THE LOST VIRGINIUS.

Sinking of the Famous Steamer Off Frying Pan Shoals.

STORY OF HER FINAL VOYAGE.

Arrival of Her Consort, the Ossipee, in New York Harbor.

The Filibuster Ship Rotten and Leaky.

HER CREW AND OFFICERS SAVED.

Days and Nights of Danger and Discomfort Aboard.

The Men Working in Water, Their Beds Drenched and Carried Away and the Fires Extinguished.

OFFICIAL REPORT OF HER LOSS.

Wiews of Admiral Rowan-"She Could Not Be Saved."

The United States war steamer Ossipee, the convoy of the surrendered Virginius, arrived in New York Harbor on Monday shortly before midnight, as reported in yesterday's Herald, and anchored off the Battery, and there was no little surprise created by the fact that she was not accompanied by the famous vessel confided to her company. It was learned, however, that the Virginius had ne unseaworthy and had sunk on the voyage

No one was permitted to board the Ossipee on nday night, and the restriction was not removed until yesterday afternoon, after her commander of the voyage and sinking of the Virginius.

THE VIRGINIUS' LAST VOYAGE.

ON BOARD THE U. S. STEAMSHIP OSSIPEE, NEW YORK HARBOR, Dec. 29, 1873. From the time of the arrival of the man-of-wa

teamer Ossipee at Key West until the hour of her eparture she was kept in constant readiness for jecture to those on board as it was a matter of ancertainty to those on shore, oment when least expected the order

came for us to leave at once; our anchor was weighed, our sails were set, and by eight o'clock on the morning of December 16 we were sailing rapidly out towards sea. We took with us the schooner Mattie A. Hand, loaded with coal, and at five o'clock P. M. on the same day, after a rapid and easy sail across a very erate sea, we came to anchor directly off Fort Jefferson, which stands on the island of Torugas, leaving the schooner to come to rest at a ort distance ahead. On the 17th inst., at 12:30 P. M., we sighted the steamer Virginius coming in with the steam yacht Despatch, and at one P. M. both vessels came to anchor—the Virginius directly alongside the coal schooner Mattle A. Hand and the Despatch upon our beam. As soon as the two had come to anchor the Virginius began to coal, the Ossipee sending a draft of men on board to sist in the work. This was the first indication we had that our steamer, the Ossipee, was to take bevy of men been ordered to the ship than Lieutenant D. C. Woodrow was sent from the Ossipee to take command of the Virginius, along with Midshipman Fred Tyler and E. B. Underwood as watch officers, and Second Assistant Engineer A.

At five o'clock A. M., on the 18th inst., the Virginius having just finished coaling, the Ossipee ok up anchor, steamed alongside of the Mattie A. Hand and began to take coal for ourselves. While we were engaged at this we ran a hose to the Virginius, in order that we might relieve her

WATER THAT WAS WEIGHING HER DOWN from numerous leaks. I would state, in this con nection, that the Virginius was in a terrible condition, recking in manure and infested with vermin of every description, so that she was really unfit for any service whatever, and almost too fifthy to be boarded. During the afternoon of this same date we sent water and provisions aboard of her sufficient for ten days' rations, and immediately made every preparation for going to sea the next morning. As the afternoon gradually wore away, and before the duskiness of evening came on, your correspondent was afforded an opportunity of boarding the Virginius and of ascer taining for himself what credence should be placed in numerous rumors which had reached all ears erning her. I never knew the full meaning of the term "abominable" until I saw the condition of this fithy and stinking ship. In her forward water-tight compartment I found water to the depth of six reet, in her holds to the depth of two nd a half feet, while in the fire room the flood rose almost as high as the grate bars. The Spaniards had left on board of her a few empty tanks, barrels other refuse matter, were floating and knocking against each other in the dirty brine. Filth of fair and impartial description of the ship is too dis gusting to be given. As soon as the actual state of affairs was fully comprehended gangs of men were sent on board of her with buckets TO BAIL HER OUT.

hours, the water which came in through her bottom seemed to exceed the amount which was myself in the apartments which were the former quarters of the lamented Captain Fry, along with other officers who with him were made the victims of Spanish wrath. The condition of ese rooms was terrible-slop buckets, broken s, portions of mattresses, spittoons, cigar ong with masses of human excrement ered the stench unendurable, so much so that ngest disinfectants were resorted to in order to render the Virginius habitable for the ers placed on board of her. Everything of the least walue, everything that could be utilized for any purpose, whatever had been

