

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.

Views of Admiral Rowan—"She Could Not Be Saved."

The United States steamer Ossipee, the conveyer of the surrendered Virginia, arrived in New York Harbor on Monday shortly before midnight, as reported in yesterday's Herald, and anchored at 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 Virginia had become unseaworthy and had sunk on the voyage off the North Carolina coast.

THE VIRGINIUS' LAST VOYAGE.

ON BOARD THE U. S. STEAMSHIP OSSISPEE, NEW YORK HARBOR, DEC. 29, 1873. From the time of the arrival of the filibuster steamer Ossipee at Key West until the hour of her departure she was kept in constant readiness for sea, her destination being as much a matter of conjecture to those on board as it was a matter of uncertainty to those on shore.

At a moment 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 moderate sea, we came to anchor directly off Fort Jefferson, which stands on the island of Tortugas, leaving the schooner to come to rest at a short distance ahead. On the 17th inst., at 12:30 P. M., we sighted the steamer Virginia coming in with the steam yacht Despatch, and at one P. M. both vessels came to anchor—the Virginia directly alongside the coal schooner Mattie A. Hand and the Despatch upon our starboard beam. As soon as the two vessels had come to anchor the Virginia began to coal, the Ossipee sending a draft of men on board to assist in the work. This was the first indication we had that our steamer, the Ossipee, was to take charge of the Virginia, and no sooner had the levy of men been ordered to the ship than Lieutenant D. C. Woodrow was sent from the Ossipee to take command of the Virginia, along with Midshipman Fred Tyler and E. B. Underwood as watch officers, and Second Assistant Engineer A. Kirby, of the Ossipee's engine department.

At five o'clock A. M., on the 18th inst., the Virginia took 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 Virginia, in order that we might relieve her of much of the water that was weighing her down from numerous leaks. I would state, in this connection, that the Virginia was in a terrible condition, reeking in manure and infested with vermin of every description, so that she was really unfit for any service whatever, and almost too filthy to be boarded. During the afternoon of this same day 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 dusk of evening came on, our correspondent was afforded an opportunity of boarding the Virginia and of ascertaining for himself what credence should be placed in numerous rumors which had reached all ears concerning her. I never knew the full meaning of the term "abominable" until I saw the condition of this filthy and sinking ship. In her forward water-tight compartment I found water to the depth of six feet, in her hold to the depth of two and 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 and casks, which, along with stateroom provisions and other refuse matter, were floating and knocking against each other in the dirty brine. Filth of every description was seen on all sides, so that a fair and impartial description of the ship is too disgusting 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 RAIL HER OUT.

but, though they were steadily working for many hours, the water which came in through her bottom seemed to exceed the amount which was buried out over her sides. Going below, I found myself in the apartments which were the former quarters of the lamented Captain Fry, along with the other officers with him were made the victims of Spanish wrath. The condition of these rooms was terrible—staple buckets, broken bottles, portions of mattresses, spittoons, cigar stumps, along with masses of human excrement, rendered the stench unendurable, so much so that the strongest disinfectants were resorted to in order to render the Virginia habitable for the officers placed on board of her. Everything of the least value, 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 rendered entirely useless. They had defaced the furniture, cut holes in the tanks, cleaved all the wires communicating with the engine room, destroyed all time pieces and steam gauges, emptied human filth and foul upon the engines, and had done all in their power to render the Virginia unfit to navigate any sea.

BRUTALITY OF SPANISH VOLUNTEERS.

and the extremity of their hatred towards the United States. Returning on board the Ossipee, a gang of 25 men were found preparing to board the Virginia, 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 Virginia 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 Virginia worked pretty well, and at five o'clock P. M. we parted from the Despatch amid the blowing of whistles, the waving of caps and the shouting of many Godseys. One half hour later we were alone nursing a leaking vessel, which groaned and creaked heavily, even on the breast of the then moderate sea. We saw no other United States steamer until the morning of the 20th, when, at eight o'clock A. M., we exchanged signals with our frigate, the Colorado, and shortly after with the United States steamer Powhatan, which was conveying 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 Virginia both rolled heavily, but the latter was towed quite easily, notwithstanding.

