

MARINE DISASTERS.

The Effects of the Late Snow Storm and Intense Cold.

TERRIBLE SUFFERING ON OUR COAST.

Shipwrecks on the Jersey and Long Island Shores.

SERIOUS LOSS OF LIFE.

THE PILOTS AND THE SEVERE WEATHER.

FROM THE PILOT BOAT E. K. COLLINS AND LOSS OF FOUR LIVES—THRILLING NARRATIVE OF OWN SUFFERINGS OF THE NEW YORK PILOTS DURING THE RECENT TERRIBLE WEATHER.

The exceedingly cold and stormy weather of the last ten days has done great injury to the pilots and their vessels along our Northern coast. Snow storms and carnivals may be very pleasant to those who live in large cities, and who can successfully resist the effects of the low temperature, but to seamen and all who are compelled to go down to the sea in ships, they entail terrible suffering, and not unfrequently loss of life.

There is one class of citizens to whom the recent cold has been most disastrous, not only in a pecuniary point of view, but also from the loss of life and physical suffering they have been compelled to endure—we mean the New York pilots. These hardy seamen have braved all kinds of weather; with snow, or storm, or cold, could make them shiver their duty or forget their obligations to those entrusted to their care. During the raging snow storm of the 5th and 6th inst.—and they describe it as being indeed fearful—their vessels lay along the coast, and to their vigilance may be ascribed the comparatively small number of marine disasters compared with the extent of coast over which the storm raged. Nor did the Arctic weather that followed abate their devotedness to their duty; and to this the suffering they endured, of which an account is given elsewhere, would abundantly testify. His honors upon the soldier who has fought for his country, and the sailor who has braved the elements, and devoted his life to the service of his fellow-men, should not be forgotten when self-devotedness, bravery and endurance are to be rewarded.

What the pilots are compelled to endure may be judged by the following account of the loss of the boat E. K. Collins off Fire Island Inlet:—

It appears that the boat had for some days been chasing up the clipper ship Stingray, from Canton, bound to New York; but on Wednesday night, the 9th inst., the clipper was lost track of, and the pilot boat lay along the coast. This she could do without danger, as the wind was W. N. W. This night it will be remembered, was intensely cold, and a frozen mist rose from the water, and obscured the little boat, so that she resembled a floating iceberg more than a vessel. This mist is caused by the evaporation of the water, a phenomenon that is constantly occurring, but at a very low temperature of the air, the water being warmer, the evaporation is much greater, and sometimes the ocean seems fairly to seethe and boil up, a thick vapor arising meanwhile. This mist contains no salt, and it consequently forms ice much more readily on the rigging, deck and sides of the vessels than does the salt spray.

In the case of the Collins the men on deck could scarcely see the boat's length ahead. Near five on the morning of the 10th inst., Mr. James R. Murphy, who had command of the helm, saw what he considered to be the light of a large ship immediately ahead, and he attempted to put the helm to starboard, but the vessel would not yield to it, so heavily was she compassed by the ice. Suddenly the boat shoaled and was thrown on her beams, with her head to the north and deck towards the shore. It afterwards proved to be Fire Island Inlet, and the shoal on which she ran was about a mile from the shore. The light they had seen was from the lighthouse, which, owing to the severe cold, did not revolve every sixty seconds, as it should have done, and hence the mistake of the helmsman.

The sea broke heavily over the vessel, and the largest boat they had, the lee yawl, was washed away by a wave. It was with great difficulty the weather yawl was cleared of the ice, and into this boat Mr. Ellwood, the boat keeper; James R. Murphy and Wm. Rosch, pilots, and James Sullivan, an apprentice, entered, and pulled for the shore. The sea was rolling heavily, and as the yawl neared the shore she filled twice, and it was with the utmost exertion the crew could bail her out and keep themselves afloat. On reaching land the men fell completely over her; and to disengage Murphy and Rosch from under the ice that fringed the coast, and made their way to shore, which they eventually reached, chilled and frosted, but out of danger. Sullivan also reached shore, but Ellwood in attempting to dive from the yawl caught his foot in the lashings and was drowned.

But a fearful fate awaited those who remained in the vessel. The colored cook, whose name no one on board knew, died of cold soon after the yawl left, and Wm. Williams, a cabin boy, soon after perished. Mr. Robert B. Mitchell was the next victim, and only one remained alive—a lad, named James Rush—who, strange to say, lived thirty-two hours, and was eventually saved, though his companions died within two hours after the yawl boat left the wreck.

