General Alfred T. A. Torbert Memorial

BY

GEORGE ALFRED TOWNSEND

Taken From

The Army and Navy Journal November 13th, 1880

PUBLISHED BY THE
HISTORICAL SOCIETY OF DELAWARE
1922

The General Torbert Memorial

[The following memorial of Gen. Torbert is published by arrangement with the committee having charge of his funeral services. They have chosen this method of publication in preference to a pamphlet issue, believing that it will bring the article more immediately within reach of Gen. Torbert's friends in and out of the Service.]

BIOGRAPHICAL SKETCH

By George Alfred Townsend

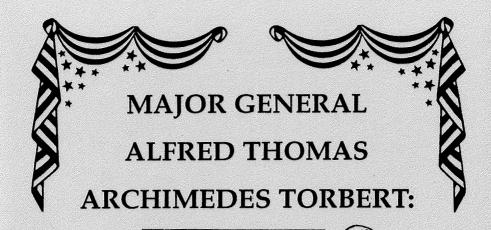
The death and funeral of Gen. Alfred Torbert have called the attention of the continent to that old and separated Peninsula on which he was born, who made such mark in the military, social, and diplomatic history of the country.

Family and Birthplace

The Delaware Peninsula, as it is called, is composed of the State of Delaware and parts of Maryland and Virginia. It was of ancient settlement, but a few years later than that of Jamestown. William Penn and Lord Baltimore divided between them that portion of the peninsula north of Virginia, and from the Duke of York's settlement probably came the ancestors of Gen. Torbert. He was born at the present county seat of Georgetown -to which the courts were removed about 1790 from old Lewes, on the Delaware Bay-July 1, 1833. *Georgetown was named for George Washington, and placed near the centre of the country between rills which flowed, some into the Delaware Bay, some into the Chesapeake. As Delaware State was acquired by the English half a century after the occupation of proximate parts of Maryland and Virginia, families from both those States penetrated into Delaware and assisted in the composition

Aesolved: That The Thanks of The Wilitary Order of the Toyal Legion of the United Hales be and the same are hereby tendered for the gentlemen of Milford, Thaware, for the Courteous has fidulity shown the Companions) who represented the Ander in accompanying the remains of Companion Gent Affred I.M. Forbert. on Reptimber 30 th, to their final resting place? Mesolved (Mala Copy of Theraboversesolus Tion bersend by the Recorder To Captain! Theo, Nownsend, Milford, Melaware ; with! the request that he make its timer Known as far as possible, to the citizens of " Wilford , Sel, Official Extract from the Member.

Bet So (1. U.S. V.



Delaware's Most Famous Civil War Hero

a memorial by George Alfred Townsend

taken from
The Army and Navy Journal
November 13th, 1880



Preface by Donald Odell Virdin

A HERITAGE CLASSIC



Major General Alfred T. A. Torbert: Delaware's Most Famous Civil War Hero

by George Alfred Townsend with a new preface by Donald O. Virdin

Torbert was born in Georgetown, Delaware, in 1833, participated in the Civil War, served as a diplomat in Central America and Paris, and died tragically in a shipwreck off the Florida coast in 1888. Although some commentary is made on the social and political climate during Torbert's lifetime, the main thrust of this work is on the man's military career.

After he graduated from West Point in 1855, Torbert was stationed in New Jersey as a lieutenant in the U.S. Army at the outbreak of the Civil War. In 1861, Governor Charles S. Olden selected him to be Colonel of the First Regiment of New Jersey Volunteers. He fought at Gaine's Hill, guarded a railroad bridge at Bull Run, and became commander of a brigade at the battle of Gainesville when General Kearney was shot dead.

Torbert led his brigade in a charge against the enemy at Crampton Gap, relieved a part of Sumner's corps at Antietam, took part in the movement against Fredericksburg, and

marched on to Gettysburg.

ISBN 1-55613-699-4



Green under my hand at the City of Haddington this served day of served in the space of our Lead and thomas hands that and served in state of the United States (Assess-Johnson)

On the Dresident

Committe Vanter

IN NEWORKSING.

Major-Gen'l A. T. A. TORBERT.

Born 1833.

Died 1880.

→ ORDER + OF + MEMORIAL + SERVICE. ←

Avenue M. E. Church, Milford, Del., Sept. 30th, 1880.

*Chancellor Saulsbury, Presiding.**

Music. Marche Funebre.

Hymn-"From all that dwell below the skies."

Printer. By Rev. fonathan S. Willis.

ANTHEM—"Cast thy burden on the Lord."

Oration, By Gen. Robt. F. Stockton.

QUARTETTE-"Beyond the Smiling and the Weeping."

Addresses. By Hon. John W. Houston, General A. S. Webb, Hon. Jas. R. Lofland.

HYMN—"God moves in a mysterious way."

Addresses. By Hon. George P. Pisher, Col. A. L. Snowden, Levi C. Bird, Esq.

Solo_"One Sweetly Solemn Thought."

Addresses. By Gen't Daniel E. Sickels, Geo. V. Massey, Esq., Col. E. Buxd Grubb.

HYMN—"Immortal Honor, Endless Fame."

Pringer and Benediction. By Rev. J. B. Quigg.

Committee of Arrangements:

GENERAL WM. F. SMITH, New York.
GENERAL ALEX. S. WEBB,

WALTER H. GILSON, ESQ.,
GENERAL WM. STRYKER, New Jersey.
COLONEL, WM. E. POTTER,
CLARK FISHER, ESQ.,
COLONEL, JOSEPH F. TOBIAS, PENISYlvamia.
CAPTAIN RUDOLPH ELLIS,
W. W. WEIGLEY, ESQ.,
RICHARD HARRINGTON, ESQ.,
DR. JAMES A. DRAPER,

""

Organist: MISS DELAMATER.

Quartette: Miss Revnolds, Miss Storm, Robert Hall, Chas. E. Treidler.

Gen. Ret. File, Folor # 166

Copied from original copy loaned by Miss Thelma Mayhew, teacher at Milford School, May 27, 1953.

NEW YORK HERALD, SATURDA SEPTEMBER 11, 1880.-TRIPLE SHEET.

SAVED FROM THE

Fourteen More Survivors of the Vera Gruz Disaster Reported Safe.

THEIR ARRIVAL AT TITUSVILLE.

Names of the Reticent Persons Who Landed at New Smyrna.

ENGINEER OWENS' NARRATIVE

Passengers Engulfed in the Waves or Dashed About Through the Floating Debris.

THE BREAKING OF THE SHIP

General Torbert's Heroism in the Hour of Danger.

Recontadvices received by the HERALD enable the following list of persons thus far reported saved from the steamer City of Vera Cruz to be made

THE SAVED.

ARRUE, RAFAEL, passenger.

OWEN, A. K., passenger. SILVA, O. P., passenger

the beach.

BRANDENBERG, E., Quartermaster.

CONNELL, JOHN, coal passer, Ireland,

DROMGOLD, THOMAS, Fourth Assistant En

GREENFIELD, F., seaman, Germany,

KELLY, JAMES, seaman, New York. SMITH, CHARLES, second assistant engineer.

TALBOT, MASON, seaman, England. Fourteen others, one of whom was a negro, are reported to have landed near Titusville, a point over one hundred and eighty miles south of the place where Mr. Owen and his companions were cast upon

A BATCH OF SHIPWRECKED MEN ARRIVE AT JACKSONVILLE-ONE FIREMAN FROM THE VERA CRUZ AMONG THE NUMBER,

[BY TELEGRAPH TO THE HERALD.]

JACKSONVILLE, Fla., Sept. 10, 1880. The schooner Magnolia, Captain Cook, arrived this evening bringing Captain N. W. Poland, Joseph Graves, steward, and Joseph Sires, of the brig Long Reach, wrecked off Cape Cemovaral in the late storm. Captain Poland was badly bruised, having been struck by a spar. The patella of his right knee was broken, and his limbs have been badly swotten. He is now under the care of Dr. Burroughs.

The schooler also brought Captain C. H. Richard, P. Lawson, first officer, and William H. Ballard, passenger, from the schooner Ada J. Simonton.

