## THE DAILY EVENING TELEGRAPH, PHILADELPHIA, WEDNESDAY, NOVEMBER 3 1869

## WRECK OF THE SIERRA NEVADA.

6

# Further Particulars of the Disaster-Bravery and Coolness of the Captain-Heroic Conduct of Governor Wood, of Hilnois. From the San Francisco Alta, Oct. 22.

The Sierra Nevada left this port in charge of Captain J. C. Bogert, on Saturday last, Oct. 16, with 124 tons of freight and 42 passengers, bound for San Luis Obispo and way ports.

#### THE DASSENGERS.

Among the passengers on board was Gov-ernor Wood, of Illinois, together with his wife, two sons and brother-in-law. Governor Wood has visited Oregon, Washington Territory, and other portions of the Pacific slope, and was on his way to see for himself the special advantages and beauties of nature to be found in the southern portions of our State. There were also on board the following passengers, viz.;-C. J. Arbuckle, E. F. Walker, Rev. A. H. Burton, P. Page, T. C. Hayes, E. F. Tay-lor, W. Pool, A. Pool, R. Pool, T. Bayer, D. Magnel, W. L. Carroll, R. Kleiner, J. O'Brien, M. Dore, Miss Mary Hollister, Mrs. Dies, Mrs. Ransom, two daughters and son, J. Holmes, S. J. Lynch, F. Delaty, F. F. Gorman, J. Atkins, and fourteen Chinese. The officers and crew numbered forty-eight, making in all ninety souls on board at the time of the wreck.

#### THE VOYAGE.

After leaving this port everything for a time went as "merry as a marriage bell." Santa Cruz was soon reached, where way passengers and a portion of the freight were landed. About 12 o'clock on Sunday Monterey was made, and at 2 o'clock in the afternoon the steamer proceeded on her voyage, there being at the time a thick fog and a heavy sea swell. No fear, however, was felt on that score, as it was known that Captain Bogert was well experienced in all the dangers of the coast, and was accustomed to make similar trips in all kinds of weather.

When seventy-five miles south of Monterey. the captain and chief officer compared reckon ing, and agreed as to their opinion of the exact position of the ship. The captain then said he would "turn in." But before doing so he took the presaution to see "how the ship's head was," and found she was being kept her true course, namely, S. E. by E. He then, at 10 P. M., went into his cabin and laid upon his lounge, smoking a cigar. As the vessel was ahead of time, and as a very low rate of speed would be sufficient to bring her to San Luis Obispo by daylight, only the extremely low, pressure of eight pounds of steam was kept up, and the speed did not exceed six and a half knots per hour at the outside.

#### THE WRECK,

The captain had been in his cabin just twenty minutes, when the chief officer rushed in and reported that he could hear the surf. The fog was so intense at the time that "you could not see your hand before you." The captain ran on deck, and instantly ordered the man at the wheel to put the helm "harda-port," and cried to the engineer "to stop her." These commands were only just obeyed when the vessel struck with moderate force against a reef. Orders were then given to "back," the Captain hoping (although he felt almost certain a hole had been made in the ship's bottom) that he might yet be able to beach her, and so save passengers, freight, and the ship's hull. Not more than two revolutions, however, had been made when the heavy swell lifted the ship on to a rock with tremendous force, knocking her bottom in, lifting the boiler bodily off its bed and breaking it so that the steam escaped into the sea the passengers' luggage for the sum of \$250, through the aperture. All on board were Fortunately their exertions were successful, thrown off their feet and into a state of momentary consternation perfectly natural under few trunks being missing. The boats having the circumstances. At that instant there was arrived at San Simeon, all on board were one great, pressing, and all-important require- landed, heartily thankful for their escape. A -fortunately it was at hand in the perment son of A COOL AND BRAVE CAPTAIN. who, in a moment, and with great force and clearness of intellect that deserved and has obtained the warmest praise of all on board, comprehended all that was demanded by the exigencies of his position. He saw that the vessel was irretrievably lost, and that it only remained to save the lives of passengers and crew. The great danger to be apprehended was that the ship would go bodily down. The vessel, too, having keeled over considerably, there was much risk of the lights setting fire to her, and so adding that most alarming of calamities of a ship on fire to the other horrors of the hour. To prevent this the captain's first order was to extinguish all lights, and his next and almost the simultaneous command was to lower the quarter boat, in charge of which he placed the chief officer and two seamen, with instructions to anchor at a short distance clear of the reef and of the ship. The boat was so placed for two reasons: --First, if the ship went down, the passengers would have a chance to make to the boat; and if she did not, it was intended to place the passengers in the other boats, and then fasten to the one that was so anchored, in order to prevent them from so separating until day-light should appear. This plan, admirable as it was, was conceived and put in execution in less time than it takes us to describe it. By this time the coolness and self-possession of Captain Bogert had made its influence felt by all on board. The first trying moment being past, and the captain's manner having restored confidence, all danger of a panic was at an end, and under the magical influence which a commanding mind at such a moment always exercises, they all-passengers and crew-fell to work, each in an appropriate way, to execute the rapid yet confident orders that were being issued by Captain Bogert, THE PASSENGERS LEAVING THE SHIP. The large quarter boat having been anchored as previously described, the starboard quarter boat was then lowered. Into this it was proposed to put the eleven ladies, two children, and the "old men" who were on board. To successfully and safely accom-light this metric difference until plish this was a task of much difficulty and of great peril, in consequence of the darkness and the swell that prevailed. Captain Bogert stood himself at the ship's side and assisted the passengers into the boats. When the ladies had been all taken safely over the ship's side, the engineer came with the report that there was five feet of water in the engineroom, and that there was not a moment to lose. Three other boats had yet to be lowered before all the passengers and crew could be accommodated, and much time would necessarily elapse before all could be considered safe. At this moment it seemed that no sufficient time to accomplish all this would be vouchsafed to those still in peril. If at this instant there had been the slightest panic, or ill-feeling had come uppermost, which was natural enough at such a moment of "every one for himself," all would probably have been lost. Here again Captain Bogert was equal to his duty, in the performance of which he was in the performance of which he was not a "peaceful hermitage," a sylvan retreat at this point wonderfully aided by the in beautiful harmony with the studious habits noble, generous, and self-sacrificing spirit of

