

THE LOSS OF THE CONNAUGHT.

FURTHER PARTICULARS OF THE DISASTER.

Statement of Captain Leitch in Full—The Minnie Schiffer and Her Captain—Full List of the Connaught's Passengers.

From our own reporters, and from the Boston Post, of yesterday, we gather additional particulars of the disaster to the *Connaught*. The telegraphic reports having been necessarily incomplete, we repeat the list of passengers, together with the full statement of Capt. LEITCH.

ARRIVAL OF THE PASSENGERS IN BOSTON

The brig *Minnie Schiffer* arrived at the foot of India wharf at 1 o'clock on Tuesday afternoon, under tow of the *Rescue*. Her arrival was greeted by shouts of applause by the crowds of people who had assembled upon the wharf, and filled all available positions upon neighboring vessels. It was first announced that the passengers would be landed at Battery wharf, but a large number of persons who assembled there had the satisfaction of seeing the *Minnie Schiffer*, with the *Rescue* beside her, heading for India wharf, and the tide that then turned in the opposite direction, made pedestrianism along Commercial-street, for an hour or so, rather disagreeable, if not dangerous. At India wharf, as we have stated, there was an extremely large assemblage, and as the brig rubbed gently against the piers and pushing out of a plank seemed to make "assurance doubly sure" (in regard to the safety of the unfortunates) hearty and long continued cheers went up in token of warm sympathy and hearty congratulation. The roughly clad, unwashed, but comparatively joyful-looking passengers feebly acknowledged the kindly sentiments of the first whom they were to see in the new country—in the land of freedom and of brilliant promise—and many a poor emigrant lifted the remnant of what was once a substantial hat, in quiet, but not less earnest, response. The mails, the only articles saved from the *Connaught*, were landed, and then followed one of those eminently interesting, yet, in some respects, sad scenes incidental to the arrival of a large body of emigrants. Husband greeted wife, son welcomed mother, relatives of all relations united in fond embrace,—but, on the other hand, there was a sad view to the picture. Vain search for father, mother, son, or brother, resulting in the discovery that death had been less merciful to him, presented striking contrast to the joy with which it mingled, and in one instance we heard escape from the lips of one poor woman, under whose protecting care clustered a group of bare-headed, bare-footed and ragged children, the regret that she escaped a watery grave. The listlessness of some, and their utter inability to decide for themselves where first to go, or what first to do, was a feature of the scene never to be forgotten. We shall never forget it. As a general thing, the passengers presented a healthy appearance—as neat as could have been expected, considering the close quarters to which they had been confined for the past forty-eight hours. Most of them appeared to be warmly clad, but among them were some women and children who were not so fortunate. Some were seeking for friends whom they did not know by sight, and ran up and down the wharf, calling on all they met to point them out. One stout Irish girl nothing with her but a prayer-book, which she had clung to through all the catastrophe. The aged and feeble ones, as they reached the wharf and found no acquaintances, sat down despairing, not knowing where to go.

THE MINNIE SCHIFFER AND HER CAPTAIN.

The brig *Minnie Schiffer*, and her gallant commander, Capt. JOHN WILSON, whose good fortune it was to rescue from a dreadful death the five hundred human beings, consisting of the passengers and crew of the *Connaught*, deserve something more than a casual notice. The *Minnie Schiffer* was built for S. SCHIFFER & BROTHERS, in Somerset, Mass., by S. N. DICKINSON. The construction was personally superintended by Capt. Wilson, her present commander. She was intended for the New-Orleans and Brazos trade. In the fire, some two years since, at New-Orleans, she was partially burnt, and was afterwards repaired, her rig being changed from a schooner's to that of a hermaphrodite brig. She is about 193 tons register, but a second deck, which has been put on, makes her, by carpenter's measurement, about 300 tons. She is 108 feet long, 25 feet 10 inches breadth of beam, and 7 feet 5 inches depth of hold. That five hundred human beings were crowded upon the decks of so small a vessel is almost incredible.