CARRIED AWAY BY THE SPANIARDS, and all that they could not remove they had ren-dered entirely useless. They had defaced the furniture, cut holes in the tanks, cleaved all the nmunicating with the engine room, de stoyed all time pieces and steam gauges, emptied an fith and offal upon the engines, and had ne all in their power to render the Virginius UNFIT TO NAVIGATE ANY SEA

and too loathsome and abominable to be boarded civilized men. Your correspondent was eager quit her deck, as were all the parties who went him, while the feelings of all who went on board were more bitter to those who had reduced her to such a condition than they were when the news of the slaughter was first made known, for BRUTALITY OF SPANISH VOLUNTEERS

and the extremity of their hatred toward the

Returning on board the Ossipee, a gang of 25 men were found preparing to board the Virginius

and assist in pumping her out. The party returned on the morning of the 19th, and reported that after working all night they had succeeded in reducing the depth of the water by several inches. At three P. M. on the same day, our ship, the Ossipee, tripped anchor, and, towing the Virginius with a hawser 100 fathoms in length, in a few hours stood bravely out at sea, the Despatch following in our wake.
For a time the engines and pumps of the
Virginius worked pretty well, and at five o'clock
P. M. we parted from the Despatch amid the blowng of whistles, the waving of caps and the shouting of many Godspeeds. One half hour later we were alone nursing a leaking vessel, which groaned

OTHER UNITED STATES STEAMER A. M., we exchanged signals with our frigate, the Colorado, and shortly after with the United veying the monitor Manhattan. On the 21st the morning broke with severe winds and lowering clouds, succeeded by mad squalls and a very heavy sea. The Ossipee and the Virginius both rolled heavily, but the latter was towed quite easily, notwithstanding.

This increasingly bad weather continued during

the 22d inst., and the pumps of the Virginius proved efficient in keeping the water within from gaining in depth. On the 23d inst. the tempest grew wilder, the storm increased, the heavens bugst

THUNDER AND LIGHTNING, and the wind, hauling ahead, banked up an ex-ceedingly heavy sea. At half-past nine A. M. on this day, the 23d, the Virginius signalled to us:-We have seven feet of water in forward compartment. Water still increasing. If our fires go out we cannot keep her clear.

Upon reading this signal all of us on board the Ossipee became greatly alarmed and momentarily feared the vessel would go down, so that our course was changed to northwest half west. At 10 A. M. we received another signal reading:-Are throwing away all heavy articles from lorward to

Again we changed our course and headed directly to the shore, so that before too late we might get the Virginius in comparatively smooth water. At 3 P. M. the Virginius again signalled

Can hold out untilemorning if water-tight bulkhead All that dreary afternoon, and during the entire

of that dull and heavy night, the fated ship rode with great labor. and towed with the utmost dif we could hear the dull thud and rattle of her naddies, we could see her prow rise and sink, and The night seemed long and dreary, a dull sea, a dark sky, and liable to sink at any moment. Such were the conditions of the evening of Decem per 23. At 7 A. M., of the 24th, again the Virginius signaled to us :-

Our after boiler is disabled, forward boiler nearly so. We at once responded, lowered a boat, and sent our chief engineer, Mr. William King, aboard, in order that he might make an inspection, who upon returning, said that the signal concerning the boilers fully represented the truth. We at once took in all sail and steamed up along the coast, the Virginius rising easier and the water growing

The 25th inst., Christmas Day, brought

TERRIBLY DISAGREEABLE WEATHER. along with drizzling rain, and at 5 A. M. we saw the Frying Pan lightship bearing directly east. Here it was that our hawser parted and we at once but at the same time showed that she was leaking heavily. At 8:30 A. M. we stopped our engines, came to anchor in eight fathoms of water and made signal to the Virginius, which she answered by backing under our stern and receiving the hawsen ther signal from the Virginius that her wheel ropes had parted, and at 4 P. M. still another, as follows:-

To this signal the Ossipee responded, "Very good." During the alternoon a heavy rain set in, along with a very stiff wind. At 6 P. M. the Vir-

The water is caming rapidly upon us. and an hour later she spoke to us in a way which we could not interpret. We hauled her up until she labored but 50 fathoms from us, and made all preparation in case of disaster, the wind and sea keeping up all night and both vessels heavily rolling The morning of December 26, which we all hoped would dawn under better conditions, broke forth in heavy gusts and squalls, and at 3 A. M. the Vir-

Our fires are going out. Water gaining rapidly. And at just sixty minutes later she signalled

Fires out. Pumps stopped. Must be taken off at once. moment; orders were passed and repassed quick and fast; preparations were made to rescue those to the heavy sea, we did not dare hanl any neare to us. The waves rose and fell, boiling and our vessel rolled like a heavy ball in the water, and it was under such circumstances that we