After his companions died, Rush, seeing the tide had subsided, managed to crawl into the cabin, where he found a bed, which, though covered with ice, was better than the exposed place he had left. Here he remained during the night and part of the following day, suffering dreadfully, as he was most of the time in the chilling water up to his arm pits.

During the afternoon of Friday, he broke open the state room, on deck, and attempted to construct a raft, and was fortunately seen from the shore and rescued from his dreadful position. He was taken to the lighthouse, and on Saturday evening was brought home to this city, and is now undergoing medical treatment at the New York Hospital. Dr. Dash, the attending physician, thinks him out of danger, though he will doubtless lose the use of his hands and feet.

Our reporter called upon him yesterday, when he boy made the following thrilling statement of his painful experience:—

STATEMENT OF JAMES RUSH, THE CABIN BOY, WHO WAS FOR THIRTY-TWO HOURS ON THE FROZEN WRECK.

We struck the shoal about 5 A. M. on Thursday morning. It was bitterly cold, and a thick mist, like a cloud, rose from the water, so that we could not see the boat's length ahead. On looking out I saw a dull light ahead, that looked like as if it shone from the lighthouse of a large ship. None of us thought it was the lighthouse, as the lamp off that point revolves every sixty seconds, and this seemed therefore the mist to be stationary. We afterwards learned that the intense cold had covered the glass with frost, so that it looked like ice, and the lamp ceased revolving. I went below a little before 5 o'clock, and Mr. Murphy had charge of the helm, at which time the boat was laying to with a three-reel maul and jib. On seeing the light Mr. Murphy put the helm about, but the vessel would not obey it, as the ice with which it was surrounded prevented its doing so. We soon after struck, and the boat was thrown on her beam ends, with her deck tilted toward the shore. The sea broke over the boat heavily, and the lee yawl boat, the largest we had, was swept away before we had time to secure her, and it was with the utmost difficulty we could clear the weather yawl, it was so encumbered with ice. I was in the cabin when I was called upon to enter the boat, but before I had time to get to the side of the vessel, the sea raised so high that Mr. Murphy was compelled to cut the lashings, and the yawl was swept toward the shore, leaving me on board, with Mr. Robert B. Mitchell, the other pilot, William Williams, and the colored cook, whose name no one on board knew, as he had been but recently shipped. About half an hour after the boat left, (this was about ten o'clock, as near as I can remember,) the cook died. We were all in the companion way which leads to the cabin, at this time, and the cook, when he died, was seated on the lowest step and fell over on the floor. Billy Williams died about half an hour afterwards, and rolled over by

SUFFERINGS OF THE PILOTS BY THE RECENT SEVERE WEATHER.

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The boats that arrived last Saturday had a number of men on board who were frost-bitten in the ears, feet and fingers. Among others reported are Gustavus Van Pelt, John Small, John O'Keefe and John Fredrik, who are thus injured. The following is our record:—

[From the New York Herald, Jan. 8.] The pilot boat Sylph, No. 1, came up to the city yesterday, and reports having experienced a tremendous gale from the northwest, which, on Saturday night and Sunday, 5th and 6th inst., during which, and while laying to under her trial, was boarded by a heavy sea, broke mast, stove boat, and swept overboard two of the pilots, named James Johnson and Charles White, and the boatkeeper. The latter got back on board, but the two pilots were not seen afterwards. The Sylph is one of the Jersey boats; but this has not prevented a deep feeling from being manifested by the New Yorkers.

The pilot boat Julia, No. 15, was out in the same gale, and lost foremast, stove bulwarks, and washed the seats out of the cockpit. [From the New York Herald, Jan. 10.] Pilot boat Mary & Catharine, No. 6, came up yesterday forenoon from a cruise, and reports Sunday, 5th, 4 A. M., shipped a sea which stove one of the yawl boats and stove starboard bulwark, also split the jib and carried away the foremast. Her hull and a portion of her masts and rigging were encased in ice six or eight inches in thickness. Some ten or twelve boats were outside during the gale of Saturday night last, among which the A. B. Nelson arrived on Monday last, with loss of jib. The M. H. Grannis came up on Wednesday, having lost foremast. The Washington, No. 2, Jacob A. Westervelt and E. K. Collins were seen on Sunday morning last, about forty miles southeast from Sandy Hook, and it is quite probable that all will arrive safe in a few days, or as soon as their masts are on board of vessels bound in. All of those now in port are lamenting the loss of the pilots from on board the Sylph, and accordingly have their colors set at half-mast. It was formerly the custom among the other vessels in the harbor to commemorate in this way all similar disasters among the pilots, when they had been reported in the public prints; but it would almost seem that the bustle and din of trade and multiplicity and strife of business had destroyed this kind of sympathy and fellow feeling, and rendered the courtesy nearly, if not quite, obsolete.

