under the hands of a surgeon, who rapidly and skillfully performed his work. Another man, covered with bruises and spotted with plaster, looked as though he had been zoned upon, except where the dark lines of blood across the face or limbs told a different story. In another corner a poor woman moaned from the pain she could not conceal, while over at another brooded the wish of one which always accompanies calamities of this character.

VERY DEEP SNOW. Toward morning the deep increased and the wind blew a fearful gale, which, with the snow that had drifted waist deep at points along the line of the road, made the work extremely difficult.

THE HOSPITAL SLEEPING CAR. At six o'clock the beds in the sleeping car of the

special train were made up, and such of the wounded as could be moved were transferred to the car.

THE BRIDGE AND ITS STRUCTURE. From Mr. Charles Collins, chief engineer of the road, it is ascertained that the bridge was a Howe truss, built entirely of iron and about eleven years old. It was 60 feet above the water, and had an arch 150 feet long in the clear, the whole length of the bridge being 157 feet. It has been tested with six locomotives, and at the time of the disaster it was considered in perfect condition. Mr. Collins gives no opinion as to the cause of the accident, expressing himself as being utterly unable to do so. He estimates the loss on the bridge alone at nearly \$75,000, but he has no opinion as to the total loss on cars, &c.

A NEW BRIDGE IN TEN DAYS. As soon as the debris is cleared away and the bodies are all taken out, which will occupy a couple of days, a temporary bridge, which was built for the Wilson avenue crossing and is at Collingwood, will be put up. He expects to have a running connection made within ten days.

HEAPS OF HUMAN CINDER. I have just returned from the ruins, and have seen the smoldering remains of at least a dozen bodies, only one of which has any resemblance whatever to a human body. By the side of another heap of embers was found a pair of scissors, also a tuft of grayish hair. No other means of identification could be found, although the hunt may be more successful when the removal of the upper rubbish begins. The iron of the bridge is twisted in endless confusion with that of the cars, while the locomotive is wrecked in every part. By this time nearly all the woodwork is burned away.

A BRAVE BROOKLYNITE. Charles S. Carter, of Brooklyn, N. Y., says he was sitting in a palace car with three other persons, engaged in a friendly game of cards, when suddenly he heard the window glass breaking in the forward part of the car and almost instantly the car began to fall. He was seated with his back toward the front of the car, and as he went down he sat as quietly as he could and held on.

A CARD PARTY. When the car struck the bottom of the ravine he found himself almost unhurt, although one of the men who was playing cards with him, whose name he did not know, was killed, while another, A. M. Sheppard, of New York, had his leg broken. Mr. Carter says the iron of the car was much lower than the rear and that the flames in front began to eat their way upward and spread with great rapidity.

SOME BRAVE RESCUING. He returned to assist Mr. Sheppard, and with great difficulty succeeded in getting him out. When Mr. Sheppard was fairly out Carter returned to the assistance of a woman, who was calling for help at the front end of the car. He got her out, and, as she was quite thinly clad, gave her his overcoat. After reaching a hotel he found himself severely bruised in several places. In the great peril of the hour a man rushed down to the scene of the disaster ready to help in rescuing. He saw a woman struggling for life and went to her assistance.

"HELP ME, MOTHER." He carried her by main force to solid ice, and then, urged by the cries of the mother, went back to rescue her daughter, a sweet child of three or four years. The treacherous wood in splintering had caught the child in its grasp and the fire completed the horrible work. The man was compelled to see the child enveloped in flame, and to hear her "help me mother" ringing out in an agony of death. In a moment she was lost, swept up by the sharp tongue of fire, while the mother, in helpless agony, fell to the earth in a deadly swoon.

BIRTH OF A CHILD. There was on board a family named Bennett, on their way from New York State to Jefferson, Ashtabula county. The father and mother got out of the wreck and the children were only saved by being tossed from the arms of one man to another over the pile of burning wood. One of the four children was seriously injured and all were slightly scratched. This morning the mother, who was enroute, gave birth to a child, the event being hastened by the excitement she had undergone.

