

Detailed and Very Interesting Statement
of Captain Badger.

Protest of the Surviving Officers.

MR. BADGER'S NARRATIVE.

The City continues to be deeply excited in regard to the loss of the *Central America*. Every incident connected with the sad catastrophe is read with eager interest, and the utmost anxiety prevails to discover the causes of so remarkable and unprecedented a disaster. Mr. H. H. CHILDS, whose statement forwarded by telegraph from Savannah, was the first detailed narrative of the wreck that reached the public, arrived in this City yesterday morning. Capt. BARON arrived late on Monday night; and as he is accustomed to the sea and perfectly familiar with everything relating to the management of ships under all circumstances of danger and of difficulty, and as he was known, moreover, to have taken a very active and efficient part in the last arrangements on board the *Central America*, his account of the circumstances of the disaster was naturally looked for with a good deal of interest, as being likely to furnish some satisfactory explanation of it. He had also made three previous voyages upon the same vessel, and was well acquainted with her character and her fitness to withstand such a gale as that under which she went down. The statement which Capt. B. made at Norfolk, and which has already been published in the TIMES, though exceedingly clear and interesting as a summary of the principal incidents of the wreck, contains less of detail than is essential to the formation of a correct opinion concerning the causes of this dreadful catastrophe. We have, therefore, obtained from him, in conversation, a more detailed narrative of the occurrences of the last two days—the leading points of which we here subjoin.

Captain BADGER states that it was about 6 o'clock on Friday morning when he got up, dressed and went upon deck with his wife. The wind was fresh and directly ahead, but the ship came up finely and was not strained perceptibly either by the wind or by the roughness of the sea. The engines were working regularly and slowly. At about half-past seven, the steam, which had apparently been made faster than it was wanted, was allowed to escape, and upon the noise thus made, Captain BADGER observed Mr. ASHBY, the Engineer, come out of his room hastily, being only partially dressed, and looked down into the engine-room. At half-past eight, Captain B. went down to breakfast, and in about half an hour returned to the deck. At this time there was no water in the ship. In about half an hour after, between nine and ten o'clock, he met Mr. ASHBY again, walking about the ship upon deck, and remarked to him that it was blowing hard, and in his opinion would blow still harder before long. Mr. ASHBY replied that he did not think the gale would become any worse, and added, "Let it blow—we are ready for it." He also told Captain B. that he had a man stationed at the starting bar, to ease the motion of the engines over the centre. He said nothing of any lack of coal, and evidently apprehended no special danger. The ship at this time working easily, and was apparently staunch. During the rest of the forenoon, Captain B. was below most of the time. At about 1 o'clock he again looked into the engine-room and observed that the engines were moving still more slowly than before. There was then, however, no water in the ship, as he could see to the bottom through the hatchways. She was perfectly dry, lay head to the wind, and was making very fine weather. Half an hour after the Captain went below; but but two or three heavy lurches of the ship caused him to return to the deck. He looked into the engine-room and saw the engines moving very slowly indeed, and while he stood looking at them they stopped altogether. He then looked down into the lee bilge, but saw no water, nor could he see any the engine-room. As he turned away he saw a man, whom he supposed to be a fireman or an assistant-engineer, talking with Mr. ASHBY, on the lee side near the cabin gangway, and heard ASHBY say to him: "Then call the stewards, and get buckets and set them to work pissing up coal." As soon as the engines stopped the ship fell into the trough of the sea and began to labor very badly. While the men were getting buckets and preparing to pass the coal, Capt. BADGER went down into the fire-room, and there saw that there was considerable water in the lee bilge. Passing into the Engineer's room, he heard Mr. ASHBY say: "Hurry up, boys—pass that coal along, or we shall have to set a gang of men to bailing." The Captain called out to him: "For God's sake, Mr. ASHBY, don't wait until the ship is full of water—set the men to work bailing now." He also went to the gang-way and called out to the passengers to form a line and commence bailing—which was done, buckets being procured from the lower hold. He then returned to the engine-room and saw that the water had very sensibly increased, having reached the ash-pan in the lee furnace. The stoppage of the engines of course stopped the pumps, so that the water did not continue to be discharged. The Captain then saw the water coming in very rapidly at a large leak around the shaft, and called out to Mr. ASHBY that he had better have that leak attended to. Mr. A. replied that he already had six men at work there, and sent for blankets to stuff around it. This seemed to be the principal opening through which the water came, though a good deal came in through the dead-lights in the after cabin which could not be closed. By this time, 3 o'clock or thereabouts, the lee fires had been extinguished. The engines made a few revolutions with steam from the weather-bolter, but this was soon exhausted and they stopped again. Bailing was continued vigorously fore and aft, and at 6 o'clock the foremast was cut away in hopes to ease the vessel. An attempt was then also made to raise steam on the donkey-engine to drive the pumps, but the pumps would not work, for what reason the Captain did not know—but it was subsequently stated by the Second Assistant-Engineer that they had neglected to turn the cock, which was down so high and so hot that it could not be reached. No further attempt was made to raise steam to work the pumps, or to repair the pumps, during that night. Bailing was continued throughout the night, but in the morning they got up steam enough to drive the donkey-engine, but then the pumps would not work. Soon after the engine stopped, and the reason given was that the water had risen so high as to cover the steam-pipes leading from the boilers to the cylinders, and thus to cool the steam. They then abandoned all attempts to get up steam. At about 10 o'clock on Saturday morning Capt. BADGER went to Capt. HERNON's room and said to him that the storm was abating, but the water in the ship was gaining upon them rapidly, and the vessel must go down. Captain HERNON said he believed so; that he had made up his mind to that; that it was very hard to leave his family thus, but it could not be helped. Mr. ASHBY came into the room at this time, and Captain BADGER said to him: "The ship will sink." He seemed startled at the remark, and replied, with earnestness, "She shan't sink, I'll be d—d if she shall. We must all go to work and bail her out." Capt. B. replied that he wished talking in that style