The present was her first voyage across the Atlantic. She sailed from New-Orleans for Marseilles, from which port she took a cargo of fruit for Boston, consigned to order. Capt. Wilson has been in the employ of Messrs. S. SCHIFFER & BROTHERS since 1844, during which time he has had command of three vessels—the first being the *Magnolia*, which was engaged as a transport during the Mexican War, and which landed the first cargo of "munitions" at Tampico. He afterwards took command of the schooner *Susan*, owned by the same firm, in which he traded for several years between New-Orleans and Brazos Santiago. In 1852, he modeled and superintended the building of the *Minnie Schiffer*, which is named after a beloved child of the owners, whose name will be associated in history with one of the noblest acts of humanity.

Capt. Wilson is a native of Baltimore, his wife residing in New-Orleans, where he makes his home when not at sea. He is about 50 years of age, and in his social relations, no less than among his sea-faring acquaintances, he is distinguished for his urbanity and great kindness of character. With his employers he has always stood very high for his integrity, his only fault being, they say, that he is so unselfish and liberal that he saves nothing for himself. Having no children of his own, he has adopted and brought up several orphans. Though he has been devoted almost constantly to his profession, he has succeeded in accumulating only a very moderate share of this world's goods. Judging from his well-known humanity, nothing could have afforded him so much gratification as the opportunity of being instrumental in saving so many human lives. Passengers who have arrived in this City, among whom are Mr. NEWMAN, the American Consul at St. Johns, and Mr. HURRY, speak in terms of great admiration of the heroic conduct of Capt. Wilson in remaining by the burning wreck. When the different boat's crews had become exhausted by their fatiguing labors in rescuing the passengers, or were paralyzed with dread of the blazing ship, and the danger of approaching her, he encouraged the despairing seamen, and urged them to continue their humane efforts.

Equal credit is awarded to Capt. LEITCH, whose coolness and self-possession never forsook him, but who remained at his post giving directions, and calming the frantic passengers until every soul had been safely placed in the boat, and were fairly clear of the burning, sinking wreck.

When all the passengers had been disposed on board of the *Minnie Schiffer*, Capt. Wilson had awnings erected over the women and children who could not find room in the cabin, and everything was done to promote their comfort under the trying circumstances in which they were placed. Casks of wine were broached, and boxes of raisins were opened to afford nourishment to the passengers, and Capt. Wilson went everywhere among them with water and refreshments.

STATEMENT OF CAPT. LEITCH IN FULL.

The *Connaught* left St. Johns, N. F., on Wednesday, at fifteen minutes past two o'clock in the afternoon, the wind then blowing from the S. W. at a moderate rate; this continued till Friday, when a fresh and strong breeze continued to rise from the S. S. W. and W. N. W.; at this time everything on board the steamer was in the very best possible condition; at length the wind increased to a perfect gale, and continued increasing till Saturday evening; about 8 o'clock the next morning a leak was discovered in the engine-room by an engineer on duty, who immediately reported it to me; I quickly called all hands on deck and issued general orders, in effect that the leak be stopped as speedily as possible. The engine-pumps and bilge injections were immediately got ready, but proving insufficient to the requirements of the occasion, all the deck-pumps were forthwith rigged; shortly afterwards two portable fire-engines were got ready and conveyed down into the engine-room and forward stoke-hole; these were put into active service; at this time baling was also commenced by a portion of the crew, who were spiritedly assisted by not a few of the passengers; the united efforts of the passengers and crew were kept up for quite a time, and not without a favorable result, for in a short time the water decreased; but this state of affairs did not last long, for the water again began to increase, and soon flowed with great rapidity into the engine-room and forward bunkers; and so rapidly did the leak gain on us, that we found it impossible to keep the vessel free; in transacting the above I suppose we were occupied about twelve hours; by 8 o'clock on Sunday morning the water had increased to such an extent that it completely extinguished the fire under the forward boilers; at this time there was a great deal of excitement among the passengers, yet all seemed resolute and manifested a disposition to help us all they could; to this line of conduct there were but few exceptions; the crew quickly obeyed all my commands, and worked remarkably hard; there was some little confusion, but the majority of those on board kept quite silent; the steam now decreased so much—as it was impossible for any human being to keep below—that the engine stopped of itself. About 9 o'clock, or 9½ o'clock, the engineer discovered smoke coming from the aft stoke-hole, and reported the circumstance immediately to me; on his stating to me he thought the ship was on fire, I ordered all the force pumps and hose to be brought on deck; these were