MRS. FRANK, OF ROCHESTER, who was so badly burned about the lower part of the body, is in a critical condition, and has but a slight chance for life.

MR. SHEPARD LOSES HIS LEG. Mr. Sheppard, whose rescue was previously described, had one leg fearfully crushed, necessitating its amputation, and he is now doing well.

THE AWFUL LEAP. It seems that the train had just about covered the bridge when it fell, as fragments lie across the ravine touching the base of the abutments on either side. When one stands at the foot of the ravine and looks up it seems an utter impossibility that any man could take a leap from so great a height and live; yet a number escaped comparatively unharmed, and had it not been for the fire probably not one third would have been lost. The water in the creek is only about three feet deep, and it is thought by some that when it is dragged a number of bodies may be found.

THE STOCK DROVER'S STORY. A stock drover is another witness as to the rapidity with which the fire did its work. He says he was one of the first out of the wreck, and that five minutes had not elapsed before the whole thing was a flame.

DOING THE RIGHT THING. The railroad officials did all in their power for all the sufferers. They also seemed anxious that the facts should be all published, and desired to suppress nothing. Every facility was given to representatives of the press to go to the bottom facts in every instance.

A HOSPITAL TRAIN. A special train, loaded with some of the injured, left Ashtabula at a quarter past eight o'clock this morning, consisting of an express, passenger and palace car. In the latter the beds had all been made, and in them were placed the words of the victims, those able to sit up being accommodated in the front car. The names and destination of them are as follows:— Peter Livelihood, No. 28 Ross street, Cleveland. William Dinnan, Charles Recker, A. Gibson, W. B. Sanders, John J. Lador, R. Monroe, A. Burgham, H. Austin, Walter Hase, Charles Patterson, all go to the hospital at Cleveland.

R. Harold, Cincinnati. Mrs. W. H. Lew, No. 31 Walnut street, Cleveland. — Folsom, No. 346 Lake street, Cleveland. — Triden, No. 52 Hamilton street, Cleveland. Dr. Graydon, No. 503 Case avenue, Cleveland. H. D. Champlin, No. 53 Water street, Cleveland. Mrs. J. A. Davis, at the hospital at Cincinnati. The above arrived at Cleveland in safety.

THE KILLED. Bradley, Mrs., the child and nurse, of Chicago. Gagswell, M. P., Chicago. Gags, Clarence, Charleston, Ill. Langham, Lawrence, express messenger. Meyer, Mr., and his little daughter. Nussbaum, Victor. — Wait, Toledo, Ohio. Washburn, Rev. A. H., rector of Grace church, Cleveland, Ohio.

THE WOUNDED. Austin, R., Chicago, burned. Arnold, Mabel, North Adams, Mass., slightly injured. Bradley, Mrs. William H., Chicago, slightly injured. Bingham, Mrs. M., Chicago, leg broken. Burnham, A., Milwaukee, slightly injured. Deacon, Lewis, Kent Plains, Conn., injured in head and hip severely. — Burdell, J. E., Chicago, slightly injured. Brewster, H. L., Milwaukee, slightly injured. Clark, R. H., of Massachusetts, head slightly hurt. Carter, Charles S., Brooklyn, N. Y., slightly injured. Champlin, H. D., Cleveland, O., legs hurt. Collier, Frank L., Elmira, N. Y., dangerously injured. Earl, J. C., Chicago, Ill., slightly injured. Eastman, Mrs., Rochester, N. Y., probably fatally injured. Fraze, Miss Mary, Rochester, probably fatally injured. Folsom, G. D., engineer, Cleveland, Ohio, right leg broken and head cut. Graham, Mrs. Anna, New York, slightly injured. Graham, Andrew, Carey, Ohio, slightly injured. Griswold, Dr. C. A., Fulton, Ill., back and head injured. Hewitt, A. E., Bridgeport, Conn., slightly injured. Hixson, J. B., Charleston, Ill., probably fatally injured. Harold, Richard, Cincinnati, slightly injured. Hays, Walter, Lexington, Ky., dangerously injured. Hitchcock, Alexander, Fort Clinton, Ohio, severely injured on head and legs.