Ou board the same schooner were Captain J. P. Dix, Mr. Hall, first officer; T. Hobson, second officer; Z. T. Cox, steward, and P. Nolau, T. Finnegan, W. Calligan, deck hands, T. Sebor and M. Nel son, seamen, saved from the bark New Republic, lost eleven miles from Mosquito Inlet.

An Irish fireman, name unknown, from the steamer

eter is falling rapidly. We are going to have a hurricane.' Mr. Harris said:-'I have not looked at mine. I did not think of it.' Orders were given to take in the sails, &c., and to cut up and throw the car overboard; also the barrels of oil, cases of acid and crates of vegetables. The real blast of the cyclone struck us on the port bow about twenty-five minutes to two P. M. (Saturday) and listed the ship almost on her beam ends. the hurricane deck on the lee side kissing the water. This blast of wind was accompanied with a heavy rain. From this time it became next to impossible to walk about without clinging to posts, tables, &c., and all things not securely fastened were quickly thrown from port to starboard. The wind had been northeast up to the calm on Fri-

thrown trom port to starboard. The wind had been northeast up to the calm on Friday night. Through the evening and night the passengers were generally lying or sitting on the floor of the saloon, tasking to and assisting each other, for many were more or less out or truised in the face and hands, from being thrown against different things. Yet good cheer was the rule, and many were the pleasant exchanges of wit and humor between them. The servants were, as a rule, attentive and in the best of spirits, John O'Toole and the stewardess being conspicuous for their services.

"General Torbart had been washed out of his stateroom (No. 5), which was the first on the port bow, early Baturday evening, and came to me (room 27) in the saloon. The General had been thrown against a table during the afterneon and had cut his right cheek, which troubled him considerably, as it bled freely; but he was in his best and kindest humor—speaking a cheering word here, assisting a man there and attending to the women and children everywhere. An Irish woman, on route for Havana, penhaps Miss E. Burns, but who was called 'Nellie' by her companion, whom I take to be Miss Clark, but who was called 'Rose,' was the wit of the occasion; and many hearty laughs did she create for us. These two women and John O'Toole sat on the floor of the saloon, opposite to where the General and I were lying, and ate nuts, raisins, &c., while the skyllights were being carried away and when the lights were being knocked down and out.

"At one A. M. Sunday there is said to have been no water in the engine room. The ship had not leaked a drop. About two A. M. the drag was put out. It was a patent iron frame concorn, in appearance like an umbrella. It was covered quickly and insecurely, and reversed as soon as it got into the sea. Even had it been in proper condition it is said it would have been too small to have been of use. About this time a heavy sea came over the port side and sufficient water found its way to the

see. Even must it been in proper condition it is said it would have been too small to have been of use. About this time a heavy sea came over the port side and sufficient water found its way to the engine room to put out the fires and to stop the main engine. The donkey pump was then started, but it did no service. The captain was continually in the engine room after this. The purser, directly following this mishap, came hurrisdly and excitedly into the salcon, calling General Torbert, and stated that the Captain had sent him to tell the passengers that they must come and assist the crew or the vessel would go down. The General and I walked out of our berth and I went to the hurricane dock and to the floor of the engine room, and assisted for halt an hour to pass water in buckets. I gave it up disgusted and exhausted—disgusted that any commander should so exhaust the strength of his crew and passengers in an attempt to bail out a sinking ship with buckets."

In an altempt to bail out a sinking ship with buckets."

PUTTING ON LIFE PRESERVERS.

Regaining the soloon I told General Torbert that we were filling with water and fast going to pieces, and it remained for us but to get life preservers on the women and children and to prepare for the windown and ne came up through the new office preservers of the worst, which all did in good spirits and without excitement, each assisting the other. Dennis Casey—as true and faithful a man as ever waited upon another—went with me down in the "Glory Hole," or lazarette storeroem to get life preservers for those who had not found good ones in their rooms. This was the last time I saw poor Dennis. He had a distressed look on his face but he worked rigorously for others to the going down of the sinp. The sea at this time was owing doubtless to the difficulty of keeping her head to the storm, which had increased since the head to the storm of the wind and the raft turned he altitude he altitude head to the storm of the wind h

is no reflection against the stevedores)—and at meals it was difficult to keep the dishes on the tables; particularly was this the case during Friday.

The first sign of danger.

On Saturday, at daybreak, the fore and aft sails were set. The wind was then blowing brisk from the southeast and the sea was running high. At breakfast the ship was rolling so much that not any of the women, and but about half a dozen of the passengers came to the table. At one P. M. Captain

Van Sice was heard to remark to Mr. Harris, his first officer, "I have just noticed that the barom-

proper condition, we might have gotten the in upon them, and out in the wases, before the ing up of the vessel; and then they might his a chance, poor as it was, for their lives.

It was about six A. M. when the abip went, breaking in the middle and silling the sea with breaking in the middle and silling the sea with such a statement no idea and with such a statement no idea and with such a statement no idea are conceived of the case as it actual isted. Men, women, children, horses, rais are mixed about and went in and through and ow under and with its mas. The waves went feet high. Not in awells or ridges, but in a from peaks breaking like surf and a cach other. When we went up of two was not to go down on the other, as is ordinarily the case, but to be it cover at the top and sent rolling under the water debris or fiying through the air to the ore of the cover at the top and sent rolling under the water debris or fiying through the air to the ore of the wind was so terrific that when a planta debris or fiying through the air to the ore whirled, rather, down on the other. The wind was so terrific that when a planta and whirled back through the air with a foreign whirled, rather, down on the other raft would wash the top of a wave it was taken and was rode over and tumbled, or whirled, rather, down on the other raft would wash the top of a wave it was taken and was provided to the would always the sir of the read with a foreign more or less from cuts in the head and, and half of the entire party were dead we ten minutes after they took to the waves. They was most appalling—sad indeed was it to see he here to when the ray and man and fate. The presence of the conting to a mast, going over and; was most appalling—sad indeed was it to see he here, was most appalling—sad indeed was it to see he here. It is not the party were dead we ten minutes after the sinking of the vessel. They we also should be a duty.

The orew stood on the hurricane deck and fore and the passengers occupied the Social when the see enough to

and crossed the bar at four P. M. Friday. In this sail we passed closed to the beach. It was strewn with fragments of the wreck. We passed the wrecks of one schooner, one brig, and a 300-ton copper covered boat was floating bottom upward. We heard of ten wrecks. At Matanzas they had buried five bodies from the Vera Cruz.

of ten wrocks. At Matanzas they had buried five bodies from the Vera Cruz.

NISE VICTIMS BURIED.

These, added to the four Charles Smith saw buried below, make nine in all. Two of those interred at Mantanzas I should judge to be Mrs. Welsh and daughter. One of the others was awoman.

"George S. Greeno, Mayor of St. Augustine, ioined the Anna at Matanzas and came with us eighteen miles up the Matanzas River to his city, where we arrived at half-past eight P. M. This accounts for Mayor Greeno not answering the telegrams, sent me that day. He had gone to the shore to see what he could learn of the wrock. Mayor Greeno, L. G. Crane, C. F. Hamblin and G. Van Dorn opened their houses to us and did everything for our comfort and entertainment.

Through the kindness of these gentlemen and Captain House, United States Collector of Customs, we were taken in the cars Saturday forenoon fourteen miles to the St. John's River, and there Captain J. Hall, of the Water Lily, gave us transportation fifty miles and meals, to Jacksonville, where we arrived at quarter past two P. M., Saturday, September 4. Here we were met by Mr. P. F. Welkington, who provided quarters and meals and showed us the kindest possible attentions. Measrs. Alexandre & Sons had telegraphed to give the survivors meals and transportation.

ble attentions. Mesers Alexandre & Sons had telegraphed to give the survivors meals and transportation.