Happily, in giving the Virginius a tow line the day before, use had been made of a small hawser waich they had used in connection with the other, and which now became of the greatest importance It was made fast at once to the starboard wheelter of the Ossipee. Here, at once, in face of the dangerous sea, and without a moment's hesitation, Lieutenant Rhoades volunteered to go in the little cutter, and FOUR BRAVE SONS OF NEPTUNE

followed his example, to rescue those on board the rapidly sinking and ill-lated ship. These men tried in vain to reach the Virginius on the starboard side, for a strong current was running toward the coast and the boats were in danger of being swamped by the tow line. The order was then given to shift the line to the port paddle box of the Virginius, which was done, we at the same time shifting our end to our port quarter. This being accomplished the little cutter by means of a line from her bow felt her way and dropped down by the side of the Virginius, and in answer to our

reached their way back to the Ossipee. It was a difficult and dangerous task for any man to make the little boat safely in such a terrible sea. As soon as the cutter came along each man on the Virginius let himself down over her rolling and leaving side with a rope, and as a high wave would lift the cutter away up toward him he would swing nimself clear of the Virginius and drop. Uncertain and dangerous as this act was to every one who attempted it, but one accident happened. One man in swinging himself into the cutter

FELL OVERBOARD.

Lieutenant Rhoades, quick as thought, made a grasp for him, seized him by the leg and hauled

him into the boat.

The first boat contained all the landsmen of the Virginius, and, after them, the firemen, ordinary eamen, machinists, &c. Some idea of the height of the waves may be formed by the fact that the cutter, in rising upon the top of one of them, de-tached one of the life buoys of the Ossipee, which was made fast at her rails. A block was attached to our spanker boom and a rope rove through it; in the end of this was made a bowline. As each boat load was hauled over the bowline was lowered, and a man placing it under his armpits and around his body was quickly landed on deck.

THE BOAT MADE FOUR TRIPS who bravely stood by the sinking ship until they were assured of the safety of the crew entrusted to their charge. These gentlemen were very much exhausted as they were hauled over the side, and received the hearty congratulations of their fellow men lost all their clothing and the officers everything except such articles as could be stowed about their persons, such as papers, jewelry, &c. Their losses range all the way from \$300 to \$800 each At 8:30 A. M., the last boat left the Virginius and the Ossipee laid by waiting for the last scene in

About 4 P. M. we heard a rushing noise

hand. This was at 17 minutes past 4 P. M. She sank slowly till her bow was level with water, then she gave a slight plunge and the must have carried away her forward bulkhead, and the water rushing aft tore up her deck over the water was up to the base of her forward smoke stack; this soon carried away at the base and fel floated off and then the after smokestack was carried away and sunk. The water now rose fast and soon broke the maintopmast short off at the cap. This carried down the United States pennant, which had been hoisted by order of the Cap was now sinking slowly, when there was a sudden explosion or burst of air aft, throwing the water high in the air, and, giving a final plunge, she

She sunk upon an even keel, the water reaching water her foretopmast, stump of her maintopmast and the tow of her starboard quarter which was seen projecting about a foot above the surface, the forward fall evidently having given away and the after one held the Virginius was cut and buoyed, and a boat Ossipee soon after got up steam and sailed for

LIST OF THE OFFICERS

who served on board the Virginius:-

Midshipmen—Frederick Tyler and E. B. Under-ood, watch officers. Second Assistant Engineers—A. Kirby and N. H.

Commander—John Walters, commanding. Lieutenant Commanders—Governeur K. Haswell, xecutive officer, and D. C. Woodi ow, navigator. Lieutenants—W. W. Rhoades, J. C. Rich, L. V. sel and C. T. Forse.

sol and C. T. Forse.

solneers—Chief, W. H. King; Second Assistant, Engineers—Chief, W. H. King, Kirby. Surgeons—Chief, B. H. Kidder; Assistant, F. B.

-H. T. Wright. -Fred. Tyler, E. B. Underwood and

. W. Beane.
Boalswain—John Bell.
Gunner—James Thayer.
Carpenter—John Burke.
Captain's Clerk—D. J. Sadlier.
Paymaster's Clerk—T. J. B. Frank.

THE OFFICIAL REPORT.

U. S. STEAMER OSSIPRE (THIRD RATE), AT SEA, LAT. 34 18 N., LON. 75 46 W., Dec. 29, 1873.)

SIR-I have to report that I took command of the steamer Virginius on the evening of December 17, off Dry Tortugas, relieving Lieutenant Marix. Ensign George A. Caltroner and Second Assistant Engineer W. H. Lambden, together with three machinists, two botler makers, six seamen (effective), six ordinary seamen, eight seacomplement. Second Assistant Engineer Kirby and Midshipmen Underwood and Tyler subsequently joined the ship. I lound about 70 tons of coal on the ship and over 20 tons of dirt and ashes in her firerooms. The bilge was very dirty, and she was leaking in her forward compartment and had water in the other compartments. Dur-ing the evening we'received stores on board and a working party from the Ossipee, who coaled the ship all night from the schooner Mattie A. Hand. The crew of the Virginius was exhausted by constant work from the time of leaving Bahla Honda. Next morning I stopped coaling and put all hands at work pumping and bailing out the ship, the water having gained two feet during the night. At 8 A. M. the water was up to the grate bars in both firerooms; the forward compartment had a depth of four feet and the after compartment had a depth of four feet and the after to make to help clear ship of water, repack stuffing boxes, overhaul pipes about engine, and also a party to repair breaks in forecastic and caboose. Captain Whiting was on board during the day and examined the leak around her forefoot with Chief Engineer King and myself. This latier was the only one of any consequence that I could find in the ship. At 4 P. M. the water was so much reduced that I was able to start fires in the forward boilers and at 8:15 o'clock in the after boiler. As soon as steam was reported I commenced backing the engines to clear the ship of water by her bilge pumps. At 1:30 A. M. Captain Whiting by constant work from the time of leaving Bahla er bilge pumps. At 1:30 A. M. Captain Whiting expressed himself as satisfied that the Virginius was in a fit condition to go North, and left the ship.