Jackson, Thomas, Watervly, Conn., back and head injured. Jones, C. E., Bolint, Wis., slightly injured. Lew, Mrs. W. H., Rochester, slightly injured. Lobell, J. W., Troy, N. Y., internally and probably fatally injured.

Lewycollins, P. B., head severely injured. Marmondeville, C. D., Albany, head and stomach injured. Monroe, Robert, Rutland, Mass., leg, back and head injured. Martin, J. N., East Avon, ribs broken. McNeill, A., of California, back and head injured. Morris, Alexander, Sonerville, Mass., leg broken. Mowry, J. W., Hartford, Conn., ribs injured. Osborn, F., of Michigan, head injured. Ormsby, F. A., Boston, head slightly hurt. Palsio, Alfred H., Wood's Museum, Chicago, shoulder injured. Patterson, Charles, probably fatally injured; unable to tell his residence. Read, G. G., Cleveland, Ohio; injuries not given. Richard, Charles T., Buffalo, Me., arm, head and leg injured. Sanderson, William B., Auburn, Me., slightly injured. Sheppard, Henry W., Brooklyn, N. Y., leg amputated. Sawyer, Bernard, Chesterfield, Essex county, N. Y., head hurt and injured internally. Swift, Mr. and Mrs., North Adams, Mass., both slightly injured. Tabor, John I., Chicago, slightly injured. Thompson, J. A., of California, head hurt. Tyler, C. H., St. Louis, head broken. Tomlinson, H. T., Bridgeport, Conn., arm and leg injured. Truworthy, E. D., Oakland, Cal., ribs injured. White, John, Boston, leg broken. White, Henry N., Wetherfield, Conn., back and head injured. White, George A., Portland, Me., slightly injured. Wright, Thomas C., Nashville, Tenn., hip seriously injured. Zereboras, Peter, Bremen, slightly injured.

THE MISSING AND THE DEAD. Of the few known to have camped without injury were Miss Marion Shepard, of Wisconsin; B. R. Lyons and R. S. McGee, of New York. The following persons, known to have been on the train, are missing:— P. B. Stone, Geneva, Ohio; David Chittenden, Cleveland; Phil. McNeal, baggage master; L. C. Crane, New Haven, Conn.; Lay Hart, Akron; Abner Strong, George Kepler and A. H. Stockwell, Ashtabula; and Mrs. Eliza Copier, Chippewa, Ont. The following bodies have been identified:— M. P. Cogswell, Chicago; Wait, Toledo, and Lawrence Langham, express messengers; Clarence Gage, Charleston, Ill., and Mr. Meyer and his little daughter. The four former have been forwarded this afternoon to their friends.

Victor Nussbaum, one of the wounded, has since died from his injuries. Chittenden, David, Cleveland, Ohio. Collier, Mrs. Elizabeth, Chippewa, Ont. Crane, L. C., New Haven, Conn., conductor. Hart, Lay, Ashtabula. Kepler, George, Ashtabula. Krow, A., Ashtabula. McNeil, Phil, baggage master of sleeping car. Stockwell, A. H., Ashtabula. Stone, G. B., Geneva, Ohio. Strong, Abner, Ashtabula. Davis, Mrs. F. A., Indianapolis. Henn, B., conductor, Buffalo. Lyons, B. B., New York. Shepard, Miss Marian, Wisconsin.

CLEVELAND'S SHARE IN THE DISASTER. CINCINNATI, Ohio, Dec. 30, 1876. A special despatch to the Commercial, via Cleveland, at twenty minutes to twelve P. M., says thirty-four bodies had been taken out of the wreck at six P. M., none in a condition to be identified. The killed cannot number less than 100 and may reach 120, an only 64 out of 170 or 174 passengers have been found.

