

Wrecks of Ocean Steamers.

Brooklyn Eagle, Oct. 9.—The *Arctic* sailed from Liverpool on September 20th, 1854, with over two hundred passengers and a crew of one hundred and fifty men. At noon on Wednesday, 27th she was on the banks of Newfoundland, about fifty miles from the coast. A thick fog had prevailed during the day; sometimes it cleared away sufficiently to allow an object to be seen half a mile off, and then again it settled down as densely as before. Notwithstanding this, the ship was running at the rate of twelve and a half miles an hour, the ordinary speed kept up by the Collins Line it is stated, even in foggy weather. Some of the passengers were engaged in the cabin drawing the numbers of the daily lottery the chances of which are based on the number of miles run during the preceding 24 hours. The captain had left the deck for the purpose of working out the ship's position, when at about quarter past 12 a cry was heard from the officer of the deck of

"HARD A STARBOARD!"

A steamer under full sail which had been seen speeding through the fog toward the *Arctic's* bow, which she struck within a couple of seconds, glanced off and disappeared in the fog as quickly as she had appeared. On hurrying forward the captain found that the *Vesta's* iron anchor stock had been driven through the bows of the *Arctic* about eighteen inches above the water line, and at the same instant the fluke of the anchor had made an immense hole two feet below the water line. So furiously did the water at once begin to pour in that in a few minutes it was over the cargo, and the lower fires were put out. All efforts to stop the leak were made in vain; the captain steamed on till it became evident that ere long the ship would sink. Orders were issued to to lower the boats; confusion prevailed; the seamen and stokers leaped into some; others were swamped. A large raft was put together by the few officers and sailors remaining on board. Numbers rushed on to it, just as the *Arctic*, fully five hours after she had been struck, was going down. Had discipline been maintained, had those precious five hours been properly employed, most, if not all of those who perished might have been saved. Although cowardice marked the conduct of most of the crew, there were many individual acts of heroism exhibited, one of which should be told whenever the loss of the *Arctic* is mentioned. A young gentleman named Holland, from Washington, who was serving on board to get instructions in engineering, was directed by the captain to fire the signal gun when all others had fled, and to the last the sound booming out upon the sea told the runaway sailors that one man at least was heroically doing his duty. The *Arctic* settled rapidly, and when the water had nearly reached the muzzle of Mr Holland's gun, the last shot was fired and the devoted ship sank. Of the 368 persons on board the *Arctic*, only forty-five were saved.

The following list of lost Atlantic steamers is as complete as the records within reach supply.

1841.—*President*, mysteriously disappeared.
1843.—*Columbia*, wrecked on Coast of Nova Scotia.

1846.—*Great Britain*, wrecked on coast of Ireland; *Tweed*, on Alacrames Reef, off Yucatan.

1848.—*Forth*, wrecked on same reef.

1850.—*Helena Sloman*, foundered.

1852.—*St. George*, burned; *Amazon*, burned.

1853.—*Humbolt*, wrecked on coast of Nova Scotia.

1854.—*City of Glasgow*, disappeared; *Franklin*, wrecked; *Arctic*, run down; *City of Philadelphia*, wrecked.

1856.—*Pacific*, disappeared; *Lo Lyonnais*, run down.

1857.—*Tempest*, disappeared; *Montreal*, burnop.

1858.—*New York*, foundered; *Austria* burned.

1859.—*Argo*, wrecked on coast of Newfoundland.

Indian, wrecked on coast of Nova Scotia; *Hungarian*, wrecked on same coast.

1860.—*Connaught*, burned.

1861.—*Canadian*, wrecked on sunken ice; *North Briton*, wrecked.

1863.—*Norwegian*, Anglo Saxon, Georgia—all wrecked off Nova Scotia.

1864.—*Bohemian*, wrecked off Nova Scotia; *City of New York*, wrecked on Irish coast; *Jura*, wrecked at mouth of Mersey; *Iowa*, wrecked off Cherbourg.

1865.—*Glasgow*, burned.

1866.—*Scotland*, run down.

1868.—*Hibernia*, foundered.

1869.—*United Kingdom*, disappeared; *Germany* and *Cleopatra*, both wrecked on coast of Newfoundland.

1870.—*City of Boston*, disappeared; *Cambria* wrecked on Irish coast.

1872.—*Dacian*, wrecked on coast of Nova Scotia; *Tripoli*, wrecked on Irish coast.

1873.—*Britannia*, wrecked in the Clyde; *Atlantic*, wrecked on coast of Nova Scotia; *Ismaïla*, disappeared; *Missouri*, wrecked on the Bahamas; *Ville du Havre*, run down; *City of Washington*, wrecked on coast of Nova Scotia.

1875.—*Schiller*, wrecked on one of the Scilly Isles; *Vicksburg*, went down in a field of ice; *Deutschland*, wrecked on English coast.

1877.—*George Washington*, foundered off Cape Race.