TRUNDER AND LIGHTNING.

This increasingly bad weather continued during the 22d, and the pumps of the Virginia proved efficient in keeping the water within from gaining in depth. On the 23d inst. the tempest grew wilder, the storm increased, the heavens burst forth, and the wind, hauling ahead, banked up an exceedingly heavy sea. At half-past nine A. M. on this day, the 23d, the Virginia signalled to us:— "We have seven feet of water in forward compartment. Water still increasing. If our fire goes out we cannot keep 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 forward to lighten her." Again we changed our course and headed directly to the shore, so that before too late we might get the Virginia in comparatively smooth water. At 3 P. M. the Virginia again signalled us:— "Can hold out until morning if water-light bulkhead is not cut away." 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 difficulty. We could see her lights waving to and fro; we could hear the dull thud and rattle of her paddles, every dip she made we feared would be her last. 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 December 23. At 7 A. M., of the 24th, again the Virginia signalled to us:— "Our fire is disabled, forward boiler nearly so." Our anchor was disabled, forward boiler nearly so. Our anchor was disabled, forward boiler nearly so. Our anchor was disabled, forward boiler nearly so.

THE BOAT LOAD FOR TRIPS.

to take of the crew and one to take of the officers, who bravely stood by the sinking ship until the vessel was made fast at her rail. A block was attached to our sparker 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 placed in it under his armpits and around his body was quickly landed on deck.

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deck, and running up saw that the end was at hand. This was at 17 minutes past 4 P. M. She sank slowly till her bow was level with the water, then she gave a slight plunge and the force of the water in the forward compartment must have carried away her forward bulkhead, and the water rushing aft tore up her deck over the fore hold. She then sank by the head until the water was up to the base of her forward smokestack; this soon carried away at the base and fell forward. Next the skylights of the engine room floated off and then the after smokestack was carried away and sunk. The water now rose fast, and soon broke the mainmast short off at the cap. This carried down the United States pennant, which had been hoisted by order of the Captain almost the last thing before leaving her. She 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 sunk.

FOREVER FROM OUR SIGHT.

She sunk upon an even keel, the water reaching nearly to her crossbeams. There remained above water her foremast, stump of her mainmast and the tow of her starboard quarter boat, which was seen projecting about a foot above the surface, the forward fall evidently having given away and the after one held fast. A large amount of debris floating away to the southward, the hawser connecting us with the Virginia was cut and buoyed, and a boat sent to ascertain the depth of water in which she sunk. This was found to be seven fathoms. The Ossipee soon after got up steam and sailed for New York.

THE FOLLOWING IS A LIST OF THE OFFICERS WHO SERVED ON BOARD THE VIRGINIUS:

- Commander—John Walters, United States Navy, commanding United States steamer Ossipee.
Second Assistant Engineer—A. Kirby and N. H. Lamdin.
Surgeon—Chief, B. H. Klidder; Assistant, F. B. Stephenson.
Master—H. T. Wright.
Midshipmen—Fred Tyler, E. B. Underwood and J. W. Bone.
Boatswain—John Bell.
Gunner—James Thayer.
Carpenter—John Burke.
Captain's Clerk—T. J. Frank.

THE OFFICIAL REPORT.