Rev. A. H. Washburn, rector of Grace Church, Cleveland, is among the lost. Thirty of the wounded have been brought to this city and distributed among the hospitals. Mails and baggage have all been lost. A temporary bridge cannot be ready for trains in less than ten days. Most of the dead seem to have been from New York, New England and Illinois. Very few persons from Cleveland were on the ill-fated train. The cars are entirely consumed, and a majority of the bodies were reduced to ashes. Those which are in any degree preserved were saved from being entirely burned by the water.

The bridge was an iron Howe truss of 150 feet span, built in 1855, and was considered one of the best bridges on the road. Its fall is attributed to the action of the front on the iron. The only remaining portion of the train is the leading engine, which, at the moment of the accident, broke its coupling and leaped forward, the tender jumping from the rails. The other engine has completely wrecked, with the wheels uppermost, at the bottom of the ravine. The wreck will not be cleared before Sunday night.

IN THE CLEVELAND HOSPITAL. The following are the names of those brought to this city from Ashtabula this evening and placed in the Cleveland Hospital:— A. Gibson, Cairo; Charles Rieker, Bedford, Me.; Walter Hayes, Lexington, Ky.; A. Buraham, Milwaukee; Charles D. Patterson, Watervly, N. Y.; John Lator, Chicago; Robert Monroe, Rutland, Mass.; W. H. Sanderson, Auburn, Me.; William Donor, Niagara Falls.

ANOTHER BROKEN BRIDGE. A TRAIN ON THE RUTLAND RAILROAD FALLS FIFTEEN FEET INTO OTTER CREEK WITHOUT FATAL RESULT. RUTLAND, Vt., Dec. 30, 1876. The accident to the Montreal express train on the Rutland Railroad, near Pittsford, Vt., last night, was strangely destitute of the usual results of such occurrences. There were about forty passengers on the train and none were very seriously injured, while the three cars and engine composing the train are completely wrecked. The engineer and fireman went down with the engine, which was overturned, but they both escaped unhurt. Captain Ford, of Montreal, and Mrs. W. J. Chambers, of Binghamton, are the only persons severely bruised.

A RAIL REMOVED. The accident was caused by the train running off the track, from which it is supposed some bend had removed a rail, and striking the bridge, precipitated it and the cars to the ice, fifteen feet below. A train was made up here and sent to the scene of the disaster, and the passengers and baggage reached here at half past two A. M. The bridge was of wood, 150 feet long, and spanned the Otter Creek just southward of Pittsford Station.

STRUCK BY A TRAIN. PITTSFIELD, Mass., Dec. 30, 1876. The Housatonic train arrived to-night seventeen hours late. Mr. John F. Bartlett, superintendent of Bridges, was struck by a train while walking ahead of it and his recovery is doubtful.

RUN OVER AND KILLED. PORTLAND, Me., Dec. 30, 1876. Charles Nixon, of Lewiston, was run over and killed to-night by a train in the depot of the Grand Trunk Railway here.

A NARROW ESCAPE. While Mrs. Helen Jayne, wife of Dr. Jayne, of No. 325 West Twelfth street, was crossing Broadway and Twenty-sixth street yesterday morning, she was knocked down and severely injured by a car of the Broadway line. The driver, Charles Weeks, was arrested by Officer Quinlan, of the Twenty-ninth precinct, and discharged by Justice Bixby, the evidence being insufficient to establish any negligence on his part. Mrs. Jayne was taken to her residence.

DIPHTHERIA ON STATEN ISLAND. Diphtheria is now prevalent in the several villages on Staten Island. Two schools have been closed in consequence, one at New Brighton and the other at Concord.

DISASTER UPON DISASTER.

Second Wreck of the Doomed Ship Circassian.

NOT TO BE SAVED.

Twenty-eight Lives Lost in Friday Night's Storm.

ONLY FOUR SURVIVORS.

A Night of Agony and Effort Dawning Into Death.

LASHED TO AN IRON MAST.

[BY TELEGRAPH TO THE HERALD.]

SAG HARBOR, I. L., Dec. 30, 1876.