"The ship wrecked schooner men were moneyless, friendless and wanted assistrate to get to New York; and in their behalf I called on one General Hopkins, collector of United States Customs. I was referred to an elderly individual, in his shirt sleeves, sitting on his back with his feet on the desk and higher than his head. I explained the distressed condition of the schooner's men and seked him to interest himself in their behalf. With the coldness of an iceberg this public servant told me that he would have nothing whatever to do with any of us, that he had strict orders from the Department at Washington to turn a defication of the schooner's from the Department at Washington to turn a defication to the Stein wheel steamer City Point, commanded by Captain Thomas Creaser, of New York. The agent, E. J. E. McLaurin, of Jacksonville, kindly gave the schooner men a passage to Charleston, S. C., and Captain Creaser showed every one of us every possible courtesy and attention, giving us staterooms and the privilege of his own table. We stopped at Fernandina for an hour and arrived at Charleston before daybreak Monday. Captain Creaser did more than this. He invited us to remain on his beat as his guests until we took passage on the Charleston at five P. M. Tuesday, for New York. He get passage for the schooner men on the George W. Ciyde for New York and he and I saw them well fixed on the steamer.

"From Charleston the weather has been dismall."

New York and he and I saw them well fixed on the stesmer.

"From Charleston the weather has been dismal and the sea rough, but Captain W. S. Lockwood and Captain James Berry have given us tales of the sea, which maraged to make things pleasant."

THE PLUNDER STORY DISCREDITED.

In addition to the above, Mr. Owen said that he had not heard of the plundering of trunks alleged to have been committed by the pilots of St. Augustine, and also that he did not state that he had \$5,000 in bills in his trunk. What he did say was that in General Torbutt's trunk was \$700 in greenbacks. Before the Vera Cruzsunk Mr. Owen had tied a bag containing his money around his wast and had it with him when he reached shore. He said that he was going to Muzico with General Torbutt on an engineering scheme. When told that fourteen survivors of the Vera Cruz had been discovered at Titusville, Fla., among them a colored man, Mr. Owen said that no such person was on board.

The other survivors had very little to say, all but

man, Mr. Owen said that no such person was on board.

The other survivors had very little to say, all but one remarking that they agreed with Mr. Owen's statement in every particular. Kelly denied that the ship broke in two, claiming that she went down when filled with water. This seaman also expressed the opinion that only seven persons had been saved. He stated that when he had been in the water but lifteen minutes he saw men and women drowning all around him. He calculated that the squall struck the vessel eighteen hours before she foundered.

The Charleston reached pier 27, North River, at ten P. M., and at that hour a large crowd were waiting for her arrival. Several survivors went to their homes in this city, but they all promised to meet Mr. Owen on board the vessel at eight o'clock this norning, and at nine they will call at the office of F. Alexandre & Sons, the owners of the wrecked vessel.

112415 Warth

Run Into by a Bark, She Founders at Sea.

PERILS OF A FOG.

All the Passengers and Crew Safely Landed at St. Johns.

IBY TELEGRAPH TO THE WERALD.

ST. JOHNS. N. F., Sept. 10, 1880.

The screw steamer Anglia, of the Anchor line, was run into at sea on Monday evening last and sank about two hours after the collision. The following particulars were elicited from the officers of the lost steamer:-The Anglia, laden with grain, general cargo and about three hundred and fifty head of cattle, was on her voyage homeward bound from Boston September 2, to London. The whole cargo was valued at \$112,000. On the evening of Monday last, about sixty miles east of the Grand Banks, she was run into by the iron bark Trongate, of Glasgow, laden with railway iron, and bound from Antwerp to New York. A dense fog prevailed at the time of the collision, so that no effort could be made to alter the position of the ships or to abate in any way the shock of the collision.

FILLING WITH WATER.

The Anglia was pierced by the bark abaft the engine room, filled with water in the course of a few hours, and then sank immediately. The bark sustained very severe damage, but not of a character to render her unable to continue her voyage. The crew, numbering forty-five men, and eleven passengers were brought into St. Johns bay by the Trongate and were there emporked on their lifeboats, in which they rowed into St. Johns this morning. The crew of the Anglia were scarcely safe on board the Prongate, and the bark's head directed for St. Johns. when two enormous icebergs were descried looming through the fog and in dangerous proximity to the bark. Fortunately, however, the wind was favorable, and what might have been a second tremendous peril was fortunately evaded. No accident occurred on board either of the colliding ships, and the officers and crews are all well and in good condition. COOLNESS OF THE OFFICERS.

At the moment of collision the first impression created among the officers and crew was that the damage done to the Anglia was not fatal and that it was within their power to save the steamship. This was fortunate, producing as it did the utmost coolness and deliberation among the ship's company and the exercise of the most vigorous discipline. The shock was of necessity sudden, the great iron bark of at least one thousand tons having been completely veiled from the observation of the commanding officer of the Angila till she swooped down like a huge sea bird with outspread wings upon the doomed steamer. The second officer was in charge at the time, and the captain was also on the bridge. With rare prudence and tact he ordered all the passengers to go into the boats immediately and followed this order with a direction to have the falls and tackles all ready to be used at a moment's notice. EFFORTS TO SAVE THE STEAMER.

Meantime strenuous efforts were made to keep the steamer affoat, but all the extemporized appliances proved to be of no avail. On trial it was ascertained that there were eight feet of water in the hold and that the steamer was rapidly settling down. Still every nerve was braced and the utmost energy exerted to rescue the damaged steamer. When at length it appeared hopeless to save the ship, and an imperative challenge was addressed to

Western freight, and, of course, this would be likely to be insured by the shippers if at all."

DESCRIPTION OF THE STEAMSHIP,
The lost vessel was built at Glasgow in 1869. She
was constructed of fron, brig rigged, and was 2,253
tons burden, old measurement. She had a length
of keel and forerake of 355 feet—on deck; 340 feet—a tons burden, old measurement. She had a length of keel and forerake of 335 feet—on deck, 346 feet—breadth of beam (moulded) of 35 feet, and a depth of hold of 29 feet. The ship was constructed with three decks, the height between the first and socond being 8 feet, and between the second and third, or lower deck, 18 feet, clear of beams. She drew when loaded 21 feet 6 inches of water. Her plates were 3½, ½ and ½ inch in thickness, and her outer and inner stern posts, of hammered iron, were of the usual dimensions commensurate with efficiency and safety. She was fitted with six water-tight bulk heads of iron, and her steering apparatus was remarkably strong, the rudder being provided with a hammered iron stock, bound with plates of the same material. There were two water tanks forward and the same number aft, capable of holding 30,000 gallons, while a fresh water condenser furnished, in addition thereto, eighty gallons per hour. The steamship carried six large lifeboats and one of smaller size for general use, each of which was adapted to carry sately, in case of emergency, fifty persons. The boats were supplied with improved lowering apparatus. The motive power of the Anglia consisted of two direct-acting engines, having cylinders of 50 inches diameter, and 3 feet 6 inches stroke of piston, the nominal power of which was 409-horse, while the effective power that could be utilized if necessary was 1,500-horse. Steam was generated from two horizontal tubular boilers 21 feet long, 14 feet wide and 21 feet in height. It is understood that she was insured for not more than one-third her value in English companies. for not more than one-third her value in English

THE TRONGATE.
The vessel which collided with the Anglia was the The vessel which collided with the Anglis was the iron bark Trongate, launched about two years since from the same shipyard on the Clydous the steamship which she has been the means of destroying. Her commander is Captsin Dunn, and she belongs to Alexander E. Lennox, of Glasgow. Her tounage is rated at 949 tons, and her dimensions are as follows:—Length, 204 feet; breadth; 33 feet; depth of hold, 20 feet. She salled from Antwerp for this port on August 15.

CAUGHT IN A HURRICANE.

FEARFUL EXPERIENCE OF THE CITY OF BRUS-SELS-TERROR OF THE PASSENGERS.