During the day, and as long as the sea was mooth, we managed to keep the water down with and the sea rose the working of the ship greatly loosened the rivets of one of her bow plates, and an old patch on her bow became loose, and she leaked so badly that I had to fill up her limber holes in the forward bulkhead to keep the fireroom clear During the forenoon of the 22d inst. I threw overboard her port bower anchor and all the heavy weights in the fore hold, consisting of old fron rigging, chain cables, old iron, &c., and shifted the coal from her fore hold aft in order to lighten her forward. On the afternoon of the 23d we had from 8 to 10 feet of water in the forward compartment and so much water in the fireroom as to endanger putting out the fires; and I signalled you not to go further north, and that there was a dock at Charleston, knowing it would be dangerous to risk the carrying away of her forward bulkhead, and having no reliance in any of her pumps, which had been constantly breaking down ever since starting. Besides this my men were worn out, their bunks were drenched and they had no place to sleep. Her bows were working so much that the bunks in the orecastle came adrift from the ship's sides. At 3 A. M., December 24, the crown sheet of the middle furnace of the after boiler caved in, and I hauled the fires from that bolier. Shortly afterward several blisters were reported in the forward boiler. At daylight I signalled the condition of the boilers and water, and you sent Chief Engineer King on board. He inspected the boilers, and I understood that, in his opinion, they were not safe, and I gave orders not to carry more than five pounds of steam unless in extreme necessity With this low pressure one of the furnaces gave out in the afternoon, having a blister on the crown sheets three feet long. From this time until we made fast to you again, on the 25th inst., we had when we stopped our engines the water gained on us, and I asked your permission to back my engines. Owing to having but three serviceable jurnaces in the forward boiler we could not carry steam to work the engines fast enough to throw much water; and as the sea increased so did the water, and I asked you towards night to haul up close and take us off. Half an hour afterward I got a donkey pump to work, and as we were keeping the water at a stand I signalled that I could hold on till daylight. The water, however, gained on us greatly during the night, until it put the fires out at 5 o'clock A. M. on the 26th inst., when the donkey pump stopped. The after pump was broken, and could not be re-paired with anything at our command, so I siglled for you to take us off immediately. The forward compartment was full of water up to within a loot and a half of the spar deck, there were five feet of water in the fore hold, water over grate bars in the firerooms and the after com-partment dry. The sea was very rough, and it was blowing a gale of wind from north and east, and I did not think it safe to remain on board a minute longer than necessary. When your boat came under the Virginius' bow I put the landsmen in her first, and only then stopped work passing water out of the ship. It took five

save the men's bags and hammocks; but, under the circumstances, I deemed it imprudent to at-tempt it. At 4:17 A. M. the Virginius sunk, bows

closed herewith please find list of officers and men at the time of abandoning the ship and a list of articles lost belonging to the several depart-ments of the vessel. Also Second Assistant Engineer Kirby's report of condition of boilers and enrines. Very respectfully,

DAVID C. WOODROW. Lieutenant Commander United States Navy. To Commander John Walters, United States Navy, commanding United States steamer Ossipee. THE ENGINEER'S REPORT,

little of new or interesting facts. Engineer Kirby states that when he got steam up he ound it would be imprudent to get up a pressure of more than 18 pounds of steam on account of the defective condition of the furand ashes. The only way to keep the vessel up was by keeping the bilge pumps going. When the engines were stopped it was considered best, as the ship was leaking so fast, to start the engines their posts the men in the firerooms were work ing in water three feet deep.

AT THE BROOKLYN NAVY YARD.