About four o'clock this morning a terrible accident occurred at the wreck of the British ship Circassian, which has been on the beach since the morning of the 11th of December. The story of the wreck is fresh in the minds of the readers of the Herald, and with the sad sequel of to-day's accident closes one of the most terrible marine tragedies ever enacted on this coast. At the time of the beaching of the Circassian all hands were saved. Some of those fortunate enough to be saved on that occasion were among those lost in to-day's disaster. Since the 12th that the wreck has been in charge of the Coast Wrecking Company, which contracted to save the vessel and cargo. The task of discharging the cargo was a very dangerous undertaking, for ever since the ship drove ashore the wind has been high and the sea angry. On Thursday last the vessel was relieved of most of her freight and it was hoped that she would be drawn off the beach yesterday. The weather proved unfavorable, however, and the task was postponed until to-day. The delay proved fatal, for now the vessel is a total wreck, and twenty-eight lives have been lost. It appears since the Wrecking Company took charge of the ship the company's employes have been quartered on board, as was Williams, the captain of the Circassian on her unfortunate trip from Liverpool to New York. Like a true sailor Captain Williams refused to leave his craft, and he has paid the price of his fidelity with his life. The men on board the Circassian had finished on Friday night the necessary preliminaries for attaching the hawser with which she was to be drawn off. During the early hours of the night the wind freshened a little and the sea began to run very high, until at about six o'clock it began to break clear over her. The men, apprehending danger, went into the fore rigging, where they were ordered for greater safety. All on board—thirty-two souls all told—remained thus exposed until early in the morning, when it was deemed advisable to shift quarters, as the falling of the top hamper, caused by the rolling of the vessel, made it difficult to hold on. The crew was safely transferred to the mizen, where signals of distress were repeated.

At this time the shore was plain in sight; the moon was shining brightly, and was built by the crew of the life saving station showed plainly the figures of the crew on the beach hurrying to and fro in vain endeavors to aid the men in the rigging. It was an awful suspense for the poor fellows lashed to the mast and yards of the ship. They saw attempt after attempt made to establish communication with them, and each failure seemed to measure their purchase upon life. Every effort to get a boat off shore proved futile. An often as it was attempted the sea drove it high and dry on the beach.

THROWING A LINE. Captain Henry Hunting, of Life Saving Station No. 10, now brought a mortar into service, and several balls with a rope attached were thrown out to the ship. But one of the cords reached the ship. Its hold was not very secure and it presently fell off, and the slender thread upon which thirty-two human lives depended was snapped forever. The wind was blowing a perfect gale from the direction in which the balls were shot, and most of the balls fell far short of the wreck. Finally an extra charge of powder was rammed into the mortar, the last charge in the magazine of the station. With that charge the mortar whanged the death knell of the ill-fated crew.

AN AGONIZING SIGHT. The station men, all the while these endeavors were being made, could see the men in the rigging quite plainly and hear their cries for help. Many of the wretched-looking horses on shore, who have been wrecking vessels and saving lives since boyhood, were moved to tears by the piteous importunities of the wretched men of shore. The violence of their efforts to save mitigated the suspense they would otherwise have felt during the early hours; but when the last charge was shot off and nothing else possible to human effort or bravery remained to be done they became unmanned and many of them wept. The nervous excitement and the sudden inactivity utterly incapacitated them for any duty. They could not leave the spot, and it only remained for them to remain inactive and see their fellows perish before their eyes. To leave the beach would only add to the horrors of the death that stared its victims in the face, and to remain inactive would probably give cause for unjust reproach from the poor, helpless waters on the wreck. Superintendent Hunting and his men remained and tried to answer the calls from the wreck, but nothing that was said on shore was heard on the ship on account of the direction of the wind. In terror and suspense the morning wore on; the wind having veered around in the meantime to west-southwest. During the early part of the night, before the men went into the rigging, the cables were staked, but the ship moved only a short distance and continued through the night to strike the bottom.