would do it, but he and all the rest on board had been hard at work all night bailing, but without avail. Capt. HERNON seemed dejected and perfectly resigned, and laid nothing to Mr. ASHBY. The narrative of the subsequent proceedings has been so often told that it need not be here repeated.

Capt. BADGER is unwilling to express any opinion as to the cause of the disaster, which shall impute blame to any one. He is however very emphatic in speaking of the *Central America* as one of the best and staunchest ships afloat. Nothing can be more preposterous in his judgment than any intimation that she was not perfectly seaworthy in every respect. She was perfectly sound, was not strained by the force of the sea, and in his opinion did not spring a leak. It seems clear from his statement of the circumstances that the engines stopped before there was any considerable amount of water in the vessel, and that this could not have been owing, therefore, to the extinction of the fires by the water—it seems due rather to the lack of a proper supply of coal. Whether this was the fault of the men whose business it was to pass it, we have no means of judging—but this fact, certainly, ought to be within the knowledge of the Engineer, as it was his business to see that coal was supplied to furnish all the steam that was needed.

Capt. BADGER has lost a large amount of valuable property. He had with him \$20,000 in twenty-dollar gold pieces, which his wife proposed to take with her in a valise in the small boat. He would not permit her, however, to do so, but said the money must take its chance with him. His wife brought his pocket-book containing his papers and a few drafts, and this, with her jewelry, was all that they saved. As an instance of the coolness with which the passengers generally awaited their fate it is stated that Capt. HERNON, Mr. CHILDS and several others went to their rooms and changed their clothes completely, within a few hours of the sinking of the vessel. When she went down under them there was no noise or confusion among them, and when they rose to the surface there were no attempts to clutch each other's rafts or to secure the safety of one at another's expense. As they floated near one another words of encouragement were exchanged and each tried not to endanger the other by coming too near, or interfering him in any way. These are not the least remarkable of the many strange incidents which characterized this most wonderful and deplorable disaster.

