SHE IS DESTROYED BY FIRE AT SEA

Three of the Crew Lost.

THE PASSENGERS AND THE REST OF THE CREW ARE SAVED.

Particulars of the Disaster.

Etc., Etc., Etc., Etc., Etc.

Orleans and Philadelphia, and was under the command of Captain J. S. Morse. On her voyage from New Orleans she touched at Havana on the 26th ult., and then started for

At about 2 A. M., on the 27th, in latitude 28.48, longitude 79:36, off Cape Canaveral, on the coast of Florida, fire was discovered, supposed to have originated from the telting about the steam-

but they met with no success. At one period it was thought that the fire would be quenched, but after struggling manfully until 7½ A. M., it was found that the ship was doomed, and that it was accessary to make preparations for the transfer of her passengers and crew to the steamer Rapidan, Captain Eaton, which had overtaken the Tioga, and readily tendered every assistance. Meanwhile the flames were committing their ravages on the fated vessel, and the cotton between decks being in full blaze, the rivets were drawn and the recovery rivets were drawn and the iron plates were twisted and rolled up like scrolls.

Perry Short, Second Assistant Engineer, and belonging to Baltimore, while entering the donkey engine room, was struck in the face by the flames, fell forward, and was seen no more. John C. O'Donnell, oiler, ot Camden, N. J., and William Crowley, coal passer, of Philadelphia, were victims to the terrific effects of the explosion of the steam pipe—an explosion which for the moment extinguished the fires in its vicinity, and caused hopes that the ship would be ulti-

The passengers and crew being safely transferred to the Rapidan, the Tloga was telt to her

Mrs. Greenfield, with her infant of but three months of age, exhibited extraordinary coolness and self-possession during the trying scene. Every one was encouraged by her heroic exam-ple. The men behaved well, and were cool and

Thomas Crowley, the coal passer, who was also lost, was about thirty years of age. He was unmarried, and resided at No. 735 Bedford street, in this city. This was his first trip on the Tioga.

John C. O'Donnell, the other member of the

ship's company who met his death, resided in Camden, N. J., and is said to have been un-

Captain Morse gives the following account of

"Mr; Swanton, first officer, and Mr, Miller, second officer, were on deck at the time, and the former went below to ascertain what was the matter. When they discovered that the ship was on fire. They immediately gave the slarm, and in a few minutes the entire crew and all the passengers were upon deck. "There was no unusual excitement among them, and with ease the entire number were speedily organized into a working force, and proceeded vigorously to the work of extinguishing the flames. In about half an hour we heard a terrific explosion in the direction of the engine room, and upon recairing thither.

to the work of extinguishing the flames. In about half an hour we heard a terrific explosion in the direction of the engine-room, and upon repairing thither, it was ascertained that the steam-pipe leading from the main boiler to the donkey engine had exploded, scalding the engineer, a coal passer, and an oiler, who had been working at the donkey engine, in order to get a stream of water upon the flames. The escaping steam for a few minutes had the effect of subduing the flames, which gave us an opportunity to get the boats ready for lowering. We had five of these: but one of them could not be reached, in consequence of the intervening flames.

"The available ones were lowered, however, and all the passengers transferred in salety to them. There was one lady passenger—Mrs. Greenfield, of Brooklyn—on board at the time, and she worked nobly with the rest to extinguish the fire, holding an infact in one arm, while she carried buckets of water with the other hand. She continued as her post until compelled by the Captain to enter one of the life-boats. A large quantity of provisions and water was placed in the boats, and about 4 o'clock they were cast off, the Captain and his officers and men remaining, with the hope of yet saving the ship. The transfer of the passengers had scarcely been accomplished when the steamship Rapidan appeared, and took all the passengers en board. The small boats then returned to the vicinity of the Tioga, where they laid until further meeded.

"At 5 P. M. the flames were apparently subdued,

the vicinity of the Tioga, where they laid until further meeded.

"At 5 P. M. the flames were apparently subdued, and it was hoped that they had been completely conquered, but, upon cutting a hole through the deck, it was seen that the cotton was on fire and turning with a fury that soon discouraged any further attempts to stop it. From that time until 7:30 A. M., was employed in getting out the baggage and other personal effects of the passengers, and much of this was saved and carried to the Rapidan. The Tioga was then abandoned, and soon after the foremast fell over. At 5:36 A. M. the ship was completely enveloped in flames, and an hour afterwards she caresned and went down.

"At the time the fire broke out she was going at the flames originated in the felting about the boilers, or possibly in the woodwork in that vicinity. The housing was close to the top of the boiler, but not more so than in the ordinary run of such vessels.

"Most of the cargo was sugar, and there was also a large quantity of cetton on board. The bodies of the men who were killed could not be recovered, owing to the flateness of the flames."

The Savior of the Passengers and Crew

The Savior of the Passengers and Crew is Whanked.