FACTING THEIR DOOM. Every time she struck the men thought she would lose her masts, to which they had lashed themselves. While conscious of the great danger and the utter impossibility of saving themselves if the mast should go by the board, it being of iron, they were unable to sticken the lashing. Some of them with more self-protection than others had taken this contingency into their calculations, and had not securely lashed themselves, and among these were the only four saved from the wreck.

AT HALF PAST FOUR A. M. the long-dreaded crisis came and the mizenmast went by the board with a crash carrying the mainmast with it. A tremendous swell had struck the Circassian aft and raised her very high. When it receded she thumped heavily and the terrific jar threw the mast over the side. The masts being iron went to the bottom immediately, carrying with them twenty-eight souls.

OUT WITH THE TIDE. There is no prospect, immediate or remote, of recovering the bodies, for the tide has set strongly to the eastward and those of them that have been freed from the masts and rigging have been driven out beyond Montauk Point.

SWIMMING TO SHORE. Three of the Circassian's crew and one of the coast wreckers alone reached the shore. As soon as the mast went by the board these men managed to cling to a fender that was torn of the side by the falling masts, and in less than five minutes after they fell into the water they were on shore and in the hospitable hands of the life-savers. All four are doing well. Wilson, the Circassian's carpenter, is the only one of the saved who was injured. He is believed to have probably been abroad in the morning. Morie says he will give a life-preserver to one of the Shinnecock Indians named Walker, and that he had it lashed around his body when he lashed himself to the mast. Too much cannot be said in commendation of Captain Hunting and his men for their noble conduct.

A BODY AT THE CENTINEL. The wooden box belonging to his station is still at the Centinella, from which it should have been returned long since, and some are of the opinion that if the boat had been available it might have done service.

This opinion is not well taken, as no boat could have lived in the sea that was running.

THE WRECK. The Circassian is a total wreck, having broken into three parts. Nothing worth saving has been left whole. Her masts are still visible, but will in all probability have disappeared before morning.

LOST AND SAVED.— CIRCASSIAN OFFICERS AND CREW LOST. Richard Williams, captain. Evan Johnson, third mate. — Kepp, boatswain. Horatio Johnson, steward. John Freeman, sailmaker. Thomas Orr, carpenter's mate. Thomas Grant, cook. James Scott, seaman. Andrew Tabago, seaman. Frank Wright, apprentice. Allen Nodder, apprentice. Walter Hedge, apprentice. John McDermott, stowaway.

COAST WRECKING COMPANY MEN LOST. John Lewis, captain of wreckers. Philip Korner, engineer. Luke Steelman, engineer. Patrick —, engineer. LONG ISLAND WRECKERS LOST. James Thurston, Southampton, I. L. Jarvis Coffey, Shinnecock Indian. William Coffey, Shinnecock Indian. Oliver Kelly, Shinnecock Indian. John Walker, Shinnecock Indian. Lewis Walker, Shinnecock Indian. Robert Lee, Shinnecock Indian. Russell Bunn, Shinnecock Indian. Frank Bunn, Shinnecock Indian. David Bunn, Shinnecock Indian. THE SAVED. Henry A. Morie, first mate Circassian. John Rowland, second mate Circassian. Alexander Wilson, carpenter Circassian. Charles Campbell, of Newark, Coast Wrecking Company, engineer. THE LOST INDIANS. Among the Indians lost William and Jarvis Coffey were brothers, the Walkers were brothers-in-law, and the Burns were cousins. They were all expert wreckers.

WITH THE SURVIVORS. The four survivors of the disaster are quartered at the house of J. H. Cooper, within sight of the ill-fated vessel, whose bows still reach above the water. They are Henry Morie, chief mate; John Rowland, second mate; Alexander Wilson, Carpenter and Charles Campbell, of the Wrecking Company. They have been well cared for, but are entirely without clothing. The men were in bed when visited by the representative of the Herald, but Alexander Wilson refused to give the following story:— STATEMENT OF ALEXANDER WILSON. We had been regularly quartered on board since the 12th of this month. We had thirty-two men in all—sixteen of the men were of the Circassian's crew and the remainder belonged to the Coast Wrecking Company. The storm began about noon of Friday, and increased all the time. The ship at this time was lying on the outer bar. Captain Lewis, of the Wrecking Company, about four o'clock in the afternoon gave the order to cut the hawsers and if possible allow the ship to drive in again to the inner bar. They were accordingly paid out, but the ship would not go back and began to thump on the bar. The wind increased and she thumped heavier and heavier all the time, but she didn't make any water until about half-past five. About six o'clock the men came up from supper, when the ship suddenly lifted, and the water rose three or four inches above the between-decks. The fire of the boilers and galleys were put out, and the ship settled down and stopped bumping. The sea then began to wash over her.