PROTESTS OF THE SURVIVING OFFICERS OF THE
CENTRAL AMERICA.

UNITED STATES OF AMERICA,
STATE OF NEW-YORK, City of New-York, ss.
I, Charles A. Rapallo, a Public Notary in and for the State of New-York, by letters patent, under the great seal of the said State, duly commissioned and sworn, dwelling in the City of New-York, and greeting.

Know ye, that on the twenty-first day of September, in the year of our Lord one thousand eight hundred and fifty-seven, before me appeared JAMES M. FRAZER, second mate and senior officer known to be surviving of the steamship called the *Central America*, and noted in due form of law with me, the said notary, this protest, for the uses and purposes hereafter mentioned; and now at this day to wit, the day of the date hereof, before me, the said notary, at the City of New-York aforesaid, again comes the said JAMES M. FRAZER, and requires me to extend his protest, and to get with the said JAMES M. FRAZER, also come JOHN BLACK, boatswain; GEORGE E. ASHBY, chief engineer, and HENRY KEEFER, second assistant engineer, belonging to the aforesaid steamship, all of whom by me duly sworn on the Holy Evangelists of Almighty God, voluntarily, freely and solemnly do declare and depose as follows, that is to say, that on the afternoon of the third day of September, 1857, at about half-past four o'clock, he, the said JAMES M. FRAZER, set sail and departed in and with the said steamship, *Central America*, as Second Mate thereof, from the Port of Aspinwall, Central America; the said JOHN BLACK, GEORGE E. ASHBY and HENRY KEEFER, being also on board of said steamship, in their respective capacities above stated. That WILLIAM L. HERNON was Master, and CHARLES VAN RENSSLAER First Mate of said steamship, and that the said steamship had on board a cargo of merchandise and treasure, and a large number of passengers, and was bound for the port of New-York via Havana. That the said steamship was then stout, staunch and strong and her cargo well and sufficiently stowed, secured, and well masted, manned, tackled, victualled, apparelled and appointed, and was in every respect fit for sea, and the voyage she was about to undertake for in the due prosecution of said voyage the said steamship arrived in safety at Havana on the afternoon of the 7th September, 1857, where she remained until about 9 o'clock on the morning of Sept. 8, 1857; that the steamer proceeded on her voyage with ordinary weather, and without any unusual occurrence, until about midnight, when the wind began perceptibly freshening from the northeast; that the wind and weather continued without much variation until midnight of Sept. 9, 1857, when it began to increase, and continued increasing until the morning of the 11th, when, at 8 o'clock A. M., it blew a violent gale from north-northeast with a heavy sea; and the deponents, JAMES M. FRAZER and JOHN BLACK, say that during all this time the ship had kept her course, but had been much retarded by the wind. The deponent, JAMES M. FRAZER, was in charge of the deck until 8 A. M. of the 11th, when he left the same in charge of the 3d officer, who is not here and is supposed to be lost. The ship was then, according to calculation, in latitude 31° 45' north and longitude 78° 15' W. The gale continued increasing until noon, when deponent's watch on deck commenced, and on taking charge of the deck, he found the ship still on her course, and was informed that the storm-spencer had been set during his absence to keep the ship's head to the wind, but that it had been blown away by the violence of the gale, and some canvas had been bent in the main and mizen rigging as a substitute for it. The deponent, JOHN BLACK, says he was on deck during the whole of the day of the 11th, and that the storm-spencer was set at 10 o'clock A. M., under the direction of Captain HERNON, who was present on deck, and that immediately afterwards the foremast was cut down by the Captain's directions. These facts were reported to the deponent, JAMES M. FRAZER, on his taking the deck at noon. And the said JAMES M. FRAZER further says, that Captain HERNON and Mr. VAN RENSSLAER, the first mate, were on deck during deponent's watch. That the ship was enabled to keep her course for about half or three-quarters of an hour after 12 o'clock. The wind was hauling to the northward and westward, and before 1 o'clock P. M. she was driven by the wind off her course towards the southeast. Up to the time when she was so driven off her course, the ship behaved well. At about 1 o'clock P. M., the deponent JAMES M. FRAZER, was directed by Mr. VAN RENSSLAER, the first officer, to rig the bilge pumps, which order deponent immediately obeyed, and found that the bilge pumps worked well and discharged water abundantly, but that the pumps did not work, there not being water enough in the ship to supply them. The vessel then had a heavy list to starboard and had fallen off into the trough of the sea. The wheels of the ship were then turning slowly. At this time buckets were being passed into the engine-room, but as this work was not under deponent's charge, he devoted his entire attention to his duties on deck. At about two o'clock P. M., it having been found impossible to get the ship's head to the sea, the foremast was cut off before the wind; and the canvas was at the same time taken from the main and mizen rigging, but immediately