[From the Herald, Jan. 11.] Pilot boat Virginia, No. 3, just arrived from a cruise, reports a heavy gale on the night of the 5th inst. Fifty miles S.E. of the Hook, on the 5th, picked up a barrel of flour, marked W. P. C. No. 5, with Indian corn sticking between the hoops; besides in the water some soap, a tin of tallow, and a box of matches; also saw a clipper ship going N., but could not speak her; supposed to be the Challenge. During the night it blew a gale from the westward, freezing very hard, with a thick vapor arising from the water. It was a dreadful night. Next morning we looked more like a floating iceberg than a pilot boat. It continued to blow hard on the 9th and 10th, freezing hard all the time. It is supposed that the above mentioned vessels were blown pretty well off shore. The Ka-hai, mentioned above, arrived off this port on the 8th inst.

[From the Herald, Jan. 13.] The following pilot boats arrived yesterday from outside:—Christian Berg, No. 14; Mary Torrey, No. 5; Nettie, No. 20; Jacob A. Westervelt, No. 39; Washington, No. 2; and Washington, No. 4, and the Elwood Waterman, No. 7. Among them, the Christian Berg reports that on Friday, the 11th inst., ten miles east of Fire Island, John Van Buskirk fell from aloft, and was severely injured. On Wednesday, 9th, James Mitchell was so severely frozen as to be disabled. In the gale from the northwest, which commenced on Tuesday, the 8th, she was hove to for six hours under storm staysail; during which time her starboard yawl boat was stove by a sea, and her decks were covered with ice a foot or two in thickness. For most of the time it was with the top of the rail, notwithstanding they were constantly engaged in cutting it away with axes, to keep the boat from foundering by its weight, and the pressure of the sea that had been in the crew for twelve years, stated that he had never experienced so severe weather as they had during this time of ten days. Friday, the 11th, saw a large bark to the eastward of Fire Island. Jacob A. Westervelt, on Tuesday night, 8th, carried away outer end of main boom. The Mary Torrey was absent ten days; discharged all her pilots. Morning of the 12th, saw the Nettie and Thomas H. Smith 35 miles south-east of the Highlands. The Nettie also reports bad weather, and was yesterday anchored under the Cedars, in company with the Thomas H. Smith. The Phantom is the only one not yet arrived, except the E. K. Collins, ashore on Fire Island. All those in port, yesterday, presented quite a dejected appearance, their colors being set at half-mast, in token of the late calamity which befell the E. K. Collins. In the slip at the foot of Jackson street, East river, nine of them were lying together, rigid in this manner, and conoling with each other on the untoward event. All of the sea-going vessels on the North river side, and many on the East river side, made similar demonstrations of regret. There were nevertheless a number of the largest packet and clipper ships on the south side of the city, which from their size and grandeur, should be fit prototypes for all the rest, but which on this occasion appeared to be devoid of such kind of sympathy. There is, perhaps, no class of men more important to the commercial interests, and that necessarily encounters more severe hardships and perils, than do the pilots on our northern coast. It may, therefore, be inferred that such omissions of courtesy on the part of some of our largest vessels were not so much through a want of respect or friendly regard, as from the probable circumstance that their respective owners and commanders were not fully posted, or had quite forgotten some of the more essential points of marine decorum.

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We began to think then that there was danger on hand, but saw nothing of importance until Sunday morning. On Sunday about day-break, Mr. Jennings, the wreck master—his liver on Long beach, opposite Manakewin, N. J.—together with his assistant, a young man named Wm. Webb, ejected a schooner lying about three miles to the southward of the shore. As soon as they perceived the schooner they immediately started for her. Webb got down to the vessel first, and as he came up to her he saw men struggling in the surf. When he got up to them they proved to be the mate of the schooner Pacific and the Captain of the same. The mate was endeavoring to pull the captain (