The chief topic of conversation upon all sides in the Brooklyn Navy Yard yesterday was, of course, the information published in the HERALD concerning the loss of the far-lamed but ill-fated Virginius. The general opinion expressed was that her descent to "Davy Jones' locker" was purely acciboldly asserted that it was "a put up job" that she should go down just where and adduced by the "sea lawyers," however, for this process of reasoning, other than the very would be sunk from the surface of popular sentiment, and all possibility of future "unpleasant-United States would be obviated. Between ten and eleven o'clock in the forenoon the executive officer of the United States steam sloopof-war Ossipee, Lieutenant Commander G. K. Haswell (Captain John Watters, the the ship, being sick), visited the Naval Lyceum at the yard, and there made a report to Vice Admiral Rowan concerning the loss of the Virginius under the lee of Frying Pan Shoals, near Cape Fear, N. C. The fact was telegraphed from the Lyceum to the Secretary of the Navy, and Secretary Robeson at once sent back for the official report, giving par-ticulars. The request was complied with. Lieuhis conference with the Admiral, proceeded to the office of United States District Attorney Biss, necessary sworn statement relative to the lost ship. All communication between the Ossipee and measure under the control of the District Attorney until the latter official has satisfied himself upon and shall have gleaned information not even sec ond to that of the immortal authority upon all night the tugboat Catalpa, under command of Lieu tenant West, and the Grant, in charge of Lieutenant Blake, were on the lookout, with sealed

ner strength in any way designedly? May they not have bored a lew holes in her before giving her up?"

"No, I don't think they tampered with her; but she sustained very severe straining during the chase given her by the Spanish gunboat Tornado. Her engines were almost useless, and two of the boilers were of no service whatever. The other one was kept going, and managed to keep steerage way on her and work the pumps. The weather continued bad all through. You know the stormy weather we have been having here. The leaks grew larger as the strain daily and hourly increased upon the vessel, which was in tow of the Ossipee. At all events, she was little better than an old rat trap. Her doors, lockers and other movable timbers had been wrenched off by the crew during the chase, when everything was sacrificed to speed—to get up the highest speed possible—to out-distance her fleet footed pursuer. She had on board two excellent engineers and a picked crew of 30 men, among whom were the best machinists obtainable. The men worked with the most persistent energy, during the passage from the Tortugas to the point at which she sunk, to keep her afloat. The pumps were kept going constantly. It was found that the water gained until her bulkhead was inli, and Captain Waters very judiclously made his way out of the Gulf Stream, where the sea was very heavy, in round Cape Romain to a point near Cape Fear. The water increased in depth in the hold of the vessel, and, getting up to a level with the furnaces, put out the fires. The pumps could then no longer be kept at work, and safely required that the Virginius should be abandoned. The position of those on board at any time was unenviable, as the danger was considerable, owing to her unseaworthiness. Great difficulty was experienced by the Ossipee in rescuing those on board the Virginius on Friday. Rowowais and lines had to be brought into requisition and other excedents with worthiness. Great difficulty was experienced by the Ossipee in rescuing those on board the Virginius on Friday. Rowboats and lines had to be brought into requisition and other expedients, which could not have been used with equal certainty of success had she been in the Gulf Stream instead of the position she then occupied. It is more than probable that several lives would have been lost had the rescue been attempted outside before rounding in under the shelter of the Cape. As it was, the poor men lost all their effects—nothing was saved by them."

"Admittal, will you permit me to ask whether the sinking of the Virginius may not be misconstrued as being far from accidental by the Spanlards."

"That may be; I suppose they will say that it

Spanlards?"

"That may be; I suppose they will say that it was other than as represented. I am perfectly satisfied, however, that everything was done that was possible on the part of the officers on both vessels to keep her affoat and to carry out their instructions in good faith. She has gone down and we could not help it, while it is regretted that she did not reach her destination in safety. Every arrangement had been perfected, as it was, to carry out instructions upon her arrival here."

"When will the Ossipee come up to the Navy Yard? Communication with her is now forbidden, is it not!"

"No communication is permitted with her today. She will not be ready to take out her powder

is it not?"
"No communication is permitted with her today. She will not be ready to take out her powder
before to-morrow, and, as Thursday will not be a
working day, the Ossipee will not come up before
Friday."
Thanking the Admiral for his courtesy the writer

Tranking the Admiral for his courtesy the writer withdrew.

Work on the Florida is being pushed forward night and day. About 1,000 men will, it is expected, be discharged from the several departments at the Navy Yard to-day. There remains a vast amount of work to be done meanwhile. Three large vessels, the Colossus, Java and New York, he rotting, unfinished, on the stocks, while the Susquehanna, Delaware and Nipsic are also decaying in ordinary. The labor of raising the Upland, in front of the dry dock, is completed and the Spanish frigate Arapiles will be floated out of the dock to-day at high tide. The officers and men of the Arapiles are delighted over the prospect of an early release from the hated dry dock. The owner of the now famous "Upland" coal barge was also the subject of felicitous congratulation yesterday upon the successiul raising of his craft.

THE WRECKED STEAMER.

Examination of the Vessel by North Carolina Pilots-They Shake Their Heads and Whisper "All's Not Right." WILMINGTON, N. C., Dec. 30, 1873.