TAKING TO THE RIGGING. About seven o'clock all hands took to the fore-rigging. We stayed up about two hours, and the sea moderated. We then came down to the deck again. Between six and seven o'clock the boats were smashed to pieces by the water that poured over the decks.

THE SHIP BREAKING. At the time we were in the rigging the ship settled over on her port side, and I heard a rattling kind of noise. Leaving over, I looked down and saw the deck planks heaving up. The noise was made by the nuts flying off the bolts as the ship settled. Her back was broken. Captain Williams was in the rigging with me, and thought it was a "case," when the sides were opening up and her bow and stern opening. About ten o'clock we went into the deckhouses for shelter. The sea was very heavy, and the ship was in a bad way. We were all drenched to the skin, and were comparatively comfortable until midnight.

ATTEMPTS ON SHORE AT RESCUE. The life saving station made several attempts to throw rockets aboard, but they fell short. They burned fire and did everything they could to help us. At midnight Captain Williams and Captain Lewis went out of the house and looked at the deck. They soon came back and said:—"Boys, she is breaking badly. You had better take to the rigging." We then took to the rigging. It was very cold and wherever the spray struck it would freeze instantly. We took the mizen rigging because we thought it would be the safest and strongest. I was up pretty near the top.

MEN WASHED OFF. About four o'clock I saw three or four men washed off the lower rigging. I saw their bodies floating about. The ship was gradually going to pieces from half past twelve until the mizenmast went by the board about half-past four in the morning.

PRAYING FOR HELP. Between the hours of two and four I heard some of the men praying, and every now and again they shouted for help.

GOSE BY THE BOARD. About half-past four o'clock the mizenmast went by the board, and we were all thrown into the water. The after part of the ship was under the water.

SAVED. After I was in the water some time I got hold of one of the cork buoys belonging to the lifeboats, and floated ashore along with three others, all on the same buoy. I saw nothing of any of my shipmates, except those that came ashore with me. I suppose that all the others hung on to the rigging and went down with it. We four jumped clear of the rigging.

RECOVERY OF THE MASTS. Mr. Estabrook, of the Custom House, who was detailed by Collector Arthur to superintend the landing of the cargo of the Circassian, arrived in this city last evening, and gave the following statement to a Herald reporter respecting the wreck of the vessel:—"On Friday morning Captain Pearson, local agent of the Wrecking Company, and myself boarded the wreck at about nine o'clock. The schooner J. L. Merritt was lying alongside, waiting to take in cargo, but as the swell came in so heavily from the sea she was forced to leave. There was a heavy bank of clouds in the northeast, and we saw that a gale was approaching. At ten o'clock, seeing that bad weather was coming, we called the surf boat and were rowed ashore, the distance being about 600 feet. At one o'clock the sea commenced to wash over the wreck; she headed right off shore, and was anchored with two large cables, one of seven inches and the other of seven inches diameter. Shortly afterward Captain Lewis, of the Coast Wrecking Company, had the cables slackened, which allowed the vessel to rise more easily. About three o'clock her stern was seen to swing more to the westward, on the bar, and the sea broke over with redoubled force.