on being set the staysail was blown to pieces. There was still a very heavy sea, and the gale continued unabated. An attempt was then made to hoist the fore, yard, with the clues of the foresail lashed to eyebolts in the deck, in order to get the ship before the wind, but before the yard had been raised three feet from the deck the sail blew into fragments. The jib was then cut from the foremast stay to set as a foremast sail, but before it was bent on the foremast, orders were given to get a drag over to try and get the ship's head to the sea. The drag, consisting of the foreyard, with a heavy keel anchor, was then got over, with a nine-inch hawser bent to the middle of the yard. A larger anchor would have been used but for the reason that the ship was then so listed over on her beam-ends that we could not get the yard to the bow where those anchors were hung, to make it fast to one of them. We veered out on that hawser some 40 or 50 fathoms. There were orders given by the Captain to cut away the foremast which was done, and after that we paid out from 90 to 100 fathoms on the hawser, which was made fast around the stump of the foremast, and let out of the half round forward of the cathead. During this period we were aware that the after pumps were working. The forward pump was not working, as the foremast, from its position, lying across the rail, prevented the working of it, so as to work going on below deck or aft, our attention being entirely engrossed with our duties on the forward deck, we know nothing of it. As soon as the yard got over as a drag, the forward pump was started and worked. The drag had no effect in bringing the ship's head up, and that was the last effort towards that object which was in our power to make. After that we remained for several hours at the forward pumps, which were worked steadily; the lee pump hoisted water all night; the weather pump hoisted water up to about midnight, when the chamber burst. The deponent JOHN BLACK deposes that he remained at the forward pump until about 6 o'clock A. M. The deponent JAMES M. FRAZER deposes that he remained at the pump until about ten or eleven o'clock P. M., when he went down into the after cabin and helped the persons who were there engaged in bailing. After having spent some time in aiding and encouraging the bailing, the deponent JAMES M. FRAZER visited almost all parts of the ship, lending assistance wherever he could be useful, and in doing so he saw that the pumps were worked vigorously fore and aft, and the bailing was going on with the greatest activity all over the ship. These exertions continued steadily all night. On Saturday morning, the 12th, about daylight, this deponent, JAMES M. FRAZER, having heard one of the passengers express the idea that the pumps were not leaving water, looked over the side to ascertain the fact. The ship was so listed over that he could not see the discharge-pipe of the after pump, nor ascertain how the facts with respect to it, but on going forward he ascertained distinctly that the leeboard pump forward was heaving water. The weather pump forward had then the chamber burst just below the discharge-pipe.

About 5½ o'clock in the morning this deponent, JOHN BLACK, was ordered aft to rig tackles to the mizen stay, for the purpose of using whips to heave out the water by tubs, while he did, and thereafter remained there, attending to the bailing out by tubs and whips until he was called away at about 2½ o'clock P. M., to attend to carrying passengers off the ship to the brig *Marine*. We had three whips rigged, each over one of the aft hatches, and with each whip, we used a beef or pork barrel to heave water over.