A BRAVE OLD MAN. Captain Bogert, seeing the effect the reort of the engineer was likely to have, instantly turned to carry out his original idea of sending the old men with the ladies, and

said, in loud, sharp tones, "Now, Governor Wood, it is your turn. Make haste!" To which he received the following answer, which, spoken under the circumstances, shows that the days of true heroism have not yet passed away:--"No!" said the brave old man; "nearly all here are young men, to whom life is of value. I am seventy-four years of age. I will wait." If there had been for a moment the slightest feeling of "every one for himself," that feeling was instantly dissipated by the noble, self-sacrificing sentiment thus expressed. Captain Bogert, whom "one of ours" heard describe the incident, said in a true, blunt, sailor-like fashion, while tears were brought to his eyes by recollections of the moment:-"When I received the answer, a lump rose in my throat as big as my fist; I couldn't speak for some seconds. As soon as I could, I took hold of the Governor, and said as loud and as harshly as I could, "Sir, I command you to get into that boat !" and in this manner the generous spirit was almost perforce passed into the boat. The ship now keeled over considerably more than she had done previously, and only a portion of the upper side was above water, and every one had to cling to the bulwarks to avoid being washed overboard.

#### ANOTHER ACCIDENT-A CONTRAST.

Before the first boat left, a passenger of somewhat diminutive proportions came struggling and climbing along to where the captain was assisting the passengers over the side. His "make up" was ludierous enough to excite a smile, even under the trying circumstances of the moment. He had on no less than three life-preservers, blown out to an inordinate size; one was attached to each eg, and one round his waist. Dressed in this position, he addressed the Captain thus;-'Stow me away in that boat, sir," and bursting into tears, he continued: "I have a new wife, sir, and I don't want to be lost." His request was not granted, and he had to await his turn. It is needless to dwell further upon the scene. The greatest diligence being used, the whole of those on board were got away in exactly one hour. At 10.20 o'clock the ship struck, and at 11.20 all were safely at anchor in the boats. The captain was the last man but one to leave the ship. The chief engineer had stood next to the captain with a lantern in his hand, sho ving a light. When all the others were in the boat the captain said, "Now it is your turn; to which he replied, "No, sir, I will hold the light for you." And so it came that the chief engineer was the last man on board.

#### A NIGHT IN THE BOATS.

The next thing to determine was what was to be done under the circumstances in which they found themselves. The fog was still thick, and it was impossible to tell in which direction the shore lay. In this state of matters the captain wisely determined to lay at anchor all night. Fortunately, a keg containing ten gallons of water had been saved. so that no one suffered from the thirst which so often overtakes persons after periods of excitement. At daylight the fog lifted, and it was found that they were only three-quarters of a mile from shore, and three miles from San Simeon, for which place they then steered.

On their way they met a whaling boat, which they hailed, and the captain made an agreement with the person in command of it to visit the wreck and endeavor to bring away and nearly all the luggage was saved, only a host was Senator on her way to this port. This having been done, she steamed toward San Simeon, and the crew of the Sierra Nevada were put on board. The passengers took stage overland to San Luis Obispo. When the captain had seen them all off, he went on board the Senator and came on with his officers and crew to this port. He and they have lost everything they had on board. Captain Bogert had even to borrow clothes enough on board the Senator to enable him to appear in the city.