There is nothing absolu'ely new in the way of details about the sinking of the Virginius beyond what has already been reported in the Herald, except that the opinion is gain-

vessels were seen together on Thursday afternoon at the spot at which the Virginius now lies, close together, hove to and anchored. It would also appear that the Virginius could have been easily reason why it could not have been done. At two o'clock that night a gale sprung up from the northwest and continued for about two hours. It was the most severe was still seen above water the next morning probably 8 or 10 hours after the gale had abated. bark and the pilot boat Robert B. Cowan went to her assistance on Friday afternoon, but there was returning on Saturday morning from unsucc search. On Saturday afternoon the Cowan again

On Sunday morning the steamship Tonawanda

from Philadelphia for this port, passed in and reported at Smithville that she had found a sunken vessel at sea, equidistant about nine or ten miles There was nothing visible but about three feet of her mizzen topmast. The Cowan went out ship. They made soundings and got five fathoms on her deck and eight fathoms around her. Spars attached to the ship were floating about, and they hauled up strips of planking, braced with iron, which induced them to think that it was an iron ship. returned to Smithville and reported that, in their opinion, the sunken ship was the Virginius. I retogether both on Thursday afternoon and Friday morning by the pilots at Baldhead. This was, seem to point to the fact that the Virginius must have been abandoned by the Ossipee either day morning. The phots seem to think that if she was too much disabled on Thursday alternoon to be towed nine m into port that she would have given way and gone down with the first blast of the terrible storm and they shake their heads when they speak of her having lain at anchor within sight of port so long hours after the storm had abated.

The Virginius is said to have oeen a blockader, somewhat east of south of Cape Fear, and is evidently perfectly upright on the bottom, as the few feet of topmast now out of water points directly

THE VIRGINIUS PRISONERS.

Their Levee Yesterday-Provision Being Made for Their Wants-Reception of the News of the Virginius Sinking-The Condition of the Vessel.

The passengers and crew of the Virginius, brought yesterday at the restaurant of Senor Trujillo, No. 76 Pine street, where they were visited by a large number of Cubans and those interested in the cause of Cuba Libre. Among the survivors are Sefior Trujillo's two younger brothers, Indalecio and Ricardo. The number present gradually and Ricardo. The number present gradually decreased during the day, such of them as have friends in the city being taken off by them to be entertained and provided for eisewhere. Señors Filegas, President of the Amigos de Cuba, Cisaeros and Artraga were in attendance as a committee to receive contributions in aid of the men. Some \$100 in money were collected, and a quantity of shirts and blankets, which were distributed lare in the atternoon. The number to be provided for by the committee of Cubans baving them in charge will be about 50. These will receive such aid as they may require until they are thoroughly recuperated, and will then be placed in position to take care of themselves. There are several who reside in Jamaica, and such will be sent thirber. The relatives of those who were shot in Santiago were present in considerable numbers, naturally anxious to learn any details concerning their iriends. Among them was a young son of General Jesus del Sol, who moved about among the men, receiving much attention from them. The news of the sinking of the Virginius was brought in at an early hour, but excited little attention, and was thought to be very natural. A young Cuban of much intelligence, on being questioned concerning her, said:—"she was very weak at the bows and was constantly leaking there. She was repaired many times at Martinique and other places, but never thoroughly, and the usual strain upon her when at sea would start the leak again. She had seven feet of water in her hold when the Tornado overtook us. Had it not been for this we could easily have escaped. We were all exhanstea, too, with constant working at the pumps."

"It was not possible for her to reach New York," in money were collected, and a quantity of shirts and blankets, which were distributed lawe in the atternoon. The number to be provided for by the committee of Cubans having them in charge will be about 50. These will receive such aid as they may require until they are thoroughly recuperated, and will then be placed in position to take care of themselves. There are several who reside in Jamaica, and such will be sent thither. The relatives of those who were shot in Santiago were present in considerable numbers, naturally anxious to learn any details concerning their irrenus. Among them was a young son of General Jesus del Sol, who moved about among the men, receiving much attention from them. The news of the sinking of the Virginis was brought in at an early hour, but excited little attention, and was thought to be very natural. A young Cuban of much intelligence, on being questioned concerning her, said:—"She was very weak at the bows and was constantly leaking there. She was repaired many times at more thanked to the sum and other places, but never thoroughly, and the usual strain upon her when at sea would start the leak again. She had seven feet of water in her hold when the Tornado overtook us. Had it not been for this we could easily have escaped. We were all exhausted, too, with constant working at the pumpss."

"It was not possible for her to reach New York," sild another.

"That is so," continued the Cuban; "and if the government ordered ner here it was evidently for the purpose of allowing her to sink."

Those desiring
To MAKE CONTRIBUTIONS,
either of money or clothing, were requested to
send them to the headquarters of Los Amigos de
cuba. No. 52 Exchange place and at No. 76 Pine

HONOR TO A GALLANT ENGLISHMAN.