About the time the said JOHN BLACK was ordered aft as aforesaid, viz., at about 5½ P. M., this deponent, JAMES M. FRAZER, went forward, and having examined the forward pumps as aforesaid, saved off the chain which was shackled to the starboard bow anchor and let it and the anchor go. He had endeavored to do this during the night, but had found it impossible. The object of this was to lighten the ship's head. That anchor, with the chain attached to it, weighed about 2½ tons. At the same time, by his orders, a derrick was being erected over the fore hatch, to heave water out of it by tubs and whips. Then deponent went below and rigged two whips between decks, to hoist water as high as the upper stowage and then discharge it through the scuppers of that deck. At this time the freight-room was about one-half or two-thirds full of water, in the judgment of these deponents. Shortly after this deponent, JAMES M. FRAZER, observed that whips had been rigged in the engine-room, and that men were there at work leaving out water with tubs. The bailing there continued all day, down almost to the last moment, with these appliances, to wit: nine whips, with tubs, and three gangs of men bailing with buckets.

About 12 o'clock at noon on Saturday a vessel bore in sight, which afterwards proved to be the brig *Marine* of Boston. We had had a signal of distress flying from daylight that morning, and the brig approached us, and passing round our stern, rounded to under our lee at about 2 o'clock P. M., or a little thereafter.

As the brig passed under our stern, the deponent, JAMES M. FRAZER, hailed her by the direction of Captain HERNON, and informed her of our boat situation, and requested her Captain to lie by and take our passengers, treasure and mails. The Captain of the *Marine* promised to do all that he could for us. We had originally six boats. They were life-boats, five of them wooden and one metallic. One of the wooden ones had during the night before been washed out of the davits by a sea. We had therefore but five left, and as the gale had abated since 10 o'clock on Saturday morning, we received orders from the Captain to lower the boats. The two foremost boats were lowered successfully; the port forward quarter boat was stove in lowering it. The two boats on the upper deck were launched successfully, but a sea caught the metallic boat, and stove it under the gun, when it almost immediately sank.

Under the Captain's orders the women and children were first lowered into the boats by bowlines from the lee davits, and by his direction DAVID RAYMOND, FISLEY FRAZER, and the deponent JOHN BLACK, took command of the said boats respectively. The boats pulled away to the brig *Marine*, put the passengers on board of her, and returned and again took passengers to the brig. The deponent, JAMES M. FRAZER, says that, under ordinary circumstances it would have been his duty to take charge of one of the boats, but the Captain requested him to remain on board the ship to the last, which request he complied with.

By the time the boats had got to the brig the second time, she had forged ahead, and drifted so far to leeward that she must have been five miles off. At about 4 P. M., the main spencer was set on the steamer, in order to cause her to forge ahead, and as far as possible to keep up with the brig in drifting.

The deponent JOHN BLACK, states that in these two trips the boats commanded by FISLEY FRAZER and DAVID RAYMOND became so damaged as to be useless, the one having been stove along-side the brig *Marine*, and the other having been damaged so as to leak very much and got nearly filled with water. The boat commanded by this deponent, JOHN BLACK, also became much damaged, and required a man to be constantly bailing, and this deponent also bailing as much as possible. Nevertheless this deponent returned with said boat to the steamer, but by the time he got within hailing distance of her, he ascertained that his boat was so damaged that she could not safely take another person on board; at the same time some one, whom he supposed to be Capt. HERNON, hailed him from the steamer to keep off. This was after dark, about 7½ P. M., and the ship was then sending up rockets.

The deponent, JAMES M. FRAZER, states that up to this time and after it, the bailing was continued vigorously, but it now became evident that the ship must very soon sink, and at about 7½ o'clock P. M., or a little after that hour, we gave up bailing.

During the afternoon, at about 3 o'clock, we had cut away the hurricane deck, and tore down the doors from various parts of the ship, and brought them on deck to furnish rafts for the passengers.

