

WRECKED IN THE TEMPEST.

FURTHER TIDINGS OF LOSS OF LIFE AND PROPERTY.

LIST OF PERSONS SAVED FROM THE WRECK OF THE STEAM-BOAT EXPRESS--THE LOSS OF THE SHIP A. S. DAVIS--OTHER DISASTERS ALONG THE COAST.

BALTIMORE, Oct. 25.—The steamer Louise arrived here this morning, bringing the following officers and crew of the lost steamer Express, who were rescued by the steamer Shirley: F. J. Stone, clerk; Charles W. Bailey, chief engineer; John Douglass, wheelman; William Barker, son of the Captain, who was supposed to have been lost; David Wyatt, fireman; Robert Hawkins, fireman; George Walker, waiter; H. Lewis, deck hand; Capt. John T. Walmsley, of Cecil County, Md., passenger; William Graut, cook. There were six women on board, all of whom were lost. They were: Mrs. M. A. Bacon, of Bacon's Wharf, St. Mary's County, Md.; Mrs. Randolph Jones, of St. Mary's County, Md.; Mrs. Tarleton and infant, of St. Inigoes, St. Mary's County, Md.; Matilda Isaacs, (colored,) chambermaid; Chloe Dyson, (colored,) a passenger, and a colored woman named Thomas, from Lancaster Wharf, a passenger. The male passengers lost were: Henry Ullman, Baltimore; Mr. Levitine, Baltimore, a peddler; D. Burch, of St. Mary's County, Md. The tug Dupont has arrived, bringing William Holt and Charles L. Cassell, both colored, deck hands of the lost steamer Express, who were picked up at 10 A. M. Wednesday from a floating raft by a three-masted schooner, and thence transferred to the tug-boat, making a total of 15 known to have been saved and 16 missing, some of whom may have been rescued. Dr. Burch and Matilda Isaacs, the chambermaid, were seen to sink and drown. Mrs. Bacon was seen as she was swept off the floating timbers by a wave and was undoubtedly lost, as was also Mrs. Tariton, with her 6-year-old child.

The tug Sandford, hence on Oct. 21, for Philadelphia, with a dredging-machine, three scows, and a water-boat, in tow, has returned, and reports her tow having broken adrift during the gale and gone ashore in Cornfield Harbor, at the mouth of the Potomac River. The dredge was afterward gotten off and safely anchored.

None of the arrivals from down the bay report any traces of the steamer Matilda, of the Baltimore and Fredericksburg (Va.) Line, which leads to the conclusion that she had not reached the bay when the gale prevailed, and is aground in the Rappahannock River. The steamer Mary Washington left this forenoon in search of the Matilda, to render any assistance necessary.

WASHINGTON, Oct. 25.—The Signal Corps Station at Cape Henry reports to the Chief Signal Officer as follows: Six more bodies from the wrecked ship A. S. Davis were washed ashore last night, one of them being colored. All the bodies have now been found, and have been buried by the life-saving crews. On the arm of one of the men was the name, "R. Krugen."

On Wednesday morning last the steamer Charles W. Lord, of Philadelphia, from Havana, after encountering a severe storm the day previous, spoke the schooner H. W. Drew, of Belfast, Ireland, which in her journey to St. John's, Fla., picked up the crew and passengers of the steamer General Barnes, which foundered off Cape Hatteras during the morning. The General Barnes was bound for New-York, from Savannah, which port she left on Oct. 19. The Barnes belongs to Savannah, and was a propeller, registering 1,253.72 tonnage. She was devoted to passenger and freight traffic between the two ports. She was a valuable steamer, and is a total loss.