The steamship City of Brussels, of the Inman line, which arrived yesterday, experienced some frightful weather during her voyage. She left Liverpool on September 1, and on the morning of the 9th the vessel was caught in a hurricane, which, although lasting but a few hours, was of such violence that the Captain said in all his experience he had never known such another. It had been blowing a little hard on the evening of the 8th, when, at one o'cleck on the morning of the 9th, the wind rose with a sudden roar which will never be forgotten by those who heard it. The ship was not tossed, but hurled about on the waves, which were runting monatains high and which broke over her with frightful fury. The and which broke over her with frightful fury. The passengers were panie stricken, as the vessel rose up on the feathing mountains or planged again into the deep, as if she were never coming up again. The greater number of the cabin passengers crowded the saloon, and a passenger on the steamer told a Henald reporter that he should never forget the scene there. There was not a soul in that saloon that thought the ship-could last in such a hurricane, and they prepared for the end. Men and women cried aloud and wrung their hands in an agony of despair. Two or three ladies fainted, and stronghearted men, with faces as pale as death, were uttering what they thought would be their last prayer. Husbands and vives and brothers and sisters and friends were embracing each other, expecting in a moment to be parted forever. And and sisters and friends were embracing each other, expecting in a moment to be parted forever. And as the fury of the hurricans increased the panto became greater. Many were almost speechless with tright. When the storm began to subside the terror-stricken passengers came to their senses, and most of them with tears in their eyes offered up prayers of thankfulness for their merciful preservation. There was another terrible scene in the steerage—700 passengers, of nearly every nationality, rushing about and being hurled mercilessly about their quarters, screaming and howling in deepair, prayers and oaths mingling in strange contrast. Every now quarters, screaming and howling in deepair, prayors and oaths mingling in strange contrast. Every now and then they made a rush for the deck, and it was with great difficulty that the officers could keep them below. If they had once made their way up they must have been washed overboard. Every officer, from the capital downward, was unanimous yesterday in saying that they had passed through the most awful hurricane that they had ever experienced, and that through that terrible hour the ship enced, and that through that terrible hour the ship had behaved admirably. Apart from the hurricane, one of the officers told a Herald reporter that during nearly the whole voyage the weather had been nunusually rough for the time of year. With the exception of a slight injury to a sailor, who was hurt by being hurled against a spar, no casualty was reported. to look out for and assist Mr. O. P. Silva, a passenger on the Vera Cruz, as soon as he arrives here.

Mayor J. Ramsey Dev. of this place, has ordered the survivors from the Norwegian bark Captain Mattison to be taken care of here until Monday.

NAMES OF TWO PASSENGERS AND ONE FIRE-MAN FROM THE VERA CRUZ WHO LANDED AT NEW SMYRNA.

It was noted as a strange circumstance at the time of the loss of the Vera Cruz that some survivors who had landed at New Smyrna should have refused to give their names for publication, thus adding to the awful suspense of the rela tives of those aboard. Despite their silence their names have been discovered and forwarded by mail to the HERALD office in the following letter. received yesterday. In this letter the Irish fireman, "name unknown," and the two passengers "known to be at New Smyrna," spoken of in our Jacksonwille despatch, are accounted for.

THOSE RETICENT SURVIVORS.

NEW SMYRNA, Fla., Sept. 2, 1880. The first mate and seven passengers or seamen. am unable at present to ascertain which, saved from the wreck of the steamer Vera Cruz, are on the North River, among the citizens.

JOHN CONNELL, fireman, Ireland:

RAFAEL ARRUE, passenger, and O. P. SILVA, passenger,

are here. These are all that are known to be saved It is impossible to give further details at present. LOSS OF LIFE FROM A BRIG.

The brig Long Reach, of Philadelphia, N. W. Poland, master, loaded with lumber, bound from Appalachiola to Philadelphia, went ashore sixteen miles south of Mosquito Inlet on Monday, the 30th ult. The mate and three of the crew were lost. The captain, N. W. Poland: the steward, Joseph Graves, and seaman Joseph Lang were saved and are being cared for at this place. The cantain was badly bruised and had his knee joint dislocated. He is under the care of Dr. B. F. Fox. of this place and is improving slowly.

COURSE OF THE GALE.

The gale commenced on Saturday, the 28th of August, the wind being north. It increased to a hurricane on the morning of the 29th. It veered to northeast, then east, then southeast and blew with terrific force all day Sunday. The violence of the wind did not abate until Monday.

ARRIVAL OF THE SURVIVORS OF THE VERA CRUZ-THE STORY OF THE WRECK AS TOLD BY MR. OWEN-GENERAL TORBERT IN THE POTTES OF DANGER-THE SHIP BEEAKS IN DISHED ABOUT THROUGH THE FLOATING DEBBIS-MOST OF THE PASSENGERS DEAD TEN MINUTES AFFER THE SHIP WENT DOWN-THE STORY OF THE DREAKING OF THE VES-SEL CONTRADICTED BY A SEAMAN.

The steamship Charleston, from Charleston, S. C., was reported off Squan Beach at twenty minutes before eight P. M., last night, and she reached Quarantine forty-five minutes later. On board were six of the survivors of the ill-fated City of Vera Cruz, comprising Mr. A. K. Owen, passenger; Charles Smith, second assistant engineer; Charles Brundenberg, first quartermaster, and James H. Kelly, Mason Talbot and John Greenfield, seamen. Thomas Drumgool, another survivor, had shipped as an oiler on the steamship Morro Castle, which leaves Charleston to-

A HERALD reporter was the first to board the steamer and to congratulate Mr. Owen and the others on their miraculous escape from drowning. The former, after making a statement that eleven persons only out of eighty-five had been saved, gave the following additional particulars of the disaster to

The starm was so thick that one could see only a ship's longth, and the rain cut like hail. It was at the risk of one seves to face it. General Torbert and I were lying in my berth with our life preservers on, when, at twelve minutes past four A. M., a sea came over the port side, breaking into the engine room and through the port side of the saloon, making a crash like a buttery of artillery, striking terror for an instant into every one and dashing the passengers, tables, doors, fragments and water into one mass, and to the starogard and fit. The General directly effect this came to me with and water into one mass, and to the starogard and aft. The General directly efter this came to me with Master Wallengde (about nine years old) and said:—
"Romeo, you and I must take this little boy and core for him between us." I said. "No, General: it is mercy to let the little fellow go down with the ship; all will be over with everyone. in fifteen minutes." But the General kindly insisted, saying, "I cannot leave this dear little fellow labing. You and I must says him, if we saye our. sisted, saying, "I cannot leave this dear little fellow behind. You and I must save bim if we save ourselves. Take him in your arms till I come back." A minute later a sea came rushing and tearing through the salton, washing everyone and everything aft and to starboard. The little fellow and I were relied over and ever among tables, chairs, doors, &c., and I came to the surface without him; but he was picked up directly by a sailor aft and brought to his father in the social hall. If called to General Torbert to come with me to the social hall. He sain, 'All right, I will go aft and meet you above.'

meet you above.

WASHED OVERHOARD.

"This was the last time I saw the General alive, although I went to the foot of the stairs and called him several times. I think he must have been washed overboard in trying to gain the hurricane washed overboard in trying to gain the nurricane deck by the att stair way, which was on the port quarter, for after the ship sank Charles Smith assisted him onto a piece of the wreth, and he was then much exhausted. Denis Lynch, of the engine room, was on the same piece at the same time. The General told Charles Smith who he was, said that he was much fatigued, and they were having a running conversation when the raft was overturned and neither the General nor Mr. Lynch were seen again alive by any of those who have so far reported. THE LAST FAREWELLS.

The passengers now crowded into the Social Hell, at the top of the saloon stairs. Here they said farewell, readjusted their life preservers and extended well, readjusted their life preservers and extensed sympathy, one to the other. Never before, perhaps, were there a set of persons so or-derly and unexcited nuder circumstances so appailing. There was no praying, no useless exclamations. The teclings were too deep to be not ticed at the surface. The most affecting seene was a woman holding her husband's hand, with her face woman holding her husband's hand, with her face pressed close to his cheek, thanking fifth for his past attentions and devotions, and wishing that his trials in the next life might be better rewarded and less severe. Miss Sadie Fay asked the to take care of her, but I said nothing could be done, my advice to her and to the others was to close to the chirs to the past was shown water and stick to the ship as long as she was above water and after that there would be pienty of floating things to hang to; that those who could swim would have no advantage over those who could not. This plan was carried out by the passengers, and they left the social ball only after the waves which submerged the

GETTING OUT THE BOATS.

