

THE TIOPA!

SHE IS DESTROYED BY FIRE AT SEA

Three of the Crew Lost.

THE PASSENGERS AND THE REST OF THE CREW ARE SAVED.

Full Particulars of the Disaster.

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

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 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 this city.

At about 2 A. M., on the 27th, in latitude 25° 48', longitude 79° 36', off Cape Canaveral, on the coast of Florida, fire was discovered, supposed to have originated from the teeling about the steam-pipe.

Immediate efforts were made by Captain Morse and his subordinates to subdue the flames, but they met with no success. At one period it was thought that the fire would be quenched, but after struggling manfully until 7 1/2 A. M., it was found that the ship was doomed, and that it was necessary to make preparations for the transfer of her passengers and crew to the steamer Rapidan, Captain Eaton, which had overtaken the Tioga, and readily rendered 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 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, officer of 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 fire in its vicinity, and caused hopes that the ship would be ultimately saved.

The passengers and crew being safely transferred to the Rapidan, the Tioga was left to her fate. 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 example. The men behaved well, and were cool and 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. 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 unmarried.

Statement of the Captain. Captain Morse gives the following account of the disaster:—"The Tioga sailed from Havana at 3 P. M. on Wednesday, September 26th, and was bound for Philadelphia, and the vessel sailed well until about 1 o'clock on the morning of the Friday following, when the engines suddenly stopped.

"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 alarm, 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 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 on duty 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 boats, and in about ten minutes they were lowered, in consequence of the intervening flames.

"The available ones were lowered, however, and all the passengers transferred in safety to them. There was one lady passenger—Mrs. Greenfield, of Brooklyn—on board at the time, and she was not only with the rest to extinguish the fire, but she was in one arm, while she carried buckets of water with the other hand, and continued to do so until she was compelled by the Captain to enter one of the life-boats. A large quantity of provisions and water was placed in the boat, and about 4 o'clock they were cast. The Captain and his officers and men remaining, with the hope of saving the ship. The transfer of the passengers had scarcely been accomplished when the steamship Rapidan appeared, and took all the passengers on board. She was then returned to the vicinity of the Tioga, where they laid until further needed.

"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 fire was on fire, and the Tioga was with a fury that soon discouraged any further attempts to stop the flames. At 7 1/2 A. M. Mr. Morse 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 8 1/2 A. M. the ship was completely enveloped in flames, and an hour afterwards she ceased to exist and went down.

"At the time she broke out she was going at the rate of about ten knots per hour. It is thought the flames originated in the teeling about the boiler, or possibly in the woodwork of the Tioga. The Tioga 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 saved, and there was also a large quantity of cotton on board. The bodies of the men who were lost were not recovered, owing to the fierceness of the flames."

The Savior of the Passengers and Crew is Thanked.

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

We, the undersigned, officers and passengers of the steamship Tioga, of the Philadelphia and Southern Mail Steamship Company, hereby beg to return our thanks to Captain William B. Eaton and his officers, for their gentlemanly and Christianlike treatment of us while on board of the steamship Rapidan, his officers in grateful remembrance for his kindness and care during the time we were under their care.

James T. Morse, Master. F. S. Swanton, First Officer. H. Miller, First Assistant Engineer. James R. Mills, Second Officer. E. H. Greenley, Purser. William Speigel, Chief Engineer. Charles D. Schellinger, Pilot.

John D. Johnson, M. D., Philadelphia. Mr. George Greenfield, New York. W. C. Hammond, New York. G. P. Weeks, 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. It was then discovered that the cotton 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 donkey-engine exploded, and were unable to reach the deck, in consequence of the rapid

escape of the steam. It is supposed that they were first smothered by the escaping steam, and that their inanimate bodies were then consumed by the flames. Some of the crew and passengers succeeded in rescuing their baggage from 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 following members of the ship's company were rescued by the Rapidan:—Master—James T. Morse. First Officer—F. S. Swanton. Second Officer—J. R. Mills. Pilot—C. D. Schellinger. Purser—E. H. Greenley. Chief Engineer—W. Speigel. First Assistant Engineer—H. Miller. Seaman—J. Murphy, J. L. Taylor, A. M. Wilkinson, G. Allen, P. W. Mason, Frank Lopez, Oscar P. Cope, Thomas Kinderson, Charles Merriam, Anton Anderson, Oliver Coleville. Cook—James Baxter. Steward—F. Cunningham. Second Steward—Thomas Parkwood. Stewardess—Ellen Kelly. Passenger—A. A. Morse. 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 Havana, and had on board at the time of her destruction some three hundred bales of cotton shipped at New Orleans, and between two and three hundred boxes of sugar taken on board at Havana.

The Tioga was insured in the following companies:—Delaware Mutual Insurance Company, \$10,000. Insurance Company of North America, 10,000. Union Mutual Insurance Company, 5,000. Insurance Co. of the State of Pennsylvania, 5,000. Antiratic Insurance Company, 5,000. Fire & Marine Insurance Company, 5,000. American Mutual Insurance Company, 5,000. Enterprise Insurance Company, Cincinnati, 5,000. Fireman's Insurance Company, Cincinnati, 5,000. Buckeye State Insurance Company, Cincinnati, 5,000. Western Insurance Company, Cincinnati, 5,000. Central Insurance Company, Cincinnati, 5,000. Mercantile Insurance Company, Cincinnati, 5,000. Union Insurance Company, Cincinnati, 5,000. National Insurance Company, Cincinnati, 5,000. Total, \$75,000.

Sketch of the Last Ship.

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

She was built by Messrs. Reaner, 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 \$200,000.

The Tioga had a tonnage of 1200 tons, and ample room for carrying eighty passengers. Her length in load line was 205 feet; length over all, 21 feet; beam molded, 34 feet; depth of hold, to first deck, 11 feet; depth of hold, between decks, 8 feet; and total depth, 19 feet. The entire hull was of iron. The keel was constructed of bar iron, 7 inches by 3, in as great lengths as could be obtained, the sections being securely seamed together. The stem was of bar iron, 7 inches by 3, 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 staterooms and cabins were large and well lighted, and furnished handsomely. Taken altogether, the Tioga was something of which Philadelphia might well be proud.

The officers of the Company announce that, in consequence of the loss of the steamship Tioga, the Star of the Union will be withdrawn from the Charleston line, and take the place of the Tioga 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. Steison & Co.'s new Charleston line, on Wednesday, 5th 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 Patriota of Parma publishes the following extraordinary production as genuine:—"SCAPULARY OF THE SACRED HEART—A PRESERVATIVE AGAINST CONTAGIOUS DISEASES.

"While the terrible pestilence of 1720 was raging in Marseilles, and mowing down by day its thousand victims, and more, as was certified by the bishop himself of that city before the assembly of the French clergy, there dwelt at Marseilles, in the odor of sanctity, a nun of the Visitation, by name Magdalen Remusat, a fervent worshiper 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 marvellous 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 marvellous efficacy in all subsequent cases of contagion, and its efficacy 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 a little cross. Both heart and cross are placed upon a square of white woollen, with this inscription, 'Stand off! the heart of Jesus is with me!'"

(Approved by His Holiness, Felix, Bishop, "Parma, 16th August, 1867.") "Forty days' indulgence is granted daily to all who wear upon their persons the scapulary above mentioned, repeating a Gloria Patri with the joyful Doxoe, &c., &c."

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THE PILOT'S STATEMENT.

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Black Silks, Black Silks, fine quality. Just opened several lots of Linen Goods, from New York, very cheap.

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4-4 Power-Loom Table Linens, 75 cents, and \$1.

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