put in active service and used to the fullest extent; wet blankets and all other appliances at our command were used to extinguish the fire; buckets were used in conveying water down to the place or where we supposed the fire then to be located; a portion of the passengers still continued to assist us all they could. The ladies among the cabin passengers, behaved very well—indeed they exhibited but little sign of fear, yet appeared, as a matter of course, greatly excited. Finding that the fire increased in the hold so fast, I set a portion of the crew and passengers in pumping in, thereby compelling them to abandon the work of pumping out; as to decreasing the smoke, this apparently proved ineffectual; still the pumping in was continued. At this time I made preparations to save the passengers, and ordered the boats to be got in readiness; the "port" boats were first got out—the first boat was stowed alongside the steamer in a heavy sea—all the others were successfully launched; there were three life-boats launched—as also four others, comprising a "mail-boat," two "cutters," and a "gig." At this time very few of the passengers manifested any particular desire to converse. The first boats were launched about 3 o'clock on Sunday afternoon—the last one, in the course of two hours afterwards; we hoisted three signals of distress, one at each mast-head, and one at the main gaff; soon after a man was sent aloft to make observations; he had not been up long when he cried out, "sail on the lee bow." In a few seconds afterward another vessel was observed bearing the same way; both vessels were standing to the north; the first, which proved to be a bark, passed on without paying any attention to, or seeing our signals; the other was a brigantine; at the time, our head was to the W. S. W.; the wind from the N. W., with a very heavy sea; the brigantine bore down E. N. E., and by the time it got within hailing distance, two boats were manned, and a portion of the passengers got ready to be conveyed to the brigantine; the first boat was a small one, and contained eight or ten persons; the other, a life boat, and must have held some thirty-five persons; the majority of persons in each boat was composed of women; great exertions were still being made on board the steamer to keep the fire in subjection; water in every possible shape and manner was freely used; every aperture that could possibly be closed up was covered, in order to exclude the air and keep the vessel from going down; a great number of the passengers were lowered down into the boats by a single rope from the weather side of the steamer; others were got on board from the lee side; at first we could not keep the boats on the lee side of the steamer, in consequence of the ship drifting fast down on the boats; but, after a while, the sea somewhat moderated, and with great care we succeeded in getting the boats on the lee side of the steamer, so that they could receive the remaining passengers; the small boat referred to above was the first one that reached the brigantine; the passengers were quickly and safely conveyed on the brigantine's deck, after which the boat returned to the steamer. It was only by the utmost exertion that the fire could be kept down, while the passengers were being passed into the boats. On the weather side of the vessel the iron became so heated that the passengers were forced to go to the lee side of the steamer; the plates of iron commenced warping in every direction; the deck became quite warm—indeed, so much so that the heat could be felt through the soles of one's shoes; and, what made it still more uncomfortable, the pitch commenced melting out of the seams of the spar-deck, the smoke to issue from the skylight and companion-way—also from the engine-room, hatch, and stoke-hole hatches. At this time it was an utter impossibility for any one to look into the main abaft engine-room; I now came to the conclusion that the vessel would inevitably be burned up; at about 9 o'clock P. M., the fire broke through some portions of the deck, as well as through the first skylight; wet blankets and the hose were brought quickly to bear, but with only partial success. About 9½ o'clock the passengers were all placed in the boats, and soon afterward on the deck of the brigantine; the flames could be no longer subdued; they broke through the forward saloon skylight and deck with terrible force; in a short time the flames extended up to the masthead, and almost immediately burnt all the mainstays and other ropes, as also a sail that was set on the mainmast to keep the steamer steady. At this time a boat which had just returned from the brigantine was sent forward under the lee fore-rigging to get some provisions, if possible; in short, all that could be got out; I now sent that portion of the crew which remained to the last boat, and with the assistance of Mr. Hous, my first mate, and others, examined the ship to see no one was left on board; it was only with the greatest difficulty that we could do this; as the smoke and heat now became intolerable, we left the steamer and took to the boat; when we abandoned the steamer it was about 15 minutes after 10 o'clock, P. M., and when we reached the brigantine it was about 10:30 or 10:40; every attention was shown the passengers on board the brigantine; the captain acted in the most attentive manner to all alike; the last we saw of the steamer was at about 3 o'clock, A. M., on Monday; then it appeared one solid mass of flame in the distance. On Sunday we spent our time in sitting and lying round on the decks of the brigantine; while on board the vessel many of the steerage passengers came to me and offered all they had to be saved, but when they got safely on board the brigantine they appeared somewhat dissatisfied, and called for soft bread, as dry biscuits were being passed round; when the steamer was abandoned, I think it was in latitude about 42° 32' N., and longitude about 65° 14' W.; I think the fire originated in consequence of the fell round the boiler taking fire; the fire originated at the aft boiler, on the starboard side.