The captain called for a knife to cut the boat (No. 3) on the port midship, just after the grash. At twelve A. M., Mason Tallot gave him one. (Mr. Harris and Bernard Nisson (the first and second officers) together with several of the crew, ran and got into boats No. 2 and No. 4; on the starboard bow and midships; but neither party succeeded in getting the boats entirely loose, and they called loudly and pitiously for help, and it is believed that they were then and there killed. These were the only beats at the time not broken in pieces. Captain Van Sice was seen about fifteen minutes after this fooling with a skid on the starboard side, and it is certain on the starboard side, and it is certain that he and the shid went overboard together, and he was never seen afterward.
Mr. Miller and his entire engineer department stood by the ship until she went down. I asked Mr. Miller if the vessel would sink if she filled. He said she would, and he was going down to see how near full she was. This was about five minutes before she sank. He came running back two minutes after I spoke to him and joined his men on the port quarter of the hurncane deck. He and Mr. Bourk, hie first assistant, launched a beach and went to sea upon it.

went to sea upon it.

AT THE WHEEL TO THE LAST.

The quartermaster, William O'Neill, and a sailor (name unknown) stood at the wheel and steered while she was bing engulfed. Mr. Dromgool went to warn O'Neill of his danger. We said he was steering the ship as the captain told him. Dromgool said:—"The captain has gone ashore an hour ago and you had better steer vourself in the same direcsaid:—"The captain has gone ashore an hour ago and you had better steer yourself in the same direction." James Kelly saw Mr. O'Neill about four or five o'clock on Sunday morning. He was going over the waves sitting in the front window of the pilot house. Drumgool and I passed the same fragment of wreck during the night and no one was then on it.

thumb and forefinger. We caught spries, spries, lemons, onions as they washed against us, splits with an appetite which would have thrown; the first of a boarding house keeper. Ingeding the night, lost ourselves in minute naps and during the night, lost ourselves in minute naps and the truth of the adage was never between the night, lost ourselves in minute naps and during the night, lost oursolves in minute naps, and the hours were not us it might be supposed, although all was storm and cold and destruction. THROWN ON THE BEAGH,

"When we struck the breakers we were intend over six times before coming to the surface and our ratt went into fragments. Not being able te see the land, and not knowing what this new festure was, we called out a "Goodby!" as we dritted apart, and after a terrible ordeal of ten minutes more were thrown upon the basch, ten miles north of Mosquito Inlet and opposite to Davtona, Valueia county. Fla. At davbreak we met

ten miles north of Mosquito Inlet and oppose to Daytona, Valusia county, Fla. At daybreek we met Charles Smith, Second Assistant Engineer. Hecame in about a mile above us. Soon after this we saw a house, fronting on the Halitax River, opposite Daytona. This proved to be the home of Mr. Bolfinhs, a cheracter as unique as he is kind, and who has travelled on every continent. He and his good wife gave us coffee and smoked fish, and then le and Drumgool went to the beach te look for Gheral Torbert in particular and for the others in general. I went also, but my eyes would not permittue to I went also, but my eyes would not permittue to stay. The storm was still raging, and the distruction to the orange trees, houses and property on shore was great. One woman at Port Orange was dashed to the ground by the wind and had not shoulder dislocated. About noon James H. Kelley shoulder dislocated. About noon James H. Kelley and Mason Taibot, seamen, came to the nouse. They came in after daylight, about three and four miles north of us. We were all much cut, kruised and nearly naked. At night two corpses were reported, four and six miles above us. Charles Smith and I started before surrise were reported, four and six miles above us. Charles Smith and I started before sorrise Tuesday to see these, while Mr. Botifuhr ind the others went south. The first corpse was that of "Whitehead" [John Kohn], of the engine rom. He had evidently been killed by a blow on theback of his head. Erom citizens I learned that the one at New Britain was that of General Torbert. I sent word to have him pit in a coffin; and then I returned to Mr. Botefuh; and he and I took a boat and sailed up the Haltin River six miles, to the peninsula side of New Britain, and there found the remains of General Torbet under cover. The coffin was furnished, but was too small, having been made by guesswork, Mr. N. W. Pitts discovered General Torbett finating in the surf, about eight A. M. Monday, He ran and pulled him ashore, but hid to get assistance before he could get him entire yout of the water, so that he could have a good rubbing. The General's pilise was betting, his body wa warm and the blood was running from a wound over his right eye when found but an hour's rubbing failed to restor admination. The probability is that Mr. Torbet seached the brakers in good health but was there stack in the face by the fragment he was on and stumed, so that he was drowned before he could again pourted by a subbing this pright but was there stack in the face by the fragment he was on and stumed, so that he was drowned before he could again pourted by a subbing this pright but his held but the face by the fragment he was on and stumed, so that he was drowned before he could again pointed his actions. His lite preserver kept his head but partly out of the water. His clothes were but little torn, he wore his shoes, his ring was on his finger, and on his chain was his Masonic badge, but no watch. In his pants pockets were his keys, purse and other matters, and in his coat several letters and despatches. Mr. Pitts and his friends did everything the before were his fine of the little was the Ganner to the stilling in their power to restore the General to life, tailing in which they showed his remains every mark of respect.

GENERAL TORBERT'S BODY.

The body was placed in our boat and Mr. Betefuhr and I passed most of the night acainst tide and wind, in regaining Daytona. It was sad for me so sit there on that quiet night beside that quieter body. The General and I had been travelling company most of his last month ou carth. He was a man of sterling qualities, generous to a fault, a man one soon learned to trust and to love. He was confident of weathering through thin storm. I was certain that my end had come. How strange that he should be there and I here—that I should live and he be dead. GENERAL TORBERT'S BODY.

"Before sunrise, Wednesday, September 1, under the palmettoes in Mr. Botefuhr's garden, we laid General Lorbert in a well dug grave. Mr. Botefuhr and his wife, Charles Smith, Thomas Dramgool, Mason Torbert, James H. Kelley and I were pres-ent. We buried him in his clothes, sawel securely ont, we buried him in his clothes, sewed securely in a new double woollen blanket, and put his life preserver under his head. It was my wish to bring the body North at once, but the strict quarantine regulations in the South during the summer months presented. antine regulations in the South during he summer months prevented. I made arragements with William Jackson, the leading merchant of Daytons, to ship the body North in November, we to send the proper casket to him."

"Mr. Jackson and other citizons of Baytons were southern for the sentence of the sente

"Mr. Jackson and other citizens of Baytona weed hind to us during our stay. On Thursday, September 2, Captain W. S. M. Pinkham, of St. Augustine, came down the river in his little yacht. Anna; eatingged, and kindly offered us passage to St. Augustine. We started at half-past three P. M. At Port Orange, six miles below, we took aboard Charles Brandenburg and John Greenfield, of the Vera Cruz, and from sailors from the schooner the reporter:—

MR. OWEN'S STORY.

They had not time to get life preservers. John Casey stood on duty as if nothing extraordinary was owing to the day we started—continued, with a brisk wind from the northeast during Thursday and Friday, but calmed down Friday midnight. The ship listed to starboard all the way—(this ship listed to starboard all the way—(this was owing to the wind—and sea, and sea

tidings as there may be in store have not been re ported before this, "It is better late than never," however, and the truth of the adage was never better exemplified than when the letters were received vesterday telling that two persons had come ashore floated by life preservers and twelve more had escaped on a raft from the ill-fated vessel, landing near the Indian River, Fla.

The information received, as was said, is exceed ingly meagre. It consists solely of two extracts from letters received by Mr. Charles Dennis, the secretary of the Board of Underwriters in this city, from Mr. Henry F. Titus, the agent of the Board in Titusville, Fla., and its vicinity. The first extract reads as follows:—

reads as follows:—
Two persons, one of them a negro, came ashore with life preservers and ropert they left a steamer from New York found to Rawana. When eff Cape Canaveral they were struck by the gate. The cablin was taken overboard with many passengers. These two persons came ashore by the side fille preservers. The white man was so injured and exhausted that he could not give any information, and the negro did not requiember the name of the steamer. The negro says the steamer had herees on board when she left. New York. This will doubtless give yen a clew to the seemed file steamer. name of the steamer.

