

SERIOUS MARINE DISASTER.

WRECK OF THE STEAMSHIP BOHEMIAN.

NINETEEN LIVES LOST

Full List of the Cabin and Steerage Passengers.

The Cargo Valued at One Million Dollars.

Capt. Borland's Report upon the Condition of the Vessel.

PORTLAND, ME., Tuesday, Feb. 23.
 The steamship *Bohemian*, Capt. BORLAND, from Liverpool, struck on Alden's Rock, four miles outside of Cape Elizabeth, about 9 o'clock last evening, beat over, turned head toward the shore, and sunk in about an hour and a half, about two miles from the shore outside of Richmond's Island, having stove a hole in her engine compartment.

Part of the steerage passengers are supposed lost. Her bridge is covered at high water and the seas are breaking over her. The night was clear and the Cape light in full view.

The *Bohemian* had nineteen cabin passengers, all of whom are supposed to be saved; and 199 steerage passengers.

It cannot be ascertained how many of the latter are lost.

Boat No. 2 was swamped alongside, owing to people crowding into it, and came ashore on the Cape with a man and child in it both dead.

The people at the Ocean House and in the fishing house on the Cape sent teams for the sufferers.

The following passengers are saved: Mr. and Mrs. Gordon, A. Y. Gilman, Alexander Empy, Mr. Fulfow, J. G. Millar, Mr. Welch, Mr. Woodruff, Rev. Mr. Richardson, W. B. Smith, Capt. Welles, Capt. Stone, John Johnson, James Higston, John Robertson, Pussey Smith, — Scallant, James Scatchard.

Supposed to be saved, Mr. Stewart.

Crew saved: the captain, purser, mail officer, stewards, and chief cook, chief stewards, two engineers, and others.

The intelligence reached this city at 1 o'clock this morning, and a tugboat was sent off at once. She has not yet returned.

The *Bohemian* had a cargo of silks and other goods, mostly on Canadian and Provincial account, valued at one million of dollars.

The ship was going at half speed.

SECOND DISPATCH.

PORTLAND, Me., Tuesday, Feb. 23.

The *Bohemian's* papers were saved, and the following is the list of her passengers in full:

Mr. Woodruff, Mr. and Mrs. Gordon, Messrs. Empley, Johnson, Fulford, Hingston, J. S. Millar, Richardson, Alcott, Smith, Welsh, Smith, Scletcherly, Stewart, Gilmore and Robertson, of Canada; and Capts. Wells and Stone, of the United States.

All these were cabin passengers, and are known to be saved.

The following were the steerage passengers:

J. Trainer, of Canada; A. Holland, of Montreal; Margaret Manley and two children, of Boston; B. Neville and G. Burns, of New-York; G. Hall, E. Simay, Joseph Mese and wife and two children, and Alfred Markham, of Montreal; J. Kane and wife and four children, of Portland; J. Scachman and wife and four children, of New-York; Hannah Jackson and three children, of Pittsburgh; J. Keeler, of N.Y.; W. Wardell, of London; J. Trimley and wife, and E. Boardman, of Portland; C. Somerville, of Canada; C. Carlow, of New-York; P. Murphy, of Boston; Mary Hoy, of Philadelphia; Mary Blowman, of Montreal; John Brown, of Canada; Dan Bryant, of Portland; Thomas Hughes and wife, of Portland; Esther Stephens and S. Tucker, of Boston; J. Short and wife, B. Holly Church, and Simpson Schuch, of New-York; Thomas Hempsey and two children, of Philadelphia; P. Mooney and wife and child, of Albany; David Greer, of Montreal; Michael Kufte, Patrick Cooper, Owen Dunlevy, Morris Curran, Dennis Smith, and J. Wilson and wife, of New-York; Wm. Earl, of Montreal; W. Cornel, Andrew Wallace, Lucy and Maria Maxwell, of New-York; Ellen O'Connor, of Portland; Michael Kelly, Ann Burk and Stephen Donogh, of New-York; A. Farrel and wife and three children, of Cincinnati; P. Martin and wife and four children, M. Hughes, O. O'Neill, W. Braddock, W. Galorin, B. Ward, L. Walton and mother, P. Riley, R. Judge, J. Dolan, B. Corbett and child, of Boston; Isabel Quinn, of New-York; Rose Reeley, John Manmon, Kate Wynn, Thomas Fianney, wife and children, and Mary Lee, of Boston; Jane Sweney and John Lindsay, of New-York; P. Koron, Neal O'Neill, Bernard Keaney, wife and three children, and John Halley and wife, of New-York; Michael Connolly, Thomas Conovan, wife and three children, Mary Curran and John Curran and three children, Mary Curran and Eliza Curran, John Lane, wife and child; John Halley and Ellen Flaherty, of Boston; James and Pat. Cassidy and Pat. Canon, of New-York; Bernard Daly and wife, of Boston; Mary and Margaret Nolan and Mary Glenn, of New-York; P. Gorham and wife, John McKeer, Biddy McDonnell, Catharine Connolly, J. Mealy, wife and two children, and John and Wm. Connolly, of Boston; John Ennis and two sons, Biddy Gorham, T. Connolly, wife and child, and W. Moran, of New-York; Mary Keen and three children, John O'Neill, and child, and Eliza McKievee, of Boston; Hannah Connolly and two children, of Boston; Ann Norton, Sarah Kelley, Ann Robinson, Ann Mullen and child, Biddy Haggerty and four children, Margaret Kight, Michael McCabe and wife, of New-York; Mary Connigan and child, Mary Gonnann, Catherine Stone, Mary McDonough and two children, Rose Lynch and daughter, of Boston; John Lee, of Chicago; Owen and John Kane, of Boston; Ann Dolan, Mary Carlan, Pat. Pander, wife and two children, Margaret Hart and John Fitzgerald, of New-York; Thomas Connavon's infant died on the passage—making two hundred steerage passengers.