1878.—*Metropolis* (bound from Philadelphia to Para, with workmen and materials for the Maderia and Mamore railroad), driven ashore on Currituck Beach, N. C., in a violent gale and wrecked; *Sardinia*, burnt at the entrance of Londonderry Harbor.

1879.—*Borussia*, foundered at sea; *Montana*, wrecked on Welsh coast; *State of Virginia*, ashore on Sable Island and wrecked; *Pomerania*, ran down in English Channel.

1880.—July 16, bottle picked up off Irish coast, containing memorandum signed by the engineer, stating that the steamer *Zanzibar* was sinking. Vessel left New York for Glasgow, January 11, 1879, and has never been heard of since. *City of Vera Cruz*, foundered in a cyclone off Florida coast; *Anglia*, run down.

1881.—*Bohemian*, wrecked on Irish coast; *Leon*, foundered; *Montgomeryshire*, lost.

1882.—*Mosel*, wrecked on coast of Cornwall; *Edam*, run down by the *Lepanto*. Both these losses due to fog.

So far this year, therefore, two Atlantic steamships have been lost, with a loss of two lives only, on the *Edam*. The passengers of the *Mosel* had a narrow escape, but thanks to the presence of mind of her officers, the whole of the six hundred and fifty emigrants on board, together with her crew, were taken off in the ship's boats, aided by one of the National Lifeboat Institution's boats of England. (Since this has been published the Herder has been added to the awful list.) It is certainly

A STARTLING FACT.

That in the space of forty-one years since the unfortunate "*President*" left New York, on March 11th, 1831, never again to appear to mortal ken, nearly seventy fine mail steamers, including the West Indian mailboats have been utterly destroyed while on their passage across the Atlantic. Of these, seven, after leaving port, mysteriously disappeared and have never since been heard of; six were run

down by or collided with other vessels; five were burned; one ran on sunken ice in the Straits of Belle Isle; another went down in a field of ice; two foundered in mid-ocean and the remainder of the melancholy list were wrecked either on the Irish or British coasts, on those of America, or on the islands or rocks off them. Fully eight of these ran in foggy weather on the shores of either Nova Scotia or Newfoundland on their westward voyages, a sufficient warning, it might be supposed, to captains to give a wide berth in those latitudes. One only, the *Iowa*, an American steamer was wrecked on the French coast, near Cherbourg, in 1864. It is generally supposed that shipwrecks are caused by the rage of the elements, but of all the vessels that went on shore only three or four appear to have directly suffered in consequence of heavy weather. Miscalculations as to distances run and courses steered clouded skies, dark nights, and more generally than all, dense fogs, were the primary causes of the destruction of all these vessels—if, as in too many instances, a reckless desire to make a quick run should not rather be set down to the account.

Comparatively few of these shipwrecks occurred without serious loss of life, at least five thousand persons have perished among the passengers and crews who were on board. When the *Atlantic* was wrecked on Meagher's Head, off Nova Scotia, in 1873, no less than 562 persons were drowned. With the *City of Glasgow* 480 people disappeared; with the *President*, 120; with the *Pacific*, 186, and with the *City of Boston*, the last of the missing steamships, 191. When the *Austria* was burned in mid ocean, 470 lives were lost; with the *Arctic*, 323; with the *Anglo Saxon*, 372; with the *Ville du Havre*, 226. with the *Borussia*, 200; and with the *Schiller*, 311. The destruction of other vessels caused the loss of fewer lives than those named, as, happily, fewer passengers were on board; but with several on the list from one hundred to two hundred beings perished. In 1873 no less than six large steamships were wrecked, run down or disappeared, the most disastrous losses being those of the *Atlantic* and the *Ville du Havre*.

Perhaps the most terrible beyond all description of these sad disasters, was the loss of the *Amazon*, West India mail steamer, which left Southampton on January 2nd, 1852, on her first voyage. She was the largest steamship ever then launched from an English dockyard, and was built of oak, teak and Dantzic pine, the last being an exceedingly inflammable wood. Her officers and crew numbered one hundred and ten men, and she carried fifty passengers. From the first doubts were entertained about the engine, which worked badly, and heated the surrounding wood. She had not been thirty-six hours at sea when, as she was entering the Bay of Biscay, against a strong head wind, flames suddenly burst forth from the engine room, overcoming all the efforts made to extinguish them. The boats would have carried all on board, but the last fatal act of one of the engineers, had been to turn on the pipe of the cistern which fed the boilers, so as to allow a continuous supply and prevent an explosion. Thus no power could stop the blazing ship, and the Captain not knowing what had occurred, in expectation that the boilers would exhaust themselves waited till too late to lower the boats, several of which were on fire. The keels of others, to prevent them from swinging, were grasped in iron cradles, and when attempts were made to lower them by those ignorant of the fact, capsize with all on board of them. Ultimately two lifeboats, the pinnace and dingy, got off with fifty-eight persons, the only ones saved. Among those who perished was Eliot Warburton, author of the "*Crescent and the Cross*." The loss of the vessel was owing to her defec-