The second extract is from a letter of September 3, dated "Ten o'clock." It is as follows:—

The steamer toundered at sea off this coast was the City of Vera Cruz, bound for Havana from New York. All lost except twelve persons, who came ashore on a life raft.

The steamer toundered at see out this costs was the City of Vera Cruz, bound for Harana from New York. All lost except twolve persons, who came ashore on a life raft.

An isolatura Bibgion.

Mr. Titus, in writing as he did, was either unable to secure the names of the survivors who thus made their appearance some hundred and fifty miles from the landing place of those already reported, or else he was unaware of the anxiety with which the news is looked for here. He paid, however, \$10, so Mr. George R. Cholwoll, of the Beard of Underwriters, reports, to have his letters taken to Jacksonville by a passing steamer and forwarded thence by mail, so that the probability is that he appreciated the importance or his news and sent all he could. Who the survivors are, or how soon further news will be received, is another matter of conjecture, since Titusville is beyond the reach of postal or telegraphic facilities, and the best point to which to direct inquiry is said to be Sanford, Florida, which is fully forty miles from Titusville in an air line. There being twolve of fourteen more survivors, however, it remains a maiter of time slove to bring the full news, and a ground of hope is thus given to those who have been mourning for friends and relatives who were supposed to have been lost.

Inquiry at the office of the Board of Underwriters and at that of Messrs, F. Alexandre & Sons for further particulars was fruitless. Mr. Cheiwell said he only knew that Mr. Titus, from whom the news came, was a thoroughly religible man, and that he expected to hear further from him in a day or two, when it was probable, that a list of the names of the survivors would be sent. No doubt Mr. Titus had sent his letters before having been able to get the full particulars. Another agent, Mr. Eells, had telegraphed, saying that he had sent a letter with particulars, but these of the agents it was said that they

graphed, saying that he had sent a letter with particulars, but the letter had not arrived, and the reason for its delay was unknown.

At the office of the agents it was said that they were ulterly unable to account for the difficulty they experienced in getting news. They had telegraphed repeatedly to the Mayor of Fernandius and to ther parties, but had been unable to get replies to their despatches. They believed that the fourteen survivors mentioned by Mr. Titus were additional to those reported before, and had come ashore at a different place on the coast, but of course were unable to say who they were, or to give any particulars beyond those given in the letter. They said that the negro mentioned in the letter was probably a servant of some Cuban passengers, and they felt certain that the Vera Cruz was the steamer from which he escaped, since there were horses on board of her when she left New York.

They said further that the only names of survivors, so far as they knew them, were:—O. P. Sliva, Rafael Anus and A. K. Owens.

Postmaster James has received a despatch from Petstmaster Dewhurst, of St. Augustine, Fla., stating that the last sack of Vera Cruz mail matter was torwarded on the Sth inst. The Postmaster of Daly's Grove, he also said, who had been ordered to forward the mail he received, had not complied with that order.

that order.

MARSHALL O. ROBERTS.

[BY TELEGRAPH TO THE HERALD.] SARATOGA, N. Y., Sept. 10, 1880.

Marshall O. Roberts is still living but steadily sinking. His breathing is difficult and his pulse weak and irregular. He cannot live many hours from all appearances.

LAWYER BAUM'S TRIAL.

POUGHKERPSIE, Sept. 10, 1880.

In the Baum alleged bogus divorce case to-day Baum was eight hours on the witness stand, and told his story of his connection with the Simmons divorce case. Both sides then rested, and the testimony will ent to the General Term at Brooklyn for decision.

When the boat in charge of the first of occ was lowered into the water some twenty of the passongers and crew found a place in her. But no sooner was the boat in readiness to leave the sulp's side than it was discovered that her bottom had been pierced by the horns of the oxen swimming and scrambling for life in the water. The boat rapidly filled, and a rush was instantly made for the sinking steamer. Another boat was then lowered away, provisioned, watered and supplied with a compass and other necessary appliances. In a short time three boats with all the ship's company and passengers were moving away from the steamer and heading in the supposed direction of the bark. The greatest consternation, however, prevailed on board the boats both while alongside and when rowing away from the sinking steamer, caused by the frequent assaults of the floating oxen in their attempts to get on board the boats and the consequent peril of puncturing their sides.

A STRUGGLE FOR LIFE.

It was only by frequent application of oars and boat hooks that the drowning steers were prevented from working rain to the shipwrecked sailors and passengers. Such was the terrific character of the stroke dealt by the Trongate to the Anglia, that it was a matter of speculation on board the steamer's boats as to the possibility of the bark being afloat. However, after a half hour's rowing, doubt gave way to certainty and the boats were in a moment beneath the tall bows of the Trongate. Tackles were improvised to haul up the large boats as soon as their living freight were safely on board. Satisfaction was visible all around and general congratulations were exchanged when it was discovered that the bark had received no tatal blow.

AN EXCITING SCENE.

The scene as described by one of the passengers, of hundreds of oxen struggling in the water for hours around the sides of the Trongate can be more casily imagined than described. One was taken on board for food purposes to provide against the new demand on the provision resources of the bark. The rest were left to their fate, and soon followed the sunken Auglia down to the shells and seawced on the bottom of the ocean. The boats containing the officers, crew and passengers of the Anglia were not more than a quarter of a mile distant from the fated steamer when she sank stern foremost and the waves. This was followed by a terrific detonation resembling the noise of a dynamite explosion or the thunder of a broadside from a man-of-war. No doubt the boiler had exploded, tearing and shattering the steamer into fragments. The officers of the steamer are unanimous in the opinion that had they remained five minutes longer by the steamer they would all have been swallowed up in the vast maelstrom suction around the sinking steamer, or would have been blown into atoms by the boiler explosion. The whole ship's company have lost all their clothes and general property, baving unselfishly stuck to their posts till the last moment, when it became apparent to everybody on board that a race for life was inevitable.

RUT LITTLE KNOWN OF THE DISASTER IN THIS CITY-THE COLLIDING VESSELS DESCRIBED-THE AGE TS OF THE ANGLIA ASSURED OF

HER STRENGTH AND HER CAPTAIN'S ABILITY. At the offices of the Anchor Line, No. 7 Bowling Green, little was known concerning the disaster other than what was contained in a brief despatch to Hen derson Brothers setting forth the foundaring of the steamship Anglia, after a collision with the bark Trongate. Mr. William Coverly, the manager of the line, in response to questions by a HERALD reporter said: - "We know nothing more about the loss of the ship than is conveyed in the despatch which you have already seen. In regard to the capability of the captain and the seaworthiness of the steamship, all I have to say is that if the captain was not a competent navigator he would not have been in charge of the ship, and if the latter was not in all respects seaworthy she would not have cleared for the voyage. Two of the Messrs. Henderson know nothing as yet of the accident. I do not know whether the Anglia was insured or not. If she was it is likely that she was insured at Glasgow, where the principal office of the owners of the line is located. The vessel was mostly laden with owned by Kilham. Loud & Co., of Eoston.

ing the storm by Captain Watkins, and the passengers unanimously addressed him a letter a tanks for bringing them safely through their perfl, which they said, besides affording them sad rememwhich they said, besides anording them say remem-preaments of their own weakness and littleness in the midst of the angry elements, also left them joyful mementoes of their liberations and protection (under Providence) by the captain's skill and emicinesy. The letter hears the signatures of the abin passengers, who numbered 180.

AMONG THE BREAKERS.

STORY OF THE SULVIVORS OF THE WRECK OF THE SCHOONER ADA J. SIMONTON-WAITING FOR DEATH.