Early yesterday morning there arrived down the Bay a little brig named the Favorite, of New-Haven, which, after nearly all her spars had been cut away, succeeded in weathering the fiercest gale her Captain and crew have ever experienced. With nothing but the lower masts standing, and with only the fore and main sails, spanker, and two staysails left, a large house flag of Trowbridge's Sons was made fast to a portion of a small broken spar which had been lashed to the foremast-head, and an American flag was made fast in the port main rigging, and the stanch little vessel came up to the City with flying colors, and was towed to Prentice's Stores, Brooklyn, where she attracted a great deal of attention all day yesterday. The Favorite left Point-à-Pitre, with a cargo of sugar for this port, on the 20th of September. On the 30th strong gales from the south-east, accompanied by rain, set in, and Capt. Higgins had all the sails, but the lower maintop sail and the fore sail reefed, taken in. The gale continued during the night, and on the following day there were frequent lulls, followed by terrific squalls. The vessel lay in the trough of the sea, and labored heavily. A tremendous sea was running, and when the wind changed to the westward, after the crew had been obliged to wear ship, the squalls became frightful. The maintop-sail was carried away, and the brig was thrown on her beam ends, the sea running half way up the quarter. Capt. Higgins then had the top-masts and top-gallant-masts, with everything attached, cut away, to right the vessel. On the following day the weather began to moderate, but became stormy again on the 3d. The rest of the passage was accomplished with great difficulty, owing to the heavy weather, and the fact that, after the top-masts had been cut away, they were unable to carry any sail above the fore and main sails. The damage to the cargo was slight. The steamers City of Brussels and Neckar, which arrived yesterday, had stormy passages but no accident occurred on board either of them. Hugo Miller aged 19, a native of this City, and belonging to the ship Liverpool which arrived from London yesterday, fell overboard on the 14th inst. and was drowned.

Funch, Edey & Co., the agents of the Netherlands American Steam-ship Company in this City, received a cable dispatch yesterday stating that the steamer Rotterdam, of that line, which was reported ashore on Helvoit Bar, near Rotterdam, had got off and had arrived safely at that port. The Rotterdam left New-York on the 12th inst.

The steam-ship Niagara, of Ward & Co.'s Havana Line, which arrived at Quarantine yesterday, was detained on account of the sickness of one of the passengers. A representative of Ward & Co. says that they do not think the gentleman who was taken ill is suffering from the yellow fever, but Dr. Vanderpoel being out of town, his assistants concluded not to allow the Niagara to come up to the City until it is decided what the passenger's disease is.

A dispatch was received yesterday by Charles H. Mallory & Co., stating that their steamer the City of Houston, which left this port for Galveston on Sunday morning last, had sprung a leak at 9 A. M. on Thursday and had foundered. The passengers and crew were all saved, and arrived at Fernandina, Fla., at which point Capt. Stevens telegraphed to his owners. It has since been learned that the steamer was lost off the Frying-pan Shoals, and that the vessel which rescued the passengers and crew was the steam-ship Margaret, bound from this port for Fernandina. The City of Houston had on board a large miscellaneous cargo. The steamer was built of iron, at Chester, Penn., in 1871, and was lengthened about 30 feet two years ago. Her dimensions were, length, 290 feet; beam, 33 feet, and depth of hold, 20 feet. She registered 1,515 tons, and was barkentine rigged. She was regarded as a stanch vessel, and has gone through one or two stormy passages this season without sustaining any damage. The names of the passengers are: Mrs. C. Hayden, J. Higgenbotham, J. T. Wood, B. Briard, H. J. Mason, G. T. Smith, Mrs. George Nickerson and child, William Creet, Edward Thomson, Charles Cressner, W. E. Austin, C. H. Scoville, E. Hunt, Mrs. Hunt and child, Miss Emily Hunt, Miss Maud Wheeler, Richard Billsboro, James Billsboro, John Murray, Isador Levy, T. Westbrook, Jr., James M. Beach, T. Moir, C. Herwig, P. B. Holmes, A. C. Hallidal, C. Kearns, H. E. Morrill, John J. Forgotton, Robert H. Bryden, Harry R. Hardick, Sarah Hunter.