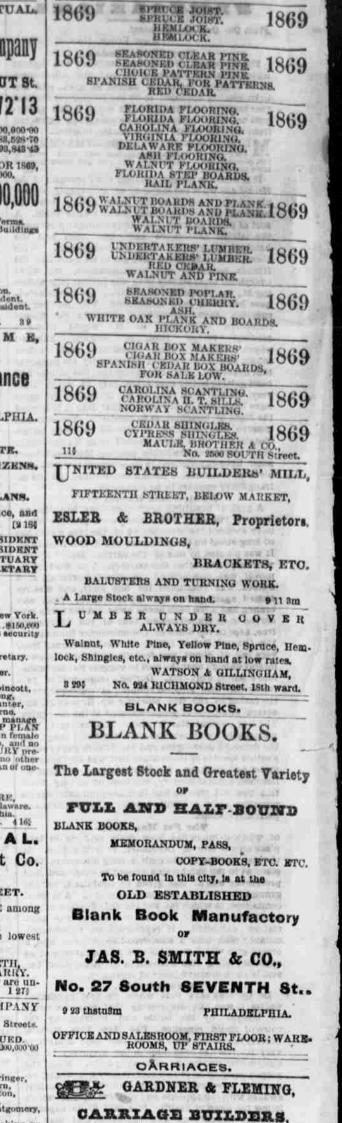
into the composition of his nature. The in-terior of the dwelling is embellished with a variety of rare pieces of sculpture and painting, collected by William yon Humboldt during his residence in Rome, or expressly executed for the purpose by modern artists of note.

A remarkable antique in this collection is a marble fountain, with reliefs representing a feast of Bacchus, taken from the church of St. Calixtus in Rome, in which, according to a Catholic legend, that saint suffered death by drowning. The story is told in a brief Latin inscription on the marble, written by William von Humboldt. This work stands in the main entrance hall, in the midst of many striking specimens of statuary, illustrating striking specimens of statuary, illustrating some of the prominent scenes of the Grecian mythology. The hall itself resembles an ancient atrium, the roof is supported by Doric pillars, the floor is covered with mosaics, and the walls decorated with bas-reliefs. On the right hand side is the study of Wilhelm von Humboldt, as occupied by him during the latter years of his life. His writing-table of dark mahogany stands in the centre, on which are now placed several pieces of exquisite scalpnow placed several pieces of exquisite scalpture. Next to the study is the sleeping chamber in which he died. It contains no adornment but two female torsos of Parian marble, executed with consummate art. In the other rooms are several of the masterpieces of Thorwaldsen, Rauch, and Friedrich Tieck, in the antique style, and busts of dif-ferent celebrated modern sculptors. Prominent among these are Thorwaldsen's statue of Hope, executed in the Greek style, with a lotus-flower in her hand, the bust of Alexander von Humboldt by Rauch, and a portrait statue of the second daughter of William von Humboldt at the age of ten years, in the character of Psyche, by the same artist.

Not far from the dwelling-house, in the shadow of a projecting hill, a plot of ground is set apart as the family burying-place. The approach to this is through a walk, lined on each side by tall linden trees; a grove of thick pines surrounds the spot with its dark evergreen foliage; and on one side the view is terminated by a range of wooded hills which form a natural terrace. An iron railing incloses the ground, at the end of which is erected a granite pillar, supporting a dupli-cate of 'Thorwaldsen's statue, which, in the words of Alex. von Humboldt, on the occasion of the death of a favorite niece, "promises Hope." The sepulchre, like one of old that we read of in sacred writ, is in the midst of a garden; rich beds of flowers, with their glowing colors, present a striking contrast to the dark ivy which covers the graves; displaying a scene of solemn beauty that in tender and pathetic interest surpasses the most exquisite refinements of art. Here repose, in the "sleep which knows no waking," twelve members of the beloved household, including the illustrious brothers, William and Alexander, whose fraternal love for each other was an affection "stronger than the love of woman," present-ing the character of each in a light as beautiful as it is rare. My visit to the spot was the day after the centennial celebration in Berlin. The place, I am told, wore its usual aspect, except that the grave of Alexander was covered and almost concealed by the profusion of flowers which had been piously heaped upon it in commemoration of the day. The two brothers lie side by side, surrounded by the manifold beauty of the Nature of whose eternal laws one was the prophetic interpreter and the other the reverent worshipper. Their friendly silence is broken by no vocal word, but the mystic tie which bound their hearts in fond communion survives in the sacred fellowship of the dead, and will long live in the united influence which they exert in common in the cause of truth, the advancement of knowledge, and the progress of the race.

