

DANGERS OF THE SEA.

THE STORY OF THE WRECK OF THE STEAM-SHIP CITY OF HOUSTON—AN ABANDONED SCHOONER RESCUED.

The steam-ship *Margarot*, which took the crew and passengers from the sinking steamer *City of Houston*, and landed them at Fernandina, arrived at this port yesterday. At daybreak on the 23d, in latitude 33° 17', and longitude 78°, a three-mast steam-ship, which proved to be the *City of Houston*, flying a signal of distress, was sighted, and Capt. Holmes gave orders to approach her. When the passengers and crew of the sinking vessel had been transferred to the *Margarot*, the following particulars of the disaster were learned. The *City of Houston* left this port on the morning of Sunday, the 20th of October, and had favorable weather until the following Tuesday, when a heavy gale set in and gradually increased in violence until the sea became extremely heavy. At 9 o'clock in the evening a leak, which soon became uncontrollable, was sprung, and some of the machinery was disabled. The passengers were not informed of their dangerous situation until 2 o'clock the following morning. At this time the fires had been extinguished by the water, which steadily rushed into the vessel, making her uncontrollable. There were several ladies among the passengers, but they all displayed great courage. The boats were got in readiness to leave the vessel, and at 4 A. M. orders were given for everyone to put on life-preservers. Signals were burned from the pilot-house, but it was intensely dark and raining heavily, so that no vessel saw them. A little brig was seen 10 miles to leeward at daybreak, but owing to the wind she could not reach them. The steamer was now beginning to sink, and the boats were about to be lowered when the *Margarot* hove in sight. At 8 o'clock, although the donkey-engine had been pumping all night, there was 10 feet of water in the after part of the vessel. An hour later the passengers and crew were all safely transferred to the *Margarot*, although there was a heavy sea running at the time. The boats were admirably managed, and the passengers seemed thoroughly satisfied with the conduct of Capt. Stevens and his crew. During the return passage a quantity of wreck stuff, consisting of furniture and a number of boxes, one of which was marked "Galveston," were passed by the *Margarot* about 80 miles north-east of where the *City of Houston* was abandoned. They, undoubtedly, had belonged to the lost steamer, and had drifted about in the meantime.

Five men belonging to the brig *Samuel Locke*, which capsized in the harbor of Petit Goave, Hayti, during a hurricane on the night of Sept. 26, were on board the schooner *William H. Card*, which arrived from the port named yesterday. The brig was lying at anchor close to the schooner *Card*, and had discharged three-fourths of her cargo, which was a general one from Boston. The wind, which had been strong during the afternoon, suddenly increased to a hurricane from the north-north-east at 6 o'clock on the evening of the 26th, and two hours later the brig capsized. The crew succeeded in making their way to the side of the vessel out of water and clung to the fore and main channels until 10 o'clock, when it suddenly became calm. The schooner *Card*, which had more cargo in her hold and was not as light built, was uninjured, and when the lull came a boat was instantly lowered and the brig's crew were rescued. They reached the schooner none too soon, for the lull lasted only 15 minutes, and was then followed by a hurricane from the south-south-east, which lasted for four hour hours. A schooner named the *Allagracia*, which was lying in the harbor at the time, also capsized during the hurricane, but there was only one man on board, who clung to the sides until the following morning, when he was rescued. Some 50 buildings on shore were unroofed or blown down, but no lives were lost. A few days later one of the brig's crew was drowned while diving after some of the cargo. The hull of the vessel was sold at auction for \$290, and the cargo which was saved brought \$150. The Captain and the mate went to Port au Prince, where they sailed for the United States in a West Indian steamer, and the crew took passage in the schooner *Card*. The *Samuel Locke* registered 94 tons, and was built in Nova Scotia in 1873. The Captain of the schooner reports that his passage to this port was an extremely stormy one. On the 22d a hurricane lasting 24 hours was experienced, during which her deck load of logwood was washed overboard.

The schooner *Isaac Oliver*, which arrived from Aux Cayes yesterday, fell in with the three-mast schooner *Frederica Hebbett*, of New-Brunswick, water-logged and abandoned, on the 21st, in latitude 29° and longitude 74° 16'. The mizzen-mast was gone, but the rest of her spars were standing. Taking a quantity of provisions, water, and sails, the mate and one seaman of the *Isaac Oliver* boarded the abandoned vessel, and made sail for the nearest port.

The schooner *D. F. Keeling*, which arrived from Nagnabo yesterday, met with a hurricane on the 23d, during which 23 casks of molasses were washed from the deck. The main-gaff was carried away, and the forward house and cabin were flooded with water. At one time the vessel leaked badly.

The brig *Alice Ada*, which arrived from Liverpool yesterday, fell in with the oil-laden brig *Callao* on the 19th inst. She was bound from Philadelphia for Palermo, and had been abandoned before she was sighted by the *Alice Ada*.