NEW YORK, Dec. 29, 1873. TO THE EDITOR OF THE HERALD :-

Permit me to make a suggestion through your journal regarding the survivors of the Virginius, and I think you will coincide with my views when I say that these survivors should now endeavor to say that these survivors should now endeavor to show their gratitude for their safe deliverance to to Sir Lambton Loraine, the gallant commander of Her Britannic Majesty's steamer Niove, by presenting him with some testimonial as an award for his bravery in delying the Spaniards, backed by his four guns and the cutiasses of his crew, and demanding in the name of England and humanity that they should be spared. To him they are indebted for their lives, and therefore, by investing him with some token of their gratitude, it would doubtless be something, at least, which he could ever look upon with pride and as long as his little ship "full charged with England's thunder shall plough the distant main."

E. H. L.

THE FILIBUSTER STEAMER EDGAR STUART.

(From the Baltimore American, Dec. 29.1 port since February last, has recently been alluded to by a city paper, in such a way as to lead many port since February last, has recently been alluded to by a city paper, in such a way as to lead many persons to suppose she is about to start upon another Cuban privateering expedition. The curiosity to see the little craft has lately been considerable, and those on board of her have added to the mystery surrounding the vessel by putting upplacards that no one will be admitted. Colonel Agirero, her reputed owner, and four other Cubans, denominated as addes-de-camp, have been with the steamer since her stay at Baltimore. The visitor can find no signs of preparations for departure going on, and appearances indicate that the vessel, Micawber-like, is "waiting for something to turn up." The Coonel and his aids are doubtless willing to do everything in their power to aid the Cuban cause, but the recent statement that large sums of money have been received to aid in fitting out an expedition does not seem to be correct, as Colonel Agirero asserts that money has been received from but one Cuban gentueman since the vessel has been here. Those on board are evidently not displeased with the notoriety that has recently arisen in connection with their ship, but they are prepared to deny that she cannot be bought by any person who will pay the price asked by her owner. There are some repairs to her going on, the loward cabin being repainted at this time. Colonel Agirero is absent in Albany, N. Y., visiting the former owner of the steamer.

He is Said to Have Been Seen in York-A Card from Sanford Brown.

The following card was published in a Huntington, Long Island, paper last Saturday. It best explains itse.f:-

ton, Long Island, paper last Saturday. It best explains itsel:

On the 10th day of October last, at five o'clock P. M., while passing through Duane street, between West Broadway and Hudson street, with a horse and cart, I saw Charles G. Kelsey standing on the sidewalk in conversation with a man and woman. I passed within four leet of them, in fact so near that I could almost have reached him or put my hand on him. I fully recognized him. I knew the man I saw to be C. G. Kelsey, whom I have known in Huntington during the last 25 years. He also saw me, and I am satisfied fully recognized me, indiging from his manner and appearance. I kept my eye on him, and as soon as I could possibly leave my horse and cart it started to go to him; but when he saw my movements he immediately ran for a door, leading to a stairway, at No. 160 Danae street, and, although I immediately followed, I could gain no further trace of him, he having evaded my pursuit. The man whom I saw with him and conversing with him entered the next door, No. 159 Duane street, but I could get no further trace of him. I have seen him before in Huntington and New York, and should recognize him were I to see him again, but do not know his name. The above is a single statement of the facts, which I am willing to substantiate under my oath at any time.

I might rurther state that I have fully believed that Charles G. Kelsey was dead until the above named day, when I saw him.

THE POLARIS' SURVIVORS.

leeting to Ask for Extra Compensa-

A meeting of the survivors of the Polaris, who, were rescued after floating on the ice for 196 days, them extra compensation for the very great hard-ships which they endured. Present were W. J. Morrison, G. W. C. Kruger, Frederick Anting, quist and others, ail seamen on the Polaris. Esmimaux Joe Eperling was prevented by ackness

Mr. W. J. Morrison presided and called the

Captain Hall to the crew while lying in Thank God Harbor, a precious document which he had carried ander his shirt while on the ice. The following is the letter, which is written in a peculiarly heavy

hand:—

UNITED STATES STEAMSHIF POLARIS, }
C. F. Hall, Commanding.

Sirs—The reception of your letter of thanks to me of this date I acknowledge with a heart that deeply feels and fully appreciates the kindly feeling that has prompted you to this act. I need not assure you that your commander has and ever will have

A LIVELY INTEREST IN YOUR WELFARE.

You have lett your homes, friends and country; indeed, you have bid a long fare well ior a time to the whole civilized world, for the purpose of a iding me in discovering the mysterious hidden parts of the earth. I, therefore, must and shall care for you as a prudent father cares for his faithful children. Your Commander, F. HALL.