The near vicinity of the two brothers in last resting-n e is a touc

| DELPHIA, WEDNESDAY, NOVEMBER 3, 1869.   |   |   |
|---|---|---|
| EDUCATIONAL.  | INSURANCE.  | LUMBER.   |
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| MERCHANTVILLE, NEW JERSEY<br>MONDAY, September 6, 1869.<br>Fot circulars apply to Rov. T. W. CATTELL,<br>6 28 tf Principal.   | Perpetual and Temperary Policies on Liberal Terms.<br>The Company also issues Policies on Kents of Buildings<br>of all kinds, Ground Rents, and Mortgages.<br>DIRECTORS.<br>Alfred G. Baker, DIRECTORS.   | WALNUT BOARDS.<br>WALNUT PLANK.<br>1869 UNDERTAKERS' LUMBER. 1869   |
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| BOILER WORKS. NEAFIE & LEVY,<br>PRACTICAL AND THEORETICAL<br>ENGINEERS, MACHINISTS, BOILER<br>MARERS, BLACKSMITHS, and FOUNDERS, having<br>for many years been in successful operation, and been ex-<br>clusively engaged in building and repairing Marine and<br>River Engines, high and low pressure, from Boilers, Water   | INSURE AT HOME,   | WHITE OAK PLANK AND BOARDS.<br>HICKORY.   |
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### HUMBOLDT.

A Visit to the Family Mansion of the De-parted Savan. A correspondent writes as follows from Berlin, under date of September 21:--About ten English miles to the northwest

of Berlin is the little village of Tegel, lying on a preity lakelet of the same name, surrounded with woods and shrubbery, and forming a favorite summer retreat for the wealthy residents of the Prussian capital. I do not find that it is often visited by the crowd of tourists in pursuit of novelties, nor is it noficed as a special object of attraction in most of the guide-books. But I am sure that to many of our countrymen, as it did to myself, it will afford a peculiar interest as the ancestral residence of the Humboldt family, and the burial place of its illustrious representatives. The house in which Alexander and William yon Humboldt were brought up is a miniature castle of ancient date, which formerly served as a hunting seat to some of the Kings of Prussia. In 1766 it came into the possession of the father of Humboldt, an officer in the Prassian military service, under Frederick the Great, who had married the widow of its former proprietor. By his death in 1779, it became the property of his two sons, and has ever since remained in the family. In 1802, three years after the departure of Alexander on his grand tour of exploration in South America and Mexico, the sole ownership was assumed by his brother, William von Humboldt, who was at that time the Prussian Ambassador seat at Tegel his permanent residence until his death in 1835, when the estate descended to his three daughters, one of whom shorily after died, and on the death of one of the survivors in 1856, it fell to the youngest daugh-ter, the Baroness von Bulow, widew of the celebrated Prussian Cabinet Minister of that name, by whom it is now occupied. The house, which is consecrated by so many interesting personal associations, is a structure of modest pretensions, retaining a few of its characteristic ancient features, and in style and adornment conformed to the taste of modern architecture. Nothing of the old hunting castle remains but a tower of considerable size on one flank, and a couple of projections which might have formerly served for balco-nies. The building was completely renovated in 1822, and now forms a domestic residence remarkable for its air of comfort and repose, in which the declining years of the retiring statesman must have found, if and artistic tastes which so largely entered

rial of the friendship which melted their illustrious spirits into one from childhood to old age. The death of William von Humboldt in 1835 was a terrible blow to the survivor. Never before had his mental serenity sustained so grave a shock. He had watched over the gradual decline of the invalid for many months. During the last few years of the life of the elder brother, Alexander could scarcely bear to be deprived of his society even for a short time. He gave up his usual visits to Paris on that account, suspended his own pursuits to join the favorite studies of his brother, and cherished a constant longing for his presence. . Only at short intervals did he leave the bedside which had become the scene of the struggle between life and death. Almost at the last moment, he wrote to his friend Varnhagen von Ense:-"There is no longer the least glimmer of hope; I did not believe that my aged eyes contained so many tears." After all was over, it took all the energy of his nature to sustain his equanimity. But his well-balanced mind soon recovered its usual tone, and the great sorrow of his life found consolation in completing the literary plans which his brother had left unfinished, and in laboring on the works of his own which have made his name immortal. He had no trace in his soul of the puny sentimentalism which finds an esthetic delight in the luxury of tears, but like Goethe, and other great spirits of all ages, believed that the vigorous performance of duty affords the wisest cure for grief. DRAWING INSTRUMENTS, ETC.

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