THE FLOATING OF THE WRECK. The idea of the agents of the company in hauling her head on to the bar was to let her work her way over it, as a very high tide was expected on Friday night and it was confidently expected that she could be hauled out to sea by the large tugboat, the Cyclops, which had already arrived. At about four o'clock the tug, seeing that no attempt could be made that night on account of the horrible weather, stood out for Montauk, with the intention of returning as soon as the sea moderated. Although the ship rolled and tossed considerably there was no anxiety felt ashore for the safety of those on board. At five o'clock it commenced to blow a perfect hurricane. Three hours later the mainmast was seen to topple over, breaking off like a pipe stem, carrying three men with it who had gone aloft for protection. These were the only men who went up, as far as we could see. I have not been able to obtain their names. At half-past eight a rocket was sent up as a signal of distress from the wreck. In answer to this a wood fire was built on the shore by order of

Major Ferry, to show that their signal was noticed. No boat could have lived in the sea that was running. About this time the vessel was seen to settle, she doubtless having tilted. Sea after sea broke over her, and her hull was sometimes lost entirely to view. Her foremast and mizenmast were, however, standing, and gave evidence that she still held together. At ten o'clock a cry was raised by Captain Pearson, as he heard a terrible crash, "My God, she's breaking in half!" and an opening was soon seen in the vessel's side near the foremast. The mizen rigging was filled by the poor fellows patiently awaiting their watery grave. Major Ferry, with Captain Huntley, of Life Saving station No. 9, located opposite the Circassian, endeavored to throw a rocket into the aid of a mortar into the vessel. Three ineffectual attempts were made, and as their line had become clogged with sand and impossible to use with any precision, the firing party were forced to abandon the attempt.

A HEARTENING SCENE. Amid the howling of the tempest and the roar of the waves there was borne to our ears the voices of the poor fellows in the rigging, singing hymns and praying in chorus to God. There was hardly a dry eye on shore among us as we heard these thrilling and sublime appeals made to God. Among those on the wreck were ten Shinnecock Indians, who, as a rule, are very good men. During this agonizing scene, which lasted for hours, we heard these men praying. The beach was lined with hundreds of people, many of them women, sobbing piteously. Some of them were the wives of the doomed men. The wind on shore raged with terrible violence, driving people hither and thither. The life-saving crews of Southampton, distant five and a half miles, and East Hampton, about the same distance, had arrived, bringing their mortars with them, but did not attempt to use their life line when firing, as nothing could be done. They, however, fired a number of blank shots to try and rattle the courage of those on board. Meanwhile Major Ferry ordered the patrol of the beach for a distance of five miles, east and west, to see if anybody should be washed ashore. Several buoys, pieces of companion way, pieces of spars, &c., were picked up, but not a single body was found along the shore.

THE FOUR SURVIVORS. At twenty minutes past four o'clock the mizenmast was seen to go by the board. A double patrol was instantly ordered on the beach by Major Ferry. Ten minutes after the men were washed ashore on one of the fore-and-aft buoys, driving people hither and thither, and covered with canvas, and which are generally put under the seats of the boat. The party consisted of Thomas J. Rowland, second mate of the Circassian, who was the first man brought to the life saving station, having been discovered a quarter of a mile to the east of the wreck by Dr. Babcock, crawling in an exhausted condition on the beach. The next man found was James Campbell, of Newark, N. J., employed by the Coast Wrecking Company; then M. G. M. Morie, first officer of the Circassian, and the last of the little band was Alexander Wilson, the carpenter of the Circassian, who was completely exhausted and unable to walk. Great credit is due to the life saving crews, under Major Huntley, for their vigilance. The Major took of his underclothes and gave them to the survivors, while others were getting suits of clothes for them. Subsequently the men were taken to beds in the life saving station and stimulants given them. At daylight the beach was strewn with debris from the wreck, but up to the time of my leaving Bridgehampton, at half-past one P. M. to-day, no dead bodies had been washed ashore. I cannot believe in the possibility of anybody else being saved. I have brought up the ship's chronometers, and will deliver them to the Custom House on Tuesday. I have also the ship's papers in a tin box, which I shall hand to the British Consul. Among the people particularly worthy of great praise for the efforts they made to rescue and care for the unfortunate men on the Circassian I must mention the names of Captain Burney, of the surf boats for the Coast Wrecking Company;