Captain Morse, the officers of his ship, and the passengers exhibited their gratitude to Captain Eaton, of the Rapidan, in the following grateful

We, the undersigned, officers and passengers of the steamship Tioga, of the Philadelphia and South-ern Steamship Company, hereby beg to return our thanks to Captain William B. Eaten and his officers, of the steamship Rapidan, for their prompt and effi-cient services in assisting us during our sad disaster, ment of us while on board of the steamship Rapidan. We shall always hold Captain William B. Eaten and his officers in grateful remembrance for his kindness care.

James T. Morse, Master

Care.
James T. Morse, Master.
F. E. Swanton, First Officer.
H. Miller, First Assistant Engineer.
James R. Mills Second Officer.
C. H. Greenley, Purser.
William Speigle, Chief Engineer.
Charles D. Schellinger, Filot.

John D. Johnson, M. B., Philadelphia, Mrs. George Greenfield, New York, W. C. Hammond, New York, G. P. Weeka, Bath, Me,

The Pilot's Statement.

The pilot stated to our reporter this morning that when he awoke at 2 o'clock in the morning, the upper deck was in a light blaze. Both of the steam pumps were immediately put into action, and, with the aid of the steam-pipe, the fire on the upper deck, after strenuous exertions. on the part of the crew, was extinguished.

TIOCA! escape of the steam. It is supposed that they were first smothered by the escaping steam, and were first smothered by the escaping stea. and that their manimate bodies were then consumed by the flames. Some of the crew and passengers succeeded in rescuing their baggage from the beauty. the burning vessel; but on arriving at New York, as the ship had come from a port infected with the yellow fever, they were obliged to leave them at quarantine for fumigation.

The Saved.

The Saved.

The following members of the ship's company were rescued by the Rapidan:—

Master—James T. Morse
First Officer—J. R. Morse
First Officer—J. R. Mills.
Priot—C. D. Schellinger.
Purser—G. H. Greenley.
Chief Engineer—W. Spelgie.
First Assistant Engineer—H. Miller.
Seamen—J. Morphy, J. R. Taylor, A. M. Wilkinson, G. P. Allen, Pesco Muscat, Frank Lopez, Oscar P. Cope, Thomas Kinderson, Charles Merriam, Anton Anderson, Oliver Colevill.
Coal Passers—Simon Green, Joseph Wilkie, Charles Beikley, John Sumpson, B. Melvor, Thomas King.
William Vertlack, John Welh.
Steward—P. Cunningham.
Second Steward—Thomas Parkwood.
Steward—Sellen Eelly.
Pantryman—A. A. More.
Cook—James Baxter.
Porter—William Curry.
The following were the passengers, all of

The following were the passengers, all of whom were saved :-Dr. M. G. Johnson, W. Hammond, Mrs. Greenfield, George Elliott, waiter and child, Timothy Henry, waiter, Lewis Miller, Thomas Kelly, waiter, George Weeks.

The Cargo and Insurance. The Tioga discharged a heavy cargo of freight at Hayana, and had on board at the time of her destruction some three hundred bales of cotton shipped at New Orleans, and between two and bree hundred boxes of sugar taken on board at

The Tioga was insured in the following companies:-

Delaware Motual Insurance Company
Insurance Company of North America
Union Mutual Insurance Company
Insurance Co, of the State of Pennsylvania nerican Mutual Insurance Company, .875,000

Sketch of the Lost Ship. The Tioga sailed on her first voyage South on the 15th of last June, J. T. Morse, Commander; Chief Mate, F. S. Swanton; Chief Engineer, John Newell; Pilot, Charles Schellinger; Purser, Charles H. Greenley; and Steward, Thomas J.

She was built by Messrs, Reaney, Son & Co., of Chester, and the cost of the hull and machinery was \$150,000, and of the fitting out about \$40,000; so that her entire cost has been nearly

The Tioga had a tonuage of 1200 tons, and ample room for carrying eighty passengers. Her length in load line was 205 feet; length over ail, 21 feet; beam molded, 34 feet; depth of hold, to first deck, 11½ feet; depth of hold, between decks, 8 feet; and total depth, 19½ feet. The entire hull was of iron. The keet was constructed of her box is a fine agent. structed of bar from 7 inches by 3, in as great lengths as could be obtained, the sections being securely scarfed together. The stem was of bar iron, 7 inches by 35, diminishing above the water line to 6 inches by 3.

The interior of this splendid but ill-fated steamship was fitted up in a very tasteful and convenient manner. The state-rooms and cabins were large and well lighted, and furnished handsomely. Taken altogether, the Tioga was something of which Philadelphia might well be provided.

The officers of the Company announce that, "in consequence of the Union will be wichdrawn Tioga, the Star of the Union will be wichdrawn from the Charleston line, and take the place of the Tloga on the New Orleans line. The Star of the Union will sail on Saturday, 5th inst., at 8 A. M., freight now being received at pier No. 18 S. Delaware avenue. The freight received for Charleston will be shipped by D. S. Stetson & lo.'s new Charleston line, on Wednesday, 9th inst., and that for interior points will go forward by the steamship Wyoming, on Saturday, 5th inst., unless otherwise directed by shippers."

A Religious Cholera Specific.