Capt. BORLAND arrived by a tugboat at 10 o'clock, and reports the ship to be in four fathoms of water off of Broad Cove, slightly heeled off; the main deck at low water is two feet under on one side, and at high water it is seven feet under. He thinks she will hold together if the weather is fair. The only way to get the cargo out is by divers and taking her into shoaler water by lifting her. The weather is thick and foggy. Three mail bags were saved. It is thought but few passengers are lost, except those in the swamped boat. Some of the firemen probably perished. The *Bohemian* was built in 1859, and was 2,190 gross tons burden. On the British Register she is classed A No 1.

From the statement of a passenger who came up in boat No. 5, I learn that he was standing on the deck at the time of the accident. The steamer passed the buoy and the passengers thought it was the pilot-boat. Immediately the steamer struck. The boats were got out safely, with the exception of No. 2, which swamped. No. 5 took aboard all she could hold, including several who jumped into the water to them. Being unable to find a landing-place, she was rowed up the harbor. She contained mostly cabin passengers and some steerage passengers, whose names I do not learn, with the exception of a Mr. Brown.

The mails saved were from Glasgow to New-York, from Glasgow to California, and one bag of papers for Boston. The Associated Press dispatches were not saved.

From JAMES SCOTT, the second officer, I learn that all the officers were on deck when the steamer struck. It was five minutes past 8 o'clock, and the watch was being changed. The ship struck on a rock, and went over. Orders were immediately given to clear away the boats, and soon the ship was headed for shore, but shortly afterward she sunk in four fathoms of water.

Boat No. 1, under the boatswain's mate, made two trips to the shore, saving in the first trip about eighty, and in the second trip about seventy.

Boat No. 2 swamped.

Boat No. 3, under charge of Mr. Scott, the second officer, landed about ninety-four in Broad Cove.

Boat No. 4, under charge of the first and second officers, landed twenty-five on the beach.

Boat No. 5, in charge of the fourth officer, brought twenty-nine into Portland Harbor.

These numbers includes the officers and crew of the *Bohemian*.

The whole number of passengers on board was 218, and the number of the crew supposed to be 99.

It is estimated that the number of saved, in all the boats, is 298, leaving 19 to be accounted for.

The crew were nearly all saved.

The names of the officers of the *Bohemian* are as follows:

Robert Morland, master; Maxwell Franks, first officer; James Scott, second officer; Wm. Crawford, third officer; John C. Sargent, fourth officer; Wm. Jenkins, purser; Wm. McMaster, chief engineer; Thos. McMaster, second engineer; Mr. Barber, third engineer; George Gray, fourth engineer.

The lamp trimmer, PETER HART, and the engineer's

storekeeper, name unknown, are supposed to be drowned.

All the remaining officers and crew are safe.

NAMES OF THE LOST.

PORTLAND, Tuesday, Feb. 23—Evening.

Nothing relative to the passengers can be obtained yet from the check list. Many of the saved have not yet come forward.