THE LIST OF PASSENGERS.

The following is a full list of the *Connaught's* passengers, with their various destinations, copied from the original record:

FIRST CLASS.
Anna O'Farrell, James Farrell, Jane Farrell, Elizabeth Lyons, Catherine Higgins, Mary Johnston, A. E. Harding, P. Mahon, for New-York; F. Brennan, Mrs. Brennan, Michael Brennan, for Boston; James O'Neil, Rose Dolan, for New-York; Rev. D. Kelly, Rev. P. King, for Boston; Mrs. M. Graham, Mrs. E. Stephenson, Maria Graham, Margaret Kane, for New-York; David Adams, for St. Johns; Henry Mills, H. Whittle, Joseph Scheroton, Mrs. Scheroton, for Boston; James Whiteford, Ira and Ella Whiteford, for St. Johns; Rev. R. Gallagher, for Boston; Roseanna Farrell, for New-York; Rev. J. Brady, Mrs. C. Mulleok, Patrick McGrath, for Boston; Richard Walsh, Hugh C. Mackay, M. A. McNamee, W. H. Butler, W. Brice, Patrick Farrell, Joseph Farrell, for New-York; Scott A. Smith, for Boston; Mrs. Langrish, Miss Ware, Samuel Harris, for St. Johns; Wm. Hurry, Caroline Hurry, Adeline Hurry, John Percy, Father Conway, Henry A. Huntington, for Boston; Rev. Father Mitchell, for New-York; Mary Murphy, for Boston; J. Cusack, for St. Johns; J. McCandlish, Rev. W. Salter, Mr. Lewis, for Boston; John Raymond, for St. John; Miss Blake, for Boston.