The Patrista of Parma publishes the following extraordinary production as genuine:-

"SCAPULARY OF THE SACRED HEART-A PRE-SERVATIVE AGAINST CONTAGIOUS DISEASES. "While the terrible pestilence of 1720 was raging in Marsellles, and mowing day by day its thousand victims and more, as was certified by the bishop himself of that city before the assembly of the French clergy, theredwelt at Marseilles, in the odor of sanctity, a nun of the Visitation, by name Magdalen Remusat, a fervent wor hipper of the Sacred Heart of Jesus. By her advice the lord bishop, in order to avert the scourge, solemnly consecrated the city and the whole diocese to the Sacred Heart of Jesus Christ, and so mayvellous and prompt were the effects of the consecration that all men held them to be miraculous. From that time forth Sister Magdalen counselled all to wear upon their breast, in the form of a scapulary, as a preservative against infection, the image of the Sacred Heart of Jesus, with the inscription, 'Stand off! the heart of Jesus is with me.' This pious practice, which spread greatly in France by means of the nuns of the Visitation, was of marvellons efficacy in of the Visitation, was of marvellous efficacy in all subsequent cases of contagion, and its effi-cacy was seen to be renewed last year in the city and diocese of Amiens, and at this very time in certain parts of Lombardy and of Central Italy, where, on the breaking out of the cholera, the worship of the scapulary was diffused. The said scapulary consists of a heart cut in a red woollen stuff, and surmounted by affittle cross. Both heart and cross are placed upon a square of white woollen, with this inscription, 'Stand off (hold)! the heart of Jesus is with me!'

(Approved "Fr. Felice, Bishop.

"Parma, 16th August, 1867. "Forty days' indulgence is granted daily to all who wear upon their persons the scapulary above mentioned, repeating a Gioria Pairi with the jaculatory Dolos cuor, etc. "† Fra Felice, Bishop."

THE WEBER PIANO Is pronounced by the First Musicians in the country

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For Immense Power, Sweetness, Brilliancy, and Equality of Tone, Elasticity of Touch, and Durability.

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HAVE JUST OPENED A rew lot of Plaid Poplins, 87%c., \$1, \$1.12%, and \$1.27%.

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1 37%. Silk and Wool Rep Poplins. Mixed Poplins @ cents a yard. Black Alpaca, 33, 45, 5, 56, 65, 75 cents, and §!. Black Alpaca Poplins, very cheap, 50, 65, and 75 ents. Black Alpaca Poplins, extra wide and heavy, \$1 a rard. Black, all wool Delaines, Double width, very

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Black Silks, Black Silks, fine quality,
Just opened, several lots of Linen Goods, from New
York, very cheap.
74 Power-Loom Table Linens, 55 cents.
84 Power-Loom Table Linens, 75 cents.
Heavy 84 White Table Linens, \$1, \$1, 25, \$1, 25,
Linen Huckaback Towels, 123, 1, 23, 25, 28, 31, 35,
and 3745 cents. Linen Huckaback Towels, 12;2, 16, 26, 25, 28, 31 and 37;4, cents.

Linen Napkins, \$2*25, \$2*50, \$2*75, and \$3 a dozen.

Best makes Hieached and Unble-ched Muslins.

A large assortment Blankets, very cheap.

Heavy Canton Flannels, 18, 20, 22, 25, 28, and 31c.

All Wool Flannels, 31, 33, 37;5, 40, 45, 50, 56, 625;5;5; cents.

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All Wool Cassineres. for men's and boys' wear,
\$1, \$1, 12½, \$1, 25, \$1, 37½, \$1, 50, \$1, 75 and \$1, 87½.
Gents' regular made Haif Hose, 23 and 23°C.
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Ladles and Children's Hosiery.
Gents' Merino Vests and Pants, \$1, \$1, 12½, \$1, 25, \$1, 50,
\$1, 75, \$2, \$2, 25, \$1, 50 and \$2°C.
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HEAVY SKIRTING CAMBRICS. At 10, 35, and 40 cents, a Great Sacrifica

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Dealers supplied by the cargo, direct from the wharf of the manufactory, on liberal terms.

Manufactured only by RAUGH & SONS.

We greatly regret the necessity for recording another disaster at sea, by which the splendid steamship Tioga, of the Philadelphia and Southern Mail Steamship Company, was totally destroyed. This vessel was plying between New

this city.

Immediate efforts were made by Captain Morse and his subordinates to subdue the flames,

mately saved.

collected throughout. The Families of the Lost. Perry Short, the second assistant engineer, who was among the lost, lived in Baltimore, where he leaves a wife and two children.

Statement of the Captain. "The Tioga sailed from Havana at 5 P. M. on Wednesday, September 27. The weather was favorable, and the vessel sailed well until about 1 o'clock on the morning of the Friday following, when the engines suddenly stopped.

PASSENGERS.

on the part of the crew, was extinguished. It was then discovered that the cotion in the hold was in flames, and all hope of saving the vessel was necessarily abandoned. Every man kept at his post throughout, and obeyed the orders of the commanding officer with the utmost coolness. There was no confusion whatever, and no attempt at shirking. The men who were lost were on watch below at the time the steam-pipe leading from the main boiler to the donkey-engine exploded, and were unable to reach the deck, in consequence of the rapid

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