From reports of passengers I gather the following

LIST OF THE LOST:

Ellen O'Connor, aged 23, of Portland.
 Pat Purcell, aged 26; his wife, 25; his child, Eliza B., and an infant, of New-York.
 Patrick Cassidy, aged 25, and Jas. Cassidy, 17, of Brooklyn, N. Y.
 Barbary Canavan, 4 years, of Portland.
 Gilbert Manley, 3 years; John Manley, 10; and Richard Annis, 18—all of New-York.
 Ann Mullan, 18, and John Mullan, 7, of New-York.
 Benjamin Hallchurch, 23, of New-York.
 John Kane, 32, of Boston.
 John Martin, 2, of Boston.
 Honora Walton, of Boston.
 This makes seventeen in all.
 Mary Hoy, aged 29, of Philadelphia, is also reported lost.

Thirty-one have not reported, and five are saved whose names are not on the list, probably being misspelled and constituting a part of the above thirty-one, thus leaving twenty-six to report. Some may be at the Cape, too ill to come to the city, and some may be distributed about the city, in charitable hands.

RECOVERY OF MAIL BAGS.

A force of men has been engaged this afternoon in stripping the wreck. They have recovered 33 mail bags, as follows: Ten for Montreal, three for Hamilton, six for Toronto, one for Quebec, one for Kingston, four for Portland, three for Chicago, one for Detroit, two for Boston and two for New-York. The mails were all on deck, ready for delivery, and were washed about and overboard.

The steamer lays in the same position as this morning.

Our citizens have already raised for the sufferers over six hundred dollars, and have supplied them with all necessary articles of clothing. The Steamship Company have fed and housed the passengers, and will forward them to their destinations.

The following are some facts concerning the vessel and the time to which she belonged:

The *Bohemian*, belonging to the Montreal Ocean Steamship Company, ran between Liverpool and Portland in Winter, and Liverpool and Quebec in Summer, touching at Montreal during the latter season. She is the seventh vessel her owners have lost. Among them were the *Anglo-Saxon* and *North American*, and it is understood, also, the *North Briton*, the *Hungarian* and the *Indian*.

Capt. BORLAND supposed himself four miles off from his real position. The haze probably misled him as to the true position of the lights. He had been looking for a pilot, and throwing up rockets and blue lights for half an hour, and was going at the rate of a mile and a half an hour when the vessel struck. Half an hour before he got soundings in forty fathoms of water, with a soft bottom.

Our citizens and city authorities are taking measures for the relief of the passengers as they come in from the Cape.

All assistance possible was rendered by the people at the Ocean House, and the residents in the vicinity.

The list of passengers is being checked as fast as the survivors of the disaster come in to ascertain who are among the lost.

As the survivors are scattered in all directions, the list is not yet completed.

The *Bohemian* is an iron vessel of two thousand two hundred tons burden, and is rated on LLOYD'S list thus: "1"—which means that in case of accident to her machinery, she had still the means of reaching port. She is bark-rigged, is about three hundred feet long, has a draft of twenty feet, and direct-acting engines of five hundred horse-power.

The vessel is nearly new, having been built at Dumbarton, on the Clyde, in 1859; and all the steamers of this line are Clyde built. As she had six watertight compartments, it is held that the concussion which caused her to sink was so severe as to materially injure her frame, or that the rock on which she struck must have torn off a very large portion of her bottom, and exposed all or most of her bulkheads.

The value of the *Bohemian* is estimated to have been about three hundred and fifty thousand dollars. Previous to the loss of the *Anglo-Saxon* the Steamship Company did not insure their vessels; but it is believed the *Bohemian* is insured—probably in English companies.

The Montreal line comprises eight steamers, which were dispatched weekly from either side of the Atlantic. The *America* and another steamer, which are running instead of the *Anglo-Saxon* and *North American*, that were lost, are chartered; but the company, which also charters and runs the vessels of the Glasgow line, is building two new steamers. An extra one will, however, now be needed to take the place of the *Bohemian*.

Messrs. SABEL & SEARLES, the New-York City agents of the Montreal Company, are in Europe at the present time. No information about the disaster in addition to the facts already published has reached the house in this city.

Men of much experience in nautical matters think they recognize in the loss of the *Bohemian* a new illustration of the statement often made that the numerous accidents on board iron steamers are attributable, in some degree at least, to the failure of the compass to operate accurately on those vessels. It is not doubted, however, that the difficulty may be overcome.