THIRD CLASS.
Sarah Cromlish, Catharine Lappin, Bridget Lappin, Rose Brady, Thomas Morrison, Mary A. Morrison, Eliza Tiernan, P. H. Morson, James Weir, Mary Drogan, John Price, John Price, Mary A. Burke, Michael Kirby, John Hutton, for New-York; Thomas McCurville, for Boston; Michael Knealty, Margaret Farrell, for New-York; Margaret O'Hanlon, Mary O'Hanlon, Elizabeth O'Hanlon, John Hanlon, for Boston; Eliza Delano, Anna Dreen, Thomas Kelly, William Lewis, Men Conway, Margaret King, Patrick Dunn, Thomas Keatly, Mary Mangun, Anne Murphy, John Merigan, Christopher Kinella, Catharine Maculey, Bridget Ryan, Anne Costello, James Costello, Catharine Costello, Ellen Costello, George Corcoran, Teresa Ryan, John Reiley, Rose Reiley, Patrick Reiley, Agnes Reiley, Bernard Reiley, Catharine Garvey, Hugh Mullins, Mary Mullins, Anne Mullins, Sarah Mullins, Kate Mullins, Rosena Flaherty for New-York; Michael Ryan, Patrick Murphy, Maria McDonough, Mary Doyle, Sarah Ryan, Charles Reynolds, Samuel Gillespie, Mary J. David, Peter, Jane, James and Patrick Early, J. Alice Campbell, Bridget Skinner, Catharine Darcy, for New-York; Terence, Johanna and Patrick Heffernon, for Boston; Mary and Bridget Mack, for New-York; Mary Nolan, for Boston; Mary Noonan, Johanna, John and Park Brown, Ann Harvey, Johanna Quinn, Henry Mercer, for New-York; Mary Connolly, Catharine Shiel, Margaret Killian, Anna Foster, Patrick Quilan, Maria Foley, Bridget Higgins, Winifred Burke, Patrick Riley, Maria Dolan, for Boston; John Lowrey, Patrick Fleming, Honora Tobin, Margaret, Sarah and Margaret Connor, Margaret Mannan, Anne Tyrrell, Ann Kelly, Jane Haddock, Jane Drake, Mary Walsh and John Kenny, for Boston; Ellen Gibbs, for St. Johns; Ann Roddy and infant, for New-York; Mary V. McGuire, Morris Lynch, Mary Lynch, Michael Caffery, Peter Flynn, for New-York; Michael Gibbons, Julia Kenny, for Boston; Margaret Rourke, Ellen O'Farrell, James Cowrey, Charlotte Sweeney, for New-York; John Kenney, Margaret McMahon, James Castler, Jane Henry, James Byrnes, Mary Byrnes, Bartholomew Folan, Timothy Murphy, Bridget Murphy, for Boston; Thomas O'Neill, Hugh Mooney, John Mogan, Mary Mogan, Charles Walker, for New-York; Mary Flynn, Matthew Curtin, for Boston; Bridget Kelly, Michael King, for Boston; John Kelly, for New-York; Mary V. Nugent, for St. Johns; Thomas Laffry, Patrick Keenan, Bridget Morrissy, for New-York; John Welch, for New-York; Mary Murphy, for Boston; Honora Welch, for New-York; Thomas Welch, Biddy Welch, Mary Kelly, Mary Moran, Ellen Burke, Elizabeth Case, for New-York; Margaret Rogers, Thos. Rogers, for Boston; Ann Cellher, John Judge, Honora Carney, John McCauley, for Boston; Cath. Leany, for New-York; Ann Dooley, for St. Johns; Martin Boyce, Bridget Ryan, for New-York; Ann Heenan, Patrick McGee, Michael Hogan, for Boston; Mary Colville, for New-York; Mary Rainey, Abbey Beale, Maria, Ann James, Bridget, Martin and John Dredy, for Boston; Ann Moon, for New-York; Winni Connor, for Boston; Susan Harris, Mary Halloran, for New-York; Ann Joint, Mary O'Connor, Anna Murphy, for Boston; Mary Kelley, Ann Spiel, Ellen O'Boyle, Michael Kelly, Mrs. Egan, Maria, Ann and Kate Egan, Michael Haruty, Catherine Kennedy, Mary Quinn, Bridget McDonough, for New-York; Thomas Connolly, Catherine Judge, Alice McGowan, Bridget McCauley, Mary Clearkin, Bridget McDonough, for Boston; James, Ellen, Ellen, William, James, William and Sarah Natty, for New-York; Henry Vangan, Anne Vangan, John Cunningham, Mary Minogue, Thomas Hanley, Dennis Hanley, Lawrence Hanley, Martin Davin, Martin Davin, Ellen Davin, Jane Davin, for New-York; Bridget Lyons, Maria Julia Laffey, Mary Hool, Bridget Flood, for Boston; Judy Laffey, Bridget Connamony, for New-York; Mary Deneville, Mary Devereux, for Boston; Catharine Crossin, for New-York; Cecelia Kirwan, for Boston; Rosa Ebbett, Sarah Kossborough, Bridget Nevir, John Kuberly, Honora Joyce, Michael Joyce, John Joyce, for New-York; Agnes Brown, Jas. Carolan, Mary Kelly, for Boston; Mary Connor, Margaret Connor, Honora Connor, Lawrence Kenny, for New-York; Thomas W. Gormigle, James Daly, for Boston; Martin Rooney, Mary Mahoney, Belinda Daly, for New-York; Ann Sweeney, Margaret Sweeney, Francis Costello, for Boston; Thomas Conroy, for New-York; John Lynch, for Boston; Patrick Donald, Ann Robn, Margaret Wain, Mary Birmingham, Jos. Concoman, for New-York; Patrick Gragan, John Monagan, William Connolly, Darby Pancard, Bridget Welch, Bridget McGrath, Ellen Cannon, John Cody, Widow and Mary Hughes, Mary Lydon, Winnery Corlis, William L. Lure, Mary Waldron, Lizzie Green, Delia Donahue, for New-York; Wm. Knowles, for St. Johns; Bridget McKenna, Henry, Lucinda and Elizabeth Campbell, Mary Kennedy, Anna Gallagher, Ann Finlan, Mary Flanagan, M. G. Garvin, Patrick, Johanna and Catherine Feeny, Eliza Clady, for New-York; Catharine Langhan, Bridget Clady, for New-York; Ann Devine, for Boston; Mary Sexton, Patrick, Bridget and Mary Cleary, for New-York; Mary A. Daugan, for Boston; Daniel and Margaret Mullaity, Michael Phelan, Mary Down, Widow Loteus, Catherine Higgins, Henry Tully, John Tighe, Mary Farraghan, Mary Mullenowey, S. Balloran, Ann Welsh, Alice and Michael Quin, Pat Lennane, Judy Hogan, Mary Helsh, for New-York; Anne Flannery, for Boston; John Flannery, Mary Flannery, for Boston; Ann Smith, John Saffery, Mary Saffery, Alice Coffey, Mary Smith, Bridget Madigan, Mary Connolly, John White, Cornelius, Bridget, Ellen, James and Catherine Melom, Catherine Maloney, James Meaea, for New-York; Ellen Cragh,

