

GENERAL TELEGRAPH NEWS

TIDINGS OF MARINE DISASTERS.

PARTICULARS OF THE LOSS OF THE SHIP TURKISH EMPIRE—OTHER DISASTERS TO VESSELS.

EASTPORT, Me., March 10.—The following are additional particulars of the loss of the English ship *Turkish Empire*, 1,600 tons, which left St. John Friday last for Dublin, loaded with deals and ends. The *Turkish Empire*, which was formerly the steamer *Stamboul*, and built at West Hartlepool, England, was in command of Capt. West, and carried a crew of 13 men. At the time of the disaster she was in charge of Pilot Cline. A stiff gale was blowing Friday night, and the ship was sailing under close-reefed sails, when the cry of "Land ho!" was shouted by the watch. Before the ship could be put about she went ashore on Big Duck Island, Grand Menan, off the north-east coast of Maine. The wreck was soon discovered by fishermen on shore, who made preparations to render what assistance lay in their power. Boats were launched into the surf, and became almost untenable by the fury of the water, which was making quick work of the *Turkish Empire*, and before succor was at hand she went to pieces. Seven of the crew and Pilot Cline clung to portions of the wreck, from which they were rescued in an almost exhausted condition. Capt. West and six of the crew were lost, notwithstanding every effort was made to save them. The rescued men were brought to this place. The beach is strewn with portions of the wreck and cargo. No bodies had come ashore up to the last intelligence from the scene of the disaster. Capt. West belonged in Harvey, Albert County, New-Brunswick, and leaves a family in St. John. The *Turkish Empire* was of that class of vessels known as composite—that is, part of iron and part wood—and was owned by Stewart Brothers, of London. Her dimensions were 229 feet keel, 37 feet 4 inches beam, and 22 feet 9 inches depth of hold.

HONFLEUR, March 10.—The British bark *Hattie Goudy*, Capt. Shaw, from Philadelphia Feb. 1, stranded while going up the Seine River to Ronen, and afterward capsized. Three persons were drowned. The vessel and cargo, it is believed, will prove a total loss.

BOSTON, March 10.—Capt. Jones, of the steamer *Atrato*, reports that he bore down for the burning ship which he saw Feb. 22, but could not ascertain her name. The crew had evidently left the vessel some time before she was seen by the *Atrato*.

KEY WEST, Fla., March 10.—The American brig *A. G. Jewett*, Capt. Reed, from Havana for New-York, with molasses, has put in here with pumps out of order.

The American brig *Eliza Stevens*, Capt. Rich, from Cardenas for Philadelphia, with molasses, put in here with cargo shifted.

TOLEDO, Ohio, March 10.—The steam-tug *Andrews*, the barge *Bay City*, and several smaller craft were torn from their moorings by the break up of the ice on the Maumee River yesterday, and carried to the lake. The *Andrews* had three men on board, who got up steam and went to Presque Isle, where the tug is now tied.

BERMUDA, March 5.—The steam-ship *Canima*, on Feb. 23, in latitude 30° 06', longitude 68° 47', passed the bark *Viking*, of Prince Edward Island, Capt. Dougall, from Norfolk for Lowestoft, dismasted and abandoned, apparently not long in that condition. A boat was seen under her bow, and a bark hove to to leeward, which it was supposed had taken off the crew. The bark was visited also by the chief mate of the bark *Eliza Barss*, and found to have been abandoned.

A ship was signaled in the south-west. The Royal mail steamer *Beta* passed the ship, and Captain Shaw reports that she is in distress, with loss of mainmast. She proved to be the ship *Brittania*, Capt. Hamilton, from New-York.

The bark *Edina*, Capt. Keane, from Baltimore, bound to Honfleur, France, laden with corn, in distress, was towed into St. George's on the 24th ult. She left Baltimore on the 19th, and had a furious gale the whole passage.

ST. JOHN, New-Brunswick, March 10.—The brigantine *Kate Upham*, 55 days from St. John, Matanzas, with lumber, has not been heard from. The vessel is of 300 tons burden, is owned by A. L. Palmer, and is uninsured. Her cargo, which belongs to A. Cushion & Co., is insured.