Bids for the New Bounty Fund Loan.

Yesterday, Comptroller BRENNAN opened 42 bids for the new \$2,000,000 Bounty Fund Loan. As this was the first competition invited for taking the Soldiers' Bounty Fund Loan, the "opening" excited considerable interest of capitalists. The following is a transcript of the bids, the rate offered, the awards made of the stock, which bears interest at the rate of six per cent., and is payable in annual installments of \$500,000, beginning with Nov. 1, 1883:

Name.	Amount.	Rate.
United States Trust Co.....	\$120,000	100.03
United States Trust Co.....	130,000	100.63
Atlantic Mutual Insurance Co..	200,000	100.00
Chas. E. Ryder.....	100,000	103.00
Chas. E. Ryder.....	100,000	102.50
E. White.....	10,000	102.00
E. White.....	10,000	101.80
E. White.....	10,000	101.60
E. White.....	10,000	101.30
J. Surget.....	20,000	100.00
B. F. Wheelwright.....	100,000	100.03
B. F. Wheelwright.....	50,000	100.26
B. F. Wheelwright.....	50,000	100.52
B. F. Wheelwright.....	50,000	100.76
James S. Curry.....	50,000	102.00
James S. Curry.....	50,000	101.50
James S. Curry.....	50,000	101.00
James S. Curry.....	50,000	100.50
Chas. P. Fay.....	50,000	103.50
Chas. P. Fay.....	50,000	105.25
J. S. Bowne.....	2,000	100.00
Allan Melville.....	5,000	100.50
C. B. Timpson.....	4,000	100.00
J. S. Lawrence.....	400	100.00
Wm. H. Hoople.....	20,000	100.00
Wm. H. Hoople.....	20,000	100.25
John Wyles.....	10,000	103.00
Geo. F. Odell.....	5,000	101.00
Broadway Savings Institution..	50,000	103.50
Broadway Savings Institution..	50,000	103.00
Howard Insurance Co.....	5,000	100.67
Howard Insurance Co.....	5,000	100.77
F. W. Lasak.....	8,000	101.00
H. C. Brown.....	1,500	100.00
E. L. Mix, Treasurer.....	1,000	100.00
E. F. Purdy, President.....	10,000	100.00
Lorillard Fire Insurance Co.....	30,000	101.00
Emigrant Industrial Sav'gs B'k	100,000	100.00
Emigrant Industrial Sav'gs B'k	50,000	100.50
Emigrant Industrial Sav'gs B'k	50,000	101.00
Emigrant Industrial Sav'gs B'k	20,000	103.05
H. C. Van Vorst.....	8,000	103.00
C. H. Shipman.....	10,000	100.00
Jno. Anderson.....	50,000	100.00
Leavenworth & Sanderson.....	1,500	100.00
Jas. Lenox.....	150,000	100.00
Wm. Redmond.....	7,000	107.00
McKim & Co., Baltimore.....	17,000	105.05
McKim & Co., Baltimore.....	17,000	101.05
E. N. Taylor, Jr.....	5,000	100.00
E. Schiller.....	10,000	100.62
S. S. Hartman.....	2,000	103.00
John A. Iselin & Co.....	25,000	103.12
John A. Iselin & Co.....	25,000	102.52
John A. Iselin & Co.....	25,000	102.02
John A. Iselin & Co.....	25,000	101.52
John A. Iselin & Co.....	50,000	101.27
John A. Iselin & Co.....	50,000	101.02
John A. Iselin & Co.....	50,000	100.77
John A. Iselin & Co.....	50,000	100.52
John A. Iselin & Co.....	50,000	100.27
John A. Iselin & Co.....	100,000	100.02
John A. Iselin & Co.....	5,000	103.30
John A. Iselin & Co.....	3,000	103.12
Bowery Savings Bank.....	300,000	100.00
A. R. Eno.....	50,000	100.00
John H. Coley.....	15,000	100.00
E. E. England.....	3,000	105.00
M. Martin.....	10,000	101.00
Jno. T. Pearson.....	8,000	100.06
Jno. T. Pearson.....	1,000	100.07
Jno. T. Pearson.....	4,500	100.10
F. Masso.....	1,000	100.00
Jno. Monton.....	1,000	104.00
Total amount of bids received.	\$3,131,700	

All the premium bids, which amount to \$1,891,800, will be accepted, leaving \$108,200 to be awarded at par, at the pleasure of the Comptroller.