U. S. STEAMER OSSISPEE (THIRD RATE), AT SEA, LAT. 34 18 N., LONG. 75 46 W., DEC. 29, 1873.

Sir—I have the honor to report that I took command of the steamer Virginia on the evening of December 17, off Dry Tortugas, relieving Lieutenant Maria Ensign George A. Caltrone and Second Assistant Engineer W. H. Lambden, together with three machinists, two boiler makers, six seamen (effective), six ordinary seamen, eight seamen and fourteen landmen composed her complement. Second Assistant Engineer Kirby and Midshipmen Underwood and Tyler subsequently joined the ship. I found about 70 tons of coal on the ship and over 20 tons of dirt and ashes in her foremast. The bilge was very dirty, and she was leaking in her forward compartment and had water in the other compartments. During 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 Virginia was exhausted by constant work from the time of leaving Bahia 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 fire-rooms; the forward compartment had a depth of four feet and the after compartment had a depth of two feet six inches of water. During the day I received assistance from the Ossipee in the way of working parties to help clear ship of water, repack stuffing boxes, overhaul pipes about engine, and also a party to repair breaks in foremast and caecose. Captain Whiting was on board during the day and examined the leak around her foremast with Chief Engineer King and myself. This latter 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 5:15 o'clock in the after boiler. As soon as steam was reported I commenced bailing the engine room to clear the water during the day. At 1:30 A. M. Captain Whiting expressed himself as satisfied that the Virginia was in a fit condition to go North, and left the ship. Shortly after we went to sea in tow of the Ossipee.

During the day, and as long as the sea was smooth, we managed to keep the water down with the main engine pumps. As we proceeded North 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 lumber holes in the forward bulkhead to keep the foremast clear. During the forenoon of the 22d inst. I threw overboard her port bow anchor and all the heavy weights in the fore hold, consisting of old iron 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 3 to 10 feet of water in the forward compartment, and so much water in the fire-rooms as to render it impossible to start 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 foremast 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 boiler. Shortly afterward several blisters were reported in the forward boiler. At daylight I signalled the condition of the boiler and water, and you sent Chief Engineer King on board. I 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 about the same amount of water in the ship; but when we stopped our engines the water gained on us, and I asked your permission to stop our engines. Owing to having but three serviceable furnaces 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 to stop our engines at midnight to close our pumps up. Half an hour afterward I sent a donkey pump to work, and as we were keeping the water at a standstill, I signalled that I could hold out till daylight. The water, however, gained on us greatly during the night, until it put the fire 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 repaired with anything at our command, so I signalled for you to take us off immediately. The forward compartment was full of water up to within a foot and a half of the spar deck, there were five feet of water in the fore hold, water over grate bars in the fire-rooms and the after compartment 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 Virginia's bow I put the landmen in her fore and after compartments, and you passed water out of the ship. It took three trips to take us all off, the officers going in the last boat. As it turned out I might have been able to save the men's bags and hammocks; but, under the circumstances, I deemed it imprudent to attempt it. At 4:17 A. M. the Virginia sunk, bows first, in eight fathoms of water, leaving the crossbeams above water.

Enclosed 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 departments of the vessel. Also Second Assistant Engineer Kirby's report of condition of boilers and engines. Very respectfully,

DAVID C. WOODROW, Lieutenant Commander United States Navy, Commanding United States steamer Ossipee.

