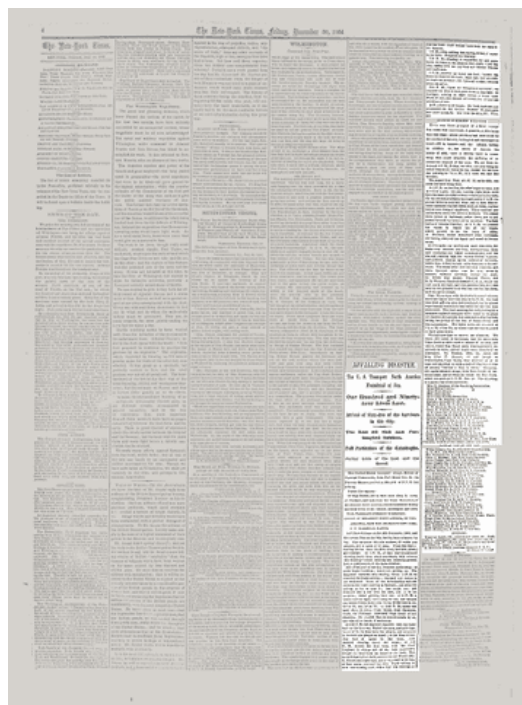


APPALLING DISASTER.; The U.S. Transport North America Foundered at Sea. One Hundred and Ninety-four Lives Lost. Arrival of Sixty-five of the Survivors in this City. The Lost All Sick and Furloughed Soldiers. Full Particulars of the Catastrophe. Partial Lists of the Lost and the Saved. ACCOUNT OF SURGEON M'CLINTOCK. PARTIAL LIST OF THE LOST.

Dec. 30, 1864



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The United States transport Arago, HENRY A. GADSEN Commander, from Port Royal Dec. 26, via Fortress Monroe, arrived at this port at 10 P.M. last evening.

Purser ELY reports:

Off Egg Harbor, fell in with bark Mary E. Libby, of Portland, and took from her Capt. MARSHMAN, of the steamer North America, (which foundered at sea,) and forty-seven of his officers, passengers and crew.

Capt. MARSHMAN's statement is subjoined:

REPORT OF STEAMSHIP NORTH AMERICA, OF PHILADELPHIA, FROM NEW-ORLEANS TO NEW-YORK, C.P. MARSHMAN, MASTER.

Left New-Orleans on the 16th December, 1864, and Southwest Pass on the 18th, having been detained by fog. Had on board 203 sick soldiers, 12 cabin passengers, and a crew of 44 men. From the time of leaving the bar until the 20th. noon, had fine, pleasant weather. At 4 P.M. of that day commenced blowing heavy from south southwest, with a heavy sea running -- vessel laboring and straining greatly.

21st, a continuance of the same weather.

22d -- First part of the day, weather moderating; at noon began blowing; heavy sea getting up. The Engineer reported ship leaking badly. 1 P.M. he reported the water gaining; changed our course to the westward. Took off the fore-hatches, and discovered the water running in forward; cut away the ceiling to try to stop it; but could not; put blankets and a sail over the bow, but all to no purpose; water gaining very fast. At 2 P.M. a vessel hove in sight; bore away for her, and hoisted our colors Union down -- we being at the time in lat, 31° 10' N., lon. 78° 40' W. At 2:15 P.M., spoke the bark Mary E. Libby, Capt. LIBBY, from Cardenas, Cuba, for Portland. Informed Capt. LIBBY of our situation. He replied that he would remain by us, and take all on board, if necessary.

At 2:30 P.M. the engineer reported that the water had put the fires out. Hailed the bark, and told Capt. LIBBY of it; he then hove the ship to, and prepared to receive our people on board; at the time we had four feet of water in the hold; commenced clearing away the

boars; at 3:30 P.M. started the first boat, with the Chief Engineer in charge and all the lady passengers, we got six boat-loads on board of the bark. The seventh boat left at dark, containing our Purser (Mr. C. PETTIT) and eight men, and is supposed to be lost, as they never reached the ship. Night setting in dark and blowing hard, with a high sea running, so that the boats could not get back from the bark to the steamer.

7 P.M. -- Ship settling fast, having 12 feet of water in her hold. Prepared our last boat.

7:30 P.M. -- Finding It impossible for any more boats to return to the steamer that night, I left the ship, taking with me my First and Second Officers and eight men.

9 P.M., arrived on board the bark; hoisted the boats on deck for the night; made sail, and proceeded toard the steamer; her lights all in sight, distance about six miles.

One P.M., lights ail disappeared suddenly; we suppose the ship to have gone down at that time. At daylight, nothing in sight except a water cask. Made all sail, and cruised all round, but did not see anything of her.

12 M. -- Gave up all hopes; the bark made sall and proceeded on her course. Number of passengers and crew saved, 62; lost with the ship, 197. Total 259.

Never was there prospect of a fairer voyage Our vessel was considered, if possible, a little better than first-class; ample provision had been made for the comfort of the sick, furloughed and discharged on board -- 203 in number -- and the officers having, in addition to the heads of seamen, the hearts of men, bore a willing hand to everything that could alleviate the suffering or increase the comfort of the men. We left New Orleans at 5 P.M., Friday, the 16th, and after being detained twenty-six hours by fog, passed the bar Sunday morning at 7 1/2 A.M., in a calm sea and fine weather.

We passed Key West at 1 P.M. on the 20th, sea calm and men doing well.