About 8 o'clock P. M., or a few minutes thereafter, the ship settled rapidly. She took in a little water forward. A few moments after that two seas in succession washed over her aft, and then a third sea struck her aft, and she righted and went down stern foremost.

During the whole gale, and up to the last, the ship behaved extremely well. She did not ship a sea during the whole gale, until after she began to settle, and just before sinking, as herein described. The ship's log-book was carried down with her, and the master and first mate of the ship are believed to be lost.

And the said GEORGE E. ASHBY, Chief Engineer, and HENRY KEEFER, 2d Assistant Engineer, say that their duties having been confined to the engine room, they were not aware of the measures being taken on deck, except so far as they were informed by Captain HERNON and the other officers, and by occasional observation, but the foregoing statements of Messrs. JAMES M. FRAZER and JOHN BLACK are correct, so far as the knowledge of the deponents extends; and the deponents, GEORGE E. ASHBY and HENRY KEEFER further say, that when the steamship left Havana (Sept. 8), the engines and boilers were in perfect order and worked well up to Friday, the 11th, carrying an average of fifteen pounds of steam to the inch, and sometimes reaching eighteen pounds; that on Friday, the 11th of September the wind was blowing with great violence from the northeast, accompanied by some rain; at 9 A. M. the ship was making water. This fact was reported to Captain HERNON. The listing of the ship to starboard, having rendered the barrows unavailable, a gang then formed to pass coal into the fire-room in buckets, and baskets. At the request of the Chief Engineer, Capt. HERNON sent down nearly all the water, a vessel in passing the coal in this manner, and it was so roused as to be possible, until stopped by the water, as hereafter stated. The starboard Worthington pump and bilge injection were started, taking steam from the main boilers.

This was about 10 o'clock A. M., of Friday. The water in the ship was then quite hot, and in consequence of it, it was, then, in the starboard bilge. This last-mentioned pump took water freely, but still the water gained on it. The Chief-Engineer then inspected all the pipes and their connections, and found them tight. At about 12 o'clock water overboard the coal-bunker floors, both forward and aft, making it impossible for the men to work, the water being heated, and the vapor from it extinguishing nearly all the lamps. These facts were reported by the Chief Engineer to Capt. HERNON, and by his orders steam was immediately got up in the donkey boiler. At the same time a gang of sailors, consisting of passengers, was organized by Capt. HERNON, and another gang worked at breaking up stowage berths for fuel. At 2 o'clock, although every possible exertion was made to keep the fire going, they were extinguished in the starboard boiler by water. Another gang of sailors were then at work in the after cabin hatches, and still another in the lower stowage. The engineers, men and passengers were all working to the utmost of their power. The engines continued working up to 1 o'clock P. M. Friday, when they stopped for a few minutes for want of steam. They soon started the steam again, but having only the port fires to depend upon, the steam was soon exhausted. We then commenced firing up with wood, and continued doing so till the water rose so high as to put out all the fires, and then the engines stopped. This was between 4 and 5 o'clock P. M., Friday. The Worthington pumps, which had been previously worked by steam from the main boilers, were then worked by the donkey boiler, and continued to work about 6 o'clock P. M., with several stoppages of a few minutes each, which were necessary made to free the feed-pipe of the boiler from obstructions. When the donkey-engine fully stopped, the feed-pipe had become so choked up that it was necessary to cut and repair it. During the night all hands were at work bailing. The coaling of the ship caused a small leak around the starboard shaft, which was stopped with blankets and a sail wrapped around the shaft between the ship's side and the wheel.

On Saturday, the 12th, barrels were rigged with a whip and worked in the engine-room and in the hatch in other parts of the ship at hoisting water. The deponent, HENRY KEEFER, cut off the escape pipes and rigged them as pumps in the stowage, and of which worked well. Early in the morning of the 12th steam was again got on the donkey boiler, and pumps worked till the rapidly-gaining water submerged them entirely. This was about 9 o'clock A. M., and there was then between 9 and 10 feet of water in the engine-room.