THE ENGINEER'S REPORT. The following communication, containing little of new or interesting facts, Engineer Kirby states that when he got steam up he found it would be imprudent to get up a pressure of more than 18 pounds of steam on account of the defective condition of the furnaces and boilers; the bilge water was only a foot below the grate bars, and the bilge was full of dirt and 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 again, to keep the water out, and before quitting their posts the men in the fire-rooms were working 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-famed but ill-fated Virginia. The general opinion expressed was that her descent to "Davy Jones' locker" was purely accidental, though there were a few sceptics who boldly asserted that it was "a put up job" and that she should go down just where and when she did. No substantial reason was adduced by the "sea lawyers," however, for this process of reasoning, other than the very slender idea that the questions under negotiation would be sunk from the surface of popular sentiment, and all possibility of future "unpleasantness" between the Republic of Spain and the United States would be obviated. Between ten and eleven o'clock in the forenoon the executive officer of the United States steam sloop-of-war Ossipee, Lieutenant Commander G. K. Howell (Captain John Waters, the commandant of the ship being sick), visited the Naval Yard, and there made a report to Vice Admiral Rowan concerning the loss of the Virginia under the lee of Frying Pan Shoals, near Cape Fear, N. C. The fact was telegraphed from the Yard to the Secretary of the Navy, and Secretary Robeson at once sent back for the official report, giving particulars. The request was complied with. Lieutenant Commander Howell, having concluded his conference with the Admiral, proceeded to the office of United States District Attorney Bliss, No. 41 Chambers street, New York, there to file the necessary sworn statement relative to the loss of the ship. All communication between the Ossipee and the outside world was forbidden, and she is in a measure under the control of the District Attorney until the latter official has satisfied himself upon the manner of the sinking of the Virginia, and shall have gleaned information not even accorded to that of the immortal authority upon all marine subjects, "Jack Bunsby." On Monday night the tugboat Catalpa, under command of Lieutenant West, and the Grant, in charge of Lieutenant Blake, were on the lookout, with sealed orders for the Captain of the Ossipee, below Quarantine. Their business was to intercept and board her had she been Virginia in tow. About eleven o'clock the Ossipee was sighted, and the tugs, whose commanders yelled until they grew hoarse in the vain effort to attract the attention of the steamer, were ordered to stand by. Off Governor's Island, however, the commandant of the Catalpa managed to get on board the Virginia, and she was taken in tow. There were not there all instructions relative to the capture were a mere matter of needless form.

INTERVIEW WITH ADMIRAL ROWAN. A representative of the Herald visited Vice Admiral Rowan in the Lyceum yesterday afternoon and had an interesting interview with that distinguished officer, who was accompanied by the Hon. Mr. Adams. "Admiral," as a reporter of the Herald has called for the purpose of obtaining such information concerning the loss of the Virginia as you may be disposed to give.

"Well, sir, the only information I have to give is that she was unseaworthy. She leaked from the foremast, the water collected, the leaks increased, and she went down."

"Where and when did she sink, Admiral?" "She sank off Frying Pan Shoals, near Cape Fear, about four o'clock on the afternoon of the 26th inst.—the day after Christmas—that was Friday last. She left Tortugas, in tow of the Ossipee, on the 17th inst., and was towed to sea on the 23d out at sea. An officer of the Ossipee was over here to see me to-day about the vessel. The Virginia was in tow of the Ossipee, and she was surrendered to us, and had been leaking."

"Do you suppose that the Spaniards repaired her, or that she was towed to sea by the Ossipee?" "No, I don't think they tampered with her; but she was very severely damaged during the day. Her engines were almost useless, and two of the boilers were cracked. The water in the forward compartment was kept going, and managed to keep the water down on her and work the pumps. The weather continued bad all through. You know the stormy weather that we had during the night. The water leaked grew larger as the strain daily and hourly increased upon the vessel, which was in tow of the Ossipee. The water in the forward compartment was kept up to the level of the grate bars, and the 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 foremast 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 boiler. Shortly afterward several blisters were reported in the forward boiler. At daylight I signalled the condition of the boiler and water, and you sent Chief Engineer King on board. I 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 about the same amount of water in the ship; but when we stopped our engines the water gained on us, and I asked your permission to stop our engines. Owing to having but three serviceable furnaces 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 to stop our engines at midnight to close our pumps up. Half an hour afterward I sent a donkey pump to work, and as we were keeping the water at a standstill, I signalled that I could hold out till daylight. The water, however, gained on us greatly during the night, until it put the fire 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 repaired with anything at our command, so I signalled for you to take us off immediately. The forward compartment was full of water up to within a foot and a half of the spar deck, there were five feet of water in the fore hold, water over grate bars in the fire-rooms and the after compartment 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 Virginia's bow I put the landmen in her fore and after compartments, and you passed water out of the ship. It took three trips to take us all off, the officers going in the last boat. As it turned out I might have been able to save the men's bags and hammocks; but, under the circumstances, I deemed it imprudent to attempt it. At 4:17 A. M. the Virginia sunk, bows first, in eight fathoms of water, leaving the crossbeams above water.