Catharine Cannon, for Boston; Thomas Fagan, Pat. Bridget, James, Pat and Peter Devila, for New-York; Bridget Kelly, for Boston; Thomas and Mary Cahill, for New-York; Mary F. and Wilhelmina Goldin, for Boston; Ellenor Jones, Catharine and Mary Tullen, Mary Conlan, for New-York; Margaret Kelly, for Boston; Celia and Thomas Mally, Jeremiah Darcy, for New-York; John, Susan, Mary and Kitty Tobin, for Boston; Martin Delany, for New-York; Capt. Furness, for St. Johns; Catharine Matthews, for New-York; Wm. Nolan, for Boston; Bridget Horan, Catharine Hanly, for New-York; Biddy Braghan, Catharine Kilarny, Jane Dempsey, Mary Dempsey, Patrick Kilarny, John Buckley, Mary O'Neill and infant, New-York; John Sullivan, Patrick Sullivan, Catharine Sullivan, for Boston; John Brady, Ellen O'Bonny, Thomas Kennedy, James McCauby, Maria McDermott, Bridget Laffey, P. H. Hunt, for New-York; Dominick Lennan, for Boston; Maria Reddy, Ann O'Brien, for New-York; Duncan Cameron, for St. Johns; Ralph Bailey, Thomas Thornton, Rev. Mr. Doyle, Michael Haleran, John Winn, Wm. Downey, Luke Donnohue, Patrick Feeny, for New-York.

MEETING OF PASSENGERS ON THE BRIG.