The steamship Clyde, which arrived in this port vesterday evening from Charleston, had on board as passengers three sailors belonging to the schooner Ada J. Simonton, which went ashore on the coast of Fiorida during the cyclone which sent the Vera Crus to the bottom. Their names are James Thompson, Fred. Benson and John Williams, and all bear the marks of the hardships they have undergone. Shortly after their arrival they were visited by a HERALD reporter, and the story of the wreck was told by James Thompson, an intelligent English seaman substantiatly as follows:-"We left Pensacola, bound for Boston, on the 17th

of August. I can't remember dates exactly, but we

went ashore last Sunday week and were thirteen days out, so that's about right. We had bad weather almost from the very start; head winds all along

and everything on board was wet through. Every day was worse than the previous one, and for a few days before we went ashore it was the most awful weither I ever witnessed. The wind blew with terwetther rever vitnesses. The wind olew with ter-rible force and the waves were mountins high. See after sea swept over our little crift, and we drifted about completely at the mercy of winds and waves and feeling pretty sure we should go down. We had no chance to steep. Every-thing was soaked with water, and in the forecastle the water came up over the lower bunks. Even on the upper bunks there was no such thing as sleep-ing, for the water was continually splashed over there, and we were pitched about in such a way that there, and we were pitched about in such a way that the only safety was in keeping on our feet. The vessel had a cargo of lumber, and as sne had a deck load on things were rolled about in a frightful manner. Almost everything on deck was swept away. We were driven in toward the shore steadily, and at last, on Sunday week last, the vessel went ashore seven miles from mosquito inlet, near Port Orange, Fla. It was between twelve o'clockineon and one P. M., and the wind was blowing heavily from the northeast. She went right on the breakers about three quarters of a mile from the shore. The breakers beat with tremile from the shore. The breakers beat with tre-mendous force and washed right over the deck, and mendous force and washed right over the deck, and it was with the greatest difficulty the men saved themselves from being swept away. We lashed ourselves to the davits att and waited there as best we could, and unable to do a thing to save ourselves. There were eight persons aboard in all. Captain Parker, the mate, Lawson, the steward, four scamenand one passenger named Baliard. We lowered the two boats, but both of them sank almost as soon as they touched the water. Some of the men attempted to get into them and were nearly drowned. The breakers were to and were nearly drowned. The breakers were too strong and no boat could stand them. We remained there till about ten o'clock, when we saw the vessel was breaking up. It was pretty tough to look forward and see both ends of the vessel going up and down at the same time, evidently breaking amidships.

The captain fold us our only chance was to get on the leckhouse and lash ourselves to the framework. It might be swept off by a breaker and floated. Before going up there he said to us that as we were all to-gother for probably the last time and might never gether for probably the last time and might never eat another meal we had better venture below for setw minutes and have a feed. We went down and ate a hasty meal, captain and all together, and fortified ourselves with a good drink. Then we went up on the deckhouse, lashed ourselves as securely as we could to the iron framework and lay there expecting death at any moment. The ship was rapidly going to pieces and there seemed no hope for us. The breakers washed over us and at last a tremendous one came and swept the deck house right off. We thought it was all over with us, and for the moments it was awful, but the deckhouse if oft. We thought it was all over with us, and for few moments it was awful, but the deckhouse in mained top up and was floated rapidly to ward talore on the surf. The wind and surf were go in the one direction, and we were soon deposited the shore. I think it didn't take us more than minutes, but I was so excited I can scarcely telllong. We got off and moved in a little, could see no sign of any houses, and it darkness and storm we thought it was up to wander about. We were exhausted and lay on the sand and were soon sound asleep, morning we were noticed by some people livin who came to help us. After refreshing out we went to Port Orange, and after resting t who went to Port Orange, and after resting t while proceeded to Jacksonville and tinally Charleston. Some of the men shipped the three of us came on here. The other two are o a sailors' boarding house, but I have no and must try the Sailors' Home.'
The Ada J. Simonton was a three-masted so

295 tons, built at Camden, Me., in 1872,



Photo courtesy of Massachusetts Commandery Military Order of the Loyal Legion and the U.S. Army Military History Institute

ALFRED T. A. TORBERT as colonel of the 1st New Jersey Volunteers

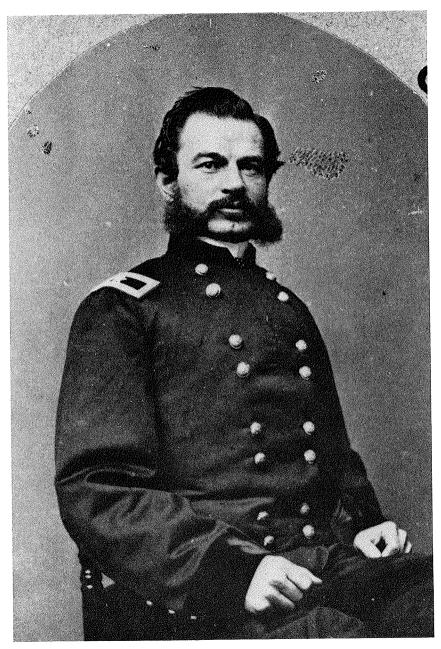


Photo courtesy of Massachusetts Commandery Military Order of the Loyal Legion and the U.S. Army Military History Institute

GEN. A. T. A. TORBERT



The General Torbert Memorial

[The following memorial of Gen. Torbert is published by arrangement with the committee having charge of his funeral services. They have chosen this method of publication in preference to a pamphlet issue, believing that it will bring the article more immediately within reach of Gen. Torbert's friends in and out of the Service.]

A Delaware dandy rose to Chief of Cavalry with Sheridan but fell from favor. Gen. A.T.A. Torbert still managed to die a hero's death 15 years after the Civil War

Unremarkable Life

By GARY MULLINAX
Staff reporter

Delaware's A.T.A Torbert joined the Union cavalry under Phil Sheridan he developed a cyst on his rear end and couldn't ride for several weeks.

Torbert's military career was filled with missed opportunities and bad luck, along with a few successes (notably at Cold Harbor and Cedar Creek in Virginia). In some ways, his was an absurd life in wartime. He muddled through pretty much the way most regular folks would have, though any man had to be brave to endure four years of the Civil

War.

All this is suggested by a new biography, "A.T.A. Torbert: Southern Gentleman in Union Blue," from Morningside, a Civil War specialty house. The author, Anne D. Slade of Grand Rapids, Mich., will be at Wilmington's Smoke Shop today to sign copies.

"I wanted to show him with all his faults," said Slade, whose interest in Torbert grew out of a fascination with Sheridan and the 1864 Shenandoah Valley campaign both participated in. "He was a real person – that's one thing I enjoyed about him. I didn't want to make him a school kid's hero."

No danger of that.

Sociable, sartorially splendid, always angling for promotion, Gen. Torbert got close to some big events but often stayed on the fringes. Through no fault of his, the First New Jersey Regiment he commanded reached Antietam too late to fight. It got to Gettysburg just before Pickett's Charge, which Torbert could watch from behind a stone fence as Union troops cut down the charging Rebels.