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THE ENGINEER'S REPORT. The following communication, containing little of new or interesting facts, Engineer Kirby states that when he got steam up he found it would be imprudent to get up a pressure of more than 18 pounds of steam on account of the defective condition of the furnaces and boilers; the bilge water was only a foot below the grate bars, and the bilge was full of dirt and 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 again, to keep the water out, and before quitting their posts the men in the fire-rooms were working 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-famed but ill-fated Virginia. The general opinion expressed was that her descent to "Davy Jones' locker" was purely accidental, though there were a few sceptics who boldly asserted that it was "a put up job" and that she should go down just where and when she did. No substantial reason was adduced by the "sea lawyers," however, for this process of reasoning, other than the very slender idea that the questions under negotiation would be sunk from the surface of popular sentiment, and all possibility of future "unpleasantness" between the Republic of Spain and the United States would be obviated. Between ten and eleven o'clock in the forenoon the executive officer of the United States steam sloop-of-war Ossipee, Lieutenant Commander G. K. Howell (Captain John Waters, the commandant of the ship being sick), visited the Naval Yard, and there made a report to Vice Admiral Rowan concerning the loss of the Virginia under the lee of Frying Pan Shoals, near Cape Fear, N. C. The fact was telegraphed from the Yard to the Secretary of the Navy, and Secretary Robeson at once sent back for the official report, giving particulars. The request was complied with. Lieutenant Commander Howell, having concluded his conference with the Admiral, proceeded to the office of United States District Attorney Bliss, No. 41 Chambers street, New York, there to file the necessary sworn statement relative to the loss of the ship. All communication between the Ossipee and the outside world was forbidden, and she is in a measure under the control of the District Attorney until the latter official has satisfied himself upon the manner of the sinking of the Virginia, and shall have gleaned information not even accorded to that of the immortal authority upon all marine subjects, "Jack Bunsby." On Monday night the tugboat Catalpa, under command of Lieutenant West, and the Grant, in charge of Lieutenant Blake, were on the lookout, with sealed orders for the Captain of the Ossipee, below Quarantine. Their business was to intercept and board her had she been Virginia in tow. About eleven o'clock the Ossipee was sighted, and the tugs, whose commanders yelled until they grew hoarse in the vain effort to attract the attention of the steamer, were ordered to stand by. Off Governor's Island, however, the commandant of the Catalpa managed to get on board the Virginia, and she was taken in tow. There were not there all instructions relative to the capture were a mere matter of needless form.

INTERVIEW WITH ADMIRAL ROWAN. A representative of the Herald visited Vice Admiral Rowan in the Lyceum yesterday afternoon and had an interesting interview with that distinguished officer, who was accompanied by the Hon. Mr. Adams. "Admiral," as a reporter of the Herald has called for the purpose of obtaining such information concerning the loss of the Virginia as you may be disposed to give.

ing ground here that all was not right in the matter. It is certain that the two vessels were seen together on Thursday afternoon at the spot at which the Virginia now lies, close together, hove to and anchored. It would also appear that the Virginia could have been easily brought into the river that afternoon or night; at least, there was no apparent reason why it could not have been done. At two o'clock that night a terrible sea sprang up from the northwest and continued for about two hours. It was the most severe known here for many years, and yet the Virginia was still seen above water the next morning, probably 8 or 10 hours after the gale had abated. She was seen from Smithville and thought to be a bark, and the pilot boat Robert H. Cowan went to her assistance on Friday afternoon, but there was no trace of her. The boat remained out all night, returning on Saturday morning from unsuccessful search. On Saturday afternoon the Cowan again went out, but again returned without any trace of her.