At a meeting of passengers saved from the wreck and burning of the steamer *Connaught*, held on board the brig *Minnie Schiffer*, in Boston Harbor, on Tuesday, the 9th of October, Mr. Wm. Henry, of New-York, was called to the chair, and Messrs. Joseph Scheatea, of Liverpool, England; Wm. Salter, of Burlington, Iowa; Rev. Patrick Ring, of St. Louis; Rev. John Brady, of New-Hampshire; Henry A. Huntington, of Boston; F. Brennan, of Baltimore; William H. Butler, of Galway; Henry Niles, of Indiana; Scott A. Smith, of Rhode Island; W. H. Newman, American Consul at St. Johns; William Donnelly, of Newfoundland; and Thomas McCandlish, of Virginia, appointed Secretaries, whereupon the following resolutions were framed and unanimously adopted:

Resolved, That we acknowledge with devout gratitude the merciful interposition of Divine Providence in delivering us from the wreck and burning of the steamer *Connaught* on Sunday, the 7th inst.

Resolved, That we tender to Capt. JOHN WILSON, to Mr. THOMAS H. CONNANTON, and to the crew of the *Minnie Schiffer*, our warmest and most grateful thanks for their humane, noble, generous, self-sacrificing and heroic exertions in securing our deliverance from imminent death; that we recognize them as instruments in the hands of God of our preservation; and will ever cherish their memories in our holiest recollections, and delight to do honor to do honor to their names in every portion of the world.

Resolved, That we feel the greatest pleasure in bearing testimony to the intrepid coolness and fidelity of Capt. LEITCH and his courageous officers in securing our safety and contributing to our comfort, and we pay to them a heartfelt tribute of gratitude for their untiring exertions in the appalling peril that befel us.

Resolved, That the officers of this meeting be a Committee to procure subscriptions for an appropriate testimonial to Capt. WILSON, Mr. CONNANTON, his first officer, and to provide and present them at the earliest practicable time, and that for this purpose they be authorized to cooperate with the friends and admirers of heroic daring and disinterested benevolence.

Resolved, That we commend to the charities of a benevolent public those of our companions who by this calamity are left in desolation and distress.

Resolved, That the Secretaries of this meeting request from the Press the publication of these proceedings.

WILLIAM HENRY, Chairman.
Joseph Scheatea, Wm. Salter, H. A. Huntington, Rev. Geo. Brady, F. Brown, Rev. Patrick Ring, Henry Niles, Scott A. Smith, Wm. H. Butler, W. H. Newman, American Consul at St. Johns, N. F.; Wm. Donnelly, Thos. P. McCandlish, Secretaries.

Before the meeting adjourned, subscriptions were solicited for a testimonial to Capt. Wilson and First-officer THOMAS CONNANTON, of the brig *Minnie Schiffer*, and about \$500 was subscribed. A list will be published in a few days.

MEETING OF PASSENGERS IN BOSTON.

Boston, Wednesday, Oct. 10.
The passengers of the steamer *Connaught* have held a meeting and passed resolutions warmly complimenting Capt. Leitch, his officers and crew; and also Capt. Wilson and his crew, for their noble conduct.

THE LAST OF THE CONNAUGHT.

Boston, Wednesday, Oct. 10.
The schooner *Lamarine*, from Nova Scotia, arrived here to-day, and reports that she fell in with the burning steamer *Connaught* on Sunday night. She was then a mass of flame. Remained by her till Monday morning, when she went down with a loud explosion. The only remnants seen floating of her afterwards was a boat, bottom upwards, and a few trunks, with other light portions of the deck, cargo, etc.

SUBSCRIPTIONS FOR THE SUFFERERS.

Boston, Wednesday, Oct. 10.
Nearly \$300 have been subscribed for the aid of the wrecked passengers of the *Connaught* remaining in the city. NAZRO BROS. and SWEENEY, agents of the line, have acted with the most commendable liberality in sending free a large number of the steerage passengers to their various places of destination.