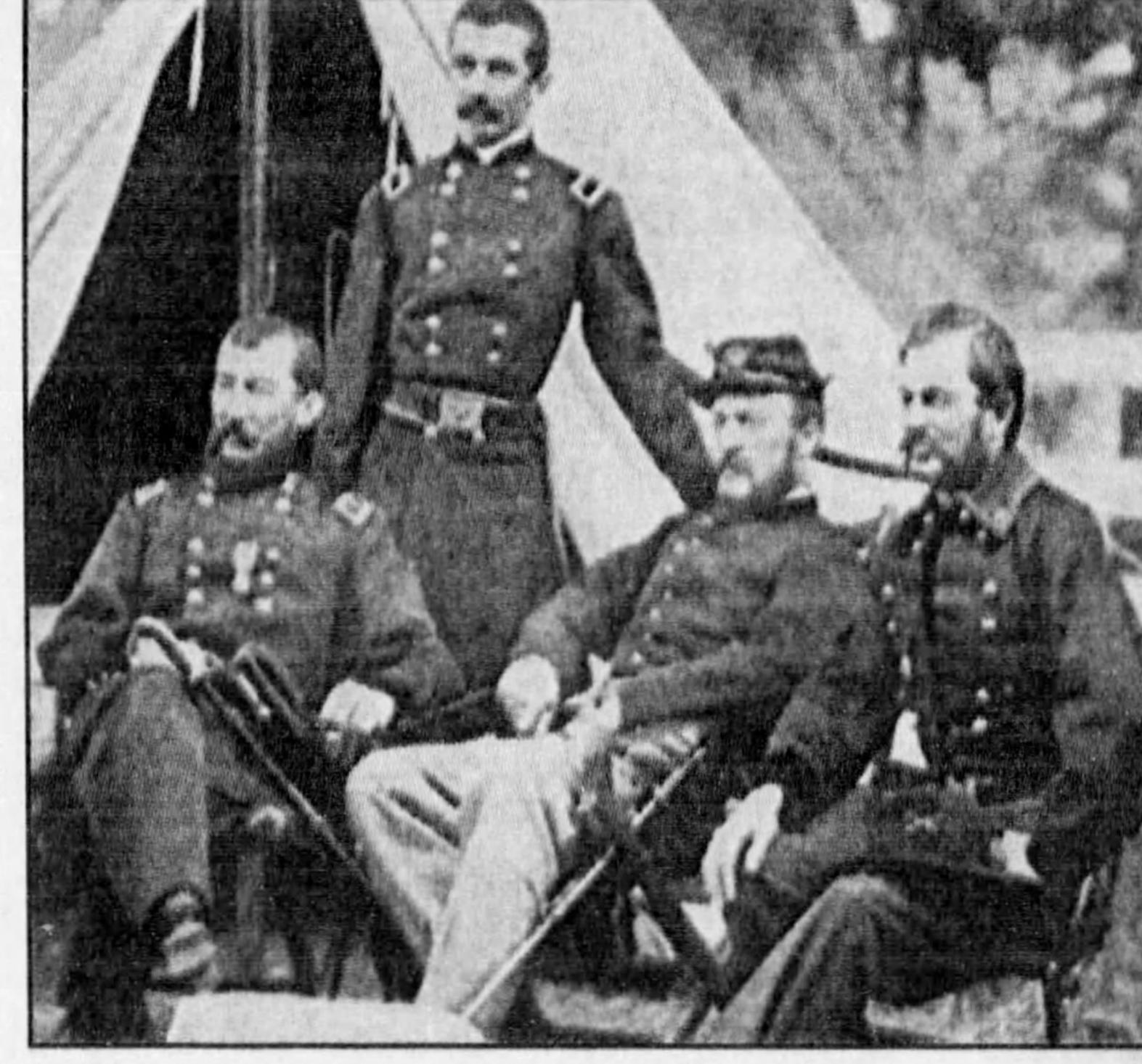
Torbert, whose mutton-chop whiskers stuck out on either side of a bare chin, ate his lunch during the charge. Annoyed by what he thought were pebbles being tossed at headquarters by his men, he was informed that "them's Rebel bullets, General."

Torbert was around famous and heroic people without being particularly famous or heroic himself. Think of him as the Rosencrantz (or Guildenstern) of the Civil War, with Sheridan or George Armstrong Custer as Hamlet.

He left no memorable words for the history books, but he did provoke one of Sheridan's famous phrases. "Whip the Rebel cavalry or get whipped," he snarled at Torbert,

engagement. Torbert complied this time.
Sheridan had made him head of the First
Division of his Virginia oavalry in May 1864
and in August made him chief of all his cav-

who had unwisely retreated in a previous



Left to right: Gen. Sheridan, Gen. Davies and Delawareans Gen. Wilson and Gen. Torbert.

alry there. But by September, Torbert had run afoul of the short-legged Irishman, who did not take him to Appomattox, Va., to share the glory of Robert E. Lee's surrender.

He made serious mistakes in two Virginia battles under Sheridan. At one, he failed to pursue Jubal Early's weakened troops in the Luray Valley. "To this day," Sheridan wrote 20 years later, "I have been unable to account satisfactorily for Torbert's failure . . . his impotent attempt not only chagrined me very much, but occasioned much unfavorable comment throughout the army." (This was no way to please the boss.)

Torbert then failed to press the Rebels at Gordonsville. "Sheridan placed another mark beside Torbert's name and laid his plans for replacing him," wrote a historian.

Slade believes some of the fight went out of Torbert because of Sheridan's order to burn and loot farms in the Shenandoah Valley. Torbert followed those orders, but without enthusiasm – one of several reasons his life was endearing no matter how flawed.

To Slade, Torbert's reluctance was partly due to his love of the valley's Southern way of life, so similar to what he knew in downstate Delaware. Nor was burning and looting gentlemanly in the Southern sense (though it sure helped bring the war to a close).

The flashy young Custer served under Torbert in the Shenandoah Valley, but forged an allegiance with Sheridan – they called each other Curly and Phil – and achieved a more secure place in history than his commander. Torbert, who seems to have

See GENERAL — E4



IF YOU GO

What: Anne D. Slade signs copies of her new biography, "A.T.A. Torbert: Southern Gentleman in Union Blue"

When: 11 a.m. to 1 p.m. Saturday

Where: The Smoke Shop, Delaware Avenue and Du Pont Street, Wilmington

Information: Call 655-2861

ABOVE: Alfred T. A. Torbert as colonel of the 1st New Jersey Volunteers

Photos from "A.T.A. Torbert: Southern Gentleman in Union Blue"

General: Finally some fleeting fame

been chosen by Sheridan for his

TOPBRASS administrative skills and ability to get along with his superiors, did not relish taking risks as Custer — or the great generals did.

Still, Torbert could match Custer in at least one thing - his dress. Torbert, too, was a dandy. He liked to wear flared trousers, a shirt with a broad collar and a cravat. For certain occasions he wore a velvet uniform. He sometimes strutted his stuff along the skirmish line with a full entourage, which tended to draw criticism — and enemy fire.

Torbert, filled with Southern notions about hospitality, wore his finery on the social occasions he found even as war raged. Once, he led his troops through

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Warrenton, Va., and decided to call on folks he had met there earlier. His orderly spotted some Rebel soldiers and warned his commander, who rushed from the house and barely got out of town alive. "Around him, thick as hornets at the nest, the brigands were pointing pistols at his head," according to one account.

Torbert also socialized on his many extended leaves. He often took leave because of malaria (the attacks often struck when he was under pressure) but sometimes to visit friends and family. This raised eyebrows. 'Gen. Torbert ought to be old enough now to be over this sort of thing," said an early commander, John Sedgwick, who granted Torbert's request for time off.

Torbert sometimes used this time to jockey for promotion, which seemed a never-ending task. He was a professional soldier and West Point graduate who transferred to the volunteer army when war began. Though he quickly rose to general with the volunteers, he never got past the rank of captain with the regulars.

Other Delawareans who served as generals in the Civil War, all on the Union side:

- Thomas A. Smyth. Born in Ireland, moved to Wilmington before the war, died in 1865.
- George Sykes. Born in Dover, stayed in the Army after the war, died in 1880.
- James H. Wilson. Born in Illinois, moved to Wilmington in 1883, died in 1925.

-- Constance Cooper, **Historical Society** of Delaware

This was a serious problem for his career at war's end. Sheridan wouldn't help, though he happily promoted Custer and others.

So Torbert retired and joined his wife, Mary, in Milford. They had no children, though distant relations include William Torbert, a Delaware state senator from Dover, and Marvin Schelhouse of Milford, whose collection of A.T.A. Torbert memorabilia was useful to Slade.

In Milford, Torbert grew fruit, ran unsuccessfully for Congress and became bored. He called on U.S. Grant, now president, to help an old war buddy. Grant made him consul to El Salvador (not the best place for a fellow with malaria). He next took a similar job in Cuba and then in Paris.

After leaving Paris, he was sent by Grant to Mexico in 1880 to negotiate for U.S. railroad rights. His ship was wrecked in a storm on the way. He rose to the occasion, according to accounts, moving 'like a sunbeam' as he tried to save others. But Torbert himself drowned, his body washing up on the Florida coast.

His death at age 47 made The New York Times front page. George McClellan and other famous people escorted his coffin down Broadway in New York City. Torbert was buried in Milford.

Suddenly, Torbert was a hero, not for his war record, but for a few moments on a sinking ship. And now that the world was watching, he was dead.

Another absurdity, but no surprise to anyone familiar with his life.