On Sunday morning the steamship Tomawac, 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 from Cape Fear and from the coast of Oak Island. There was nothing visible but about three feet of her mizen topmast. The Cowan went out again on Sunday afternoon and found the sunken 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. They returned to Smithville and reported that, in their opinion, the sunken ship was the Virginia. I reported last night that the two vessels were seen together both on Thursday afternoon and Friday morning. It is now ascertained that the vessel seen by the Tomawac was the Virginia, and that the vessel seen by the Ossipee either late on Thursday evening or early on Friday morning. The pilots seem to think that if she was too much disabled on Thursday afternoon to be towed nine miles into port that she would have given way and gone down with the first blast of the terrible storm which swept over this section during the night; and they shake their heads when they speak of her having lain at anchor within sight of port so long Thursday afternoon, and then going down so many hours after the storm had abated.

The Virginia is said to have been a blockader, running to this port during the war. She now lies 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 to the zenith.

THE VIRGINIUS PRISONERS.

Their Levee Yesterday—Provision Being Made for Their Wants—Reception of the News of the Virginia Sinking—The Condition of the Vessel. The passengers and crew of the Virginia, brought to this city by the Junata, held an informal levee yesterday at the restaurant of Señor 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 Señor Trujillo's two younger brothers, Indalecio 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 at their private homes. Señor Trujillo, President of the Amigos de Cuba, Cisneros and Arraga were in attendance as a committee to receive contributions in aid of the men. Some \$100 in money was collected, and a quantity of shirts and blankets, which were distributed late in the afternoon. The number to be provided for by the committee of Cuban friends 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 about 100 who reside in Jamaica, and such will be sent thither. The relatives of those who were shot or wounded are present in considerable numbers, naturally anxious to learn any details concerning their friends. Among them were the usual array of gentlemen, Sr. Señors Filogias, President of the Amigos de Cuba, Cisneros and Arraga were in attendance as a committee to receive contributions in aid of the men. Some \$100 in money was collected, and a quantity of shirts and blankets, which were distributed late in the afternoon. The number to be provided for by the committee of Cuban friends 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 about 100 who reside in Jamaica, and such will be sent thither. The relatives of those who were shot or wounded are present in considerable numbers, naturally anxious to learn any details concerning their friends. Among them were the usual array of gentlemen, Sr. Señors Filogias, President of the Amigos de Cuba, Cisneros and Arraga were in attendance as a committee to receive contributions in aid of the men. Some \$100 in money was collected, and a quantity of shirts and blankets, which were distributed late in the afternoon. The number to be provided for by the committee of Cuban friends 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 about 100 who reside in Jamaica, and such will be sent thither. The relatives of those who were shot or wounded are present in considerable numbers, naturally anxious to learn any details concerning their friends. Among them were the usual array of gentlemen, Sr. Señors Filogias, President of the Amigos de Cuba, Cisneros and Arraga were in attendance as a committee to receive contributions in aid of the men. Some \$100 in money was collected, and a quantity of shirts and blankets, which were distributed late in the afternoon. The number to be provided for by the committee of Cuban friends 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 about 100 who reside in Jamaica, and such will be sent thither. The relatives of those who were shot or wounded are present in considerable numbers, naturally anxious to learn any details concerning their friends. Among them were the usual array of gentlemen, Sr. Señors Filogias, President of the Amigos de Cuba, Cisneros and Arraga were in attendance as a committee to receive contributions in aid of the men. Some \$100 in money was collected, and a quantity of shirts and blankets, which were distributed late in the afternoon. The number to be provided for by the committee of Cuban friends 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 about 100 who reside in Jamaica, and such will be sent thither. The relatives of those who were shot or wounded are present in considerable numbers, naturally anxious to learn any details concerning their friends. Among them were the usual array of gentlemen, Sr. Señors Filogias, President of the Amigos de Cuba, Cisneros and Arraga were in attendance as a committee to receive contributions in aid of the men. Some \$100 in money was collected, and a quantity of shirts and blankets, which were distributed late in the afternoon. The number to be provided for by the committee of Cuban