The machinery being thus rendered entirely useless, the fact was reported to Captain HERNON, and from that time all efforts were directed to keeping the ship afloat by bailing, and to saving the lives of those on board; and the said JAMES M. FRAZER further says that, as all the damage and injury which already has or may hereafter appear to have happened or occurred to the said steamship or her said cargo has been occasioned solely by the circumstances hereinbefore stated, and cannot nor ought not to be attributed to any insufficiency of the said steamship or to any default of her officers or crew, he now requires me, the said notary, to make his protest and this public act thereof, that the same may serve and be of full force and value, as of right shall appertain. And thereupon the said JAMES M. FRAZER, FISLEY FRAZER, and I, the said notary, at his special instance and request, do, by these presents, publicly and solemnly protest against such weather, wind and sea, and against all and every accident, matter and thing, had and met with as aforesaid, whereby or by means whereof the said steamship or her cargo already has, or hereafter shall appear to have suffered or sustained damage or injury, for all losses, costs, charges, expenses, damages and injury which the said steamship or the owner or owners of the said steamship, or the owners, freighters, or shippers of her said cargo, or any other person or persons interested or concerned in either, already have or may hereafter pay, sustain, incur or be put into, by or on account of the premises, or for which the insurer or insurers of the said steamship or her cargo is or are respectively liable to pay or make contribution or average, according to custom, or their respective contracts or obligations; and that no part of such losses and expenses already incurred do fall on him, the said JAMES M. FRAZER, his officers or crew of said steamship.

Thus done and protested, in the City of New-York, this 22d day of September, in the year of our Lord one thousand eight hundred and fifty-seven, at the City of New-York, in testimony whereof, as well the said deponents, as I, the Notary, have subscribed these presents, and I have also caused my seal of office to be hereunto affixed, the day and year last above written.

Signed, CHARLES A. RAPALLO, Notary Public.
JAMES M. FRAZER, 2d Mate.
JOHN BLACK, Boatswain.
GEORGE E. ASHBY, Chief Engineer.
HENRY KEEFER, 2d Asst. Engineer.

MRS. MARVIN ON THE CONDUCT OF ENGINEER

ASHBY.

Among those to whom Mr. ASHBY appeals in confirmation of the truthfulness of his defence against the charge of neglect of duty, as an officer of the *Central America*, is Mrs. MARVIN, a passenger, whose husband is supposed to be lost. Mrs. MARVIN says she saw a good deal of the Chief Engineer during the terrible storm, and as far as she could judge, he seemed to be anxious to do his duty. He came several times into the cabin on Friday and Friday night, in search of passengers who had retreated to their state-rooms with a view to skulk from the labor of bailing the ship. On such occasions, and at other times, he was not especially gentle or refined in his use of terms, whether addressed to passengers or crew; but this, Mrs. MARVIN concluded, was the current language employed on board ship. Captain HERNON, on the contrary, our informant states, was particularly mild and respectful in the presence of the ladies, and at no time in her hearing did he express himself in coarse or profane language. Indeed he appeared to her altogether too easy, and wanting in the stern energy and fearlessness so indispensable in an emergency like the present. Mr. ASHBY, she says, was active in trying to free the ship from water, and worked as long as the best. He assisted her into the boat when she left the steamer with the other women and children, and her opinion is that the absence of any other officer competent to take charge who could be spared, and with no view to desert his comrades in distress. After placing his precious load safe on board the *Marine*, Mrs. MARVIN says he found only one of the sailors willing to return to rescue

more of the passengers. The other three flatly refused to again venture on the waves, and none of the passengers, which is greatly to their discredit, would consent to take their places. Mr. ASHBY entreated, saying: "For God's sake come and help some more of the poor men; if two men will go with me I will go back." The stowage passengers when appealed to, declined risking their lives in trying to rescue others, saying that they were as good as the cabin passengers. Under these circumstances Mr. ASHBY was compelled to give over any attempt to save more of the people still on board of the steamer. On the whole Mrs. MARVIN thinks that Mr. ASHBY was disposed to do his duty from first to last, and that the opinions already expressed as to his conduct have in most cases been too harsh and altogether undeserved.