At 2 P.M. on the 21st, the wind began to raise, and at 4 blew a gale, the sea running high, when more than the usual quantity of water was found in the hold. On the 23d this gradually increased, and at 11 A.M. the pumps failed to keep her clear, and it then first became apparent that the vessel must go down, and her course was changed landward. There was bat one sail in sight, about ten miles to leeward. The colors were raised at half-mast, union down, and a sail passed beneath her bows -- all to no effect. The leak had now become frightful. At 2 P.M. we reached the vessel In which lay all our hopes, which proved to be the Mary E. Libby, of Portland, bound homeward from Cardenas she having observed our signal and stood by for our relief.

As if to make our misfortune more complete, the wafer now reached the fires, extinguishing them, and rendering our vessel unmanageable, and the sea still running high the vessels drifted together, and collided, tearing up the cathead of the Libby, which then drifted beyond some distance to the seaward. The boats were now our only resource, and were lowered away one by one, seven in number, without accident, except the sixth. In which was purser CHARLES PETTIT, and B.D. WALKER, Hospital Steward U.S.A., which did not reach the bark, and was probably lost, as it was only by the greatest skill that any reached the Libby, now six miles distant.

Capt. MARSHMAN, with the first and second officers, were the last to leave the ship at 6 1/2 P.M. His boat was filled and one man lost overboard, but by almost superhuman exertion it was bailed out and the man recovered. The next morning the Libby having in a measure repaired damages wore round to the place of disaster, but naught was seen save a floating boat, telling too plainly of the fate of Purser PETTIT and his companions. Her lights went out suddenly at 1 3/4 A.M. of the 23d, at which time she was supposed to have gone down.

We had now time to review our situation. We were still south of Savannah, and 140 miles east. Capt. LIBBY at once made a muster of his men and stores, which was found sadly disproportioned, especially in water, and all hands went cheerfully on allowance. On Sunday, Dec. 25, spoke the brig Ellen P. Stewart, of and bound to Philadelphia, Capt. KANE, who relieved us of 14 men, and supplied us with a case of that which was all around, "but not a drop to drink." Thursday, 23d, spoke steamer Arago, from Port Royal, off Absecon Light, and all went on board for New-York, which we made at 11 P.M., Dec. 29. The following is a partial list of the survivors:

Mrs. E. Ransom, of the Sanitary, Commission.

Miss Millie Fowler.

Miss Mary Geary.

Mrs. John Smith.

Miss Jane Welsh, stewardess.

Capt. J.W. Migrath, 25th U.S.C.I.

Hospital Steward G.M. Wilton U.S.A.

Master's Mate W.P. D??nsmore, U.S.N.

J.W. Stewart. Co. L, 11th New-York Cavalry.

Chas. T. Fowler, Co. B, 11th N.Y. Cavalry.

A.C. Dow, Co. A, 11th N.Y. Cavalry.

Bally Zarr, Co. L, 11th N.Y. Cavalry.

John S. Smith, Co. D. 2d N.Y.V. Cavalry.

Willis Pieksley, Co. L, 2d N.Y.V. Cavalry.

M.J. Brown, Co. L, 2d N.Y.V. Cavalry.

John Shepard, Co. I, 2d N.Y.V. Cavalry.

Francis W??man, Signal Carps, U.S.A.

J.G. Cullen, Signal Corps, U.S.A.

Chas, B. Wilcox, musician, Co. I, 8th N.H.

Corn. Reynolds, Co. C, 12th Connecticut.

Sergt. Edwin Van Gleson, Co. M. 18th New-York Cavalry, with 42 of the ships's office??? and crew.

Willie Osborn, Co. E, 11th New-York Cavalry.

G.M. Hill, 11th New-York Cavalry.

Jos. Packard, Co. B. 11th New-York Cavalry.

Chas. J. Stinhart, 11th New-York Cavalry.

Allen Parker, 14th New-York Cavalry.

Sazer Ennls, Co. I. 2d III. Cavalry, died Dec. 21.

John Melvin. Co. I, 18th New-York Cavalry.

Wm Wooliver, Co. M, 11th N.Y. Cavalry.

Byrney Rundell, Co. L, 11th N.Y. Cavalry.

-- Miners, Co. L, 11th N.Y. Cavalry.

Cas. Duncomb, Co. L, 11th N.Y. Cavalry.

Joseph Baler. Co. L, 11th N.Y. Cavalry.

Charles King, Co. D, 11th N.Y. Cavalry.

Daniel Larowe, Co. L, 2d N.Y. Cavalry.

Henry Hawkins, Co. L, 2d N.Y. Cavalry.

Daniel Peck, Co. L. 2d N.Y. Cavalry.

-- Barnett, Co. A, 2d N.Y. Cavalry.

Laselle Lafontain, Co. I, 2d N.Y. Cavalry.

Henry Mills, Co. I, 2d N.Y. Cavalry.

Frank Sargout, Co. H. 2d N.Y. Cavalry.

Corp. Eoil, Co. H, 2d N.Y. Cavalry.

-- Saunders, Co. H, 14th N. Y, Cavalry.

Lieut.-Col. Horn, 65th United States C.T.

Quartermaster, 65th United States C.T.

Lieut. Mathews, 18th New-York Cavalry.

A.A. Clarke, Master's Mate, United States Navy.

Sergt. Fisk, 3d Rhode Island Cavalry.

Corp. Magee, 3d Rhode Island Cavalry.

Roy Waldson, Co. K, 2d N.Y. Cavalry.

Wm. Bastion, 75th N.Y. Volunteers.

Karl Bloetz, Co. D, 18th N.Y. Cavalry.

SUMMARY.

Total on board, 259; officers and crew. 44. Lost, crew, 2; passengers, 192; total, 192; Survivors, 65; enlisted men, 15; officers, 3; ships officers and crew 42; ladies, 4; cook 1; total, 65.

E. McCLIN TOCK. Assistant Surgeon U.S.V., in charge of troops.