United States North Polar Expedition, in winter quarters, I hank God Harbor, latitude 8i 38 N, longitude 6i 46 W., cept. 24, 1871. The following letter of sympathy from Captain

Buddington to Captain John Morrison, the chairman, was also read :-

man, was also read:

Orac friend—I received your letter of December I, and was giad to hear you were making efforts to have the crew of the Folaris justly compensated for the labors and hardships they underwent while on the ice. I think they deserve it, for better officers and crew I never salled with, including those on the ice and those who remained on the ship. Every man did his duty isinfully, and my best wishes will always be with them, and whatever I can be towark much since the first the sall do with the greatest pleasure. I am glad My. Kruger spoke so faithfully of Joe, who has not been able to walk much since he came home. Please write and let me know how you succees. I remain your friend.

My Frederick Meyer, meteorologist of the expe-

Mr. Frederick Meyer, meteorologist of the expedition, sent a letter from the Dudley Observatory in Albany, in which he said:—"I shall be under many obligations if you will kindly deliver my greetings and express my sincere wish of success in all undertakings to the heroes of the lee drift."

Mr. Morrison, the chairman, said they had reason for being proud of their record during the last expedition. A petition had been prepared by Mr. Hewett, of Hewett & Newell, lawyers, of No. 5 Wall street, which would be sent to Congress. Mr. Morrison then questioned the seamen in regard to various matters and Mr. Kruger said he had never seen Captain Euddington drumk, although he had no doubt he took a glass of wine once in a while. Captain Tyson had said that he was engaged as sailing master, and

WAS PROBABLY PROMPTED BY JEALOUSY to sneak ill of Captain Buddington.

Mr. Morrison said (addressing the reporters) that Tyson was first asked by Buddington to join the expedition, and the latter spoke to Captain Hall on the subject. If Tyson said that he was engaged as sailing master he uttered a falscheod.

Mr. Kruger added that he did not think Captain Hall was poisoned.

Mr. Morrison (to the men)—Was Captain Hall poisoned?

All. The Men—No. no. no.

Mr. Morrison (to the men)—Was Captain Hall poisoned?

All THE Men—No, no, no.

Mr. Morrison—Was Captain Hall sick?

All THE Men—Yes, yes,

One of the survivors said that Captain Tyson had done them a great wrong. Mr. Nindemann, who was offered a reward of \$1,000 by Captain Buddington if he would make an anchor last to an iceberg, and did so by climbing 80 feet up the berg and cutting the steps out with a hatchet, corroborated these statements. They all denied the Statement that Captain Buddington had willuily separated from them, and said he would certainly have remained with them if it had been possible.

Mr. Hewerr, a lawyer, of No. 5 Wall street, asked the seamen to state if any one of them thought Captain Hall was poisoned, and requested the reporters to note the same, which was "No," of course.

Mr. Morrison (to the reporters)—I rejected some

ber Esquimau Joe, to whom they were indebted for the preservation of their lives.

The meeting then adjourned with a vote of thanks to Mr. Hewett.

ORPHANS' HOME AND ASYLUM.

stitution in Charge of the Protestant Episcopal Church-Annual Reports-Election of Trustees and Managers.

The twenty-second anniversary of the Orpha Home and Asylum of the Protestant Episco Church was held yesterday morning at the instition, Forty-ninth street and Lexington avenue. The attendance of friends was very large, all of of the children, who were grouped together in one portion of the room, looking full of contentme and happiness. Rev. Dr. Thomas Gallaudet, re

of the children, who were grouped together in oneportion of the room, looking full of contentments
and happiness. Rev. Dr. Thomas Gallaudet, rector
of St. Ann's, opened the exercises with prayer,
and the Rev. John M. Gallaher, rector of Zion
church, read an appropriate lesson. The report
of the Secretary, Miss Anna L. Peck, was then
presented and read by Mr. William Kerkers, of
Grace church. The following are extracts:—
The one thought that comes to the officers of the institution, as they stand on the threshold of a new year, reviewing the past with its solemn reconsiders.

The Orphan's Home and Asylum is an institution that
to in not rewarding us according to our merits, but seccording to His loving kindness through Jesus Christ.'
The Orphan's Home and Asylum is an institution that
provides for the care, maintenance and religious training of children who, in consequence of the death of one
or both of their parents, have been rendered homeless
and destitute. Candidates for admission are not, ordinarily, received under three nor but the part of age,
have reached the age of 12 or 14 years. Unless, of course,
a change in their circumstances makes it necessary that
they should be removed younger. Such relations or
friends as they may bave are expected to contribute 75
cents a week toward their support an ail cases in which
they are able to do so. To the institution this sum is
smail one, not in any way suifficient for the support of a
child, but to the conditions it is of importance as
a change in their circumstances makes it necessary that
they should be removed younger. Such relations or
children are instructed in spelling, reading, writing
arithmetic, seggraphy and sewing, and branches of demessic employment are taught them according to this
respective capacities. The religious instruction is in conformity with the doctrines of the Frotestant Episcopai
Charch. Those children who are given up to the dome
have at their proper age situations procured for them by
distructions and the summary of the