SYMPATHY FOR THE WRECKED—\$8,085—AD-

JOURNED MEETING OF THE COMMITTEE.

An adjourned meeting of the Committee for the relief of the sufferers of the late terrible calamity at sea, was held in the Insurance Buildings, in Wall-street, on Tuesday, at 1 o'clock, the Chair being occupied by PALATIAT PERRIT, Esq.

There were present Messrs H. GRINNELL, Esq., and several other gentlemen, who have actively interested themselves in this movement.

On the organization of the meeting the Chairman announced that Mr. W. A. BAYLY, had been successful during the morning, in collecting no less than \$700, chiefly from persons engaged in the sugar trade, mostly from Spanish houses. He suggested that an Executive Sub-Committee of five be appointed to take charge of details. A resolution to that effect was proposed, seconded, and passed unanimously.

A gentleman suggested that perhaps it would be better to appoint three Committees, one for the immediate relief of the sufferers, another to take charge of the families of officers, and a third to arrange the amount and award of testimonials to meritorious individuals. Another gentleman feared that such Committees might clash, and not work harmoniously. They might interfere with each other. The Chairman coincided in that opinion, and the idea was abandoned.

The following gentlemen were then unanimously appointed a Sub-Committee: Messrs. Royal Phelps, C. H. Marshall, Moses H. Grinnell, J. D. Jones and Lloyd Aspinwall. It was subsequently resolved to add the Chairman, P. PERRIT, Esq., and the Secretary, Mr. THEODORE D. HORNE to this Committee.

The Chairman then alluded to the case of the two CASEYS, twin brothers, (R. CASEY and J. N. CASEY), who were left completely destitute. They needed \$70 to take them home, and he thought it would be well to let them have it at once. One of them was present, and the money was paid to him.

Messrs. W. A. BAYLY and W. A. DAVIDE, were then elected to a General Committee.

Mr. W. H. COLEMAN, then reported to the Chairman \$310, which he had succeeded in obtaining for the relief of the sufferers.

The Chairman thought it would be well to appoint a Collector. He nominated Mr. W. S. ROOR, and without opposition or discussion that gentleman was so appointed. Mr. BAYLY thought that Mr. E. MERRIAM would usefully assist him, he knew Mr. MERRIAM was willing, and the appointment was confirmed.

The case of Mrs. SMALL was then mentioned by the Chairman. She was entirely destitute, and needed \$50 to enable her to proceed to Newburyport. The money was ordered to be given to her.

Mr. W. S. HOOKER, President of the Continental Bank, having signified his willingness, it was announced that any subscriptions or donations might be paid over to him, for the purposes contemplated by the Committee.

The meeting was then adjourned until this day, at 1 o'clock. Not more than half a dozen gentlemen were present; there was no attempt at oratory, but a warm business-like activity characterized the proceedings.

The amount subscribed, up to the conclusion of the proceedings on Tuesday, was \$8,085.

The following is the subscription list up to noon on Tuesday:

Originally subscribed.	\$300	Marble & Kuntz.	\$25
Adams & Hewthorn, Co., by Cash (S. S. & Co.)	25	50	25
W. H. Davidge.	25	50	25
Brown Bros.	100	Cash.	10
Moses Taylor & Co.	100	Cash.	10
Henry Chauncey.	200	Cash.	10
E. Barker.	100	Cash.	10
S. De Agreda, Jove & Co.	50	Cash.	15
C. B. H.	50	Cash.	15
Harvard Bros.	50	Cash.	15
Peter V. King.	50	Grinnell, Mintram & Co.	10
Adams & Hewthorn, Co., by Cash (S. S. & Co.)	25	50	25
W. H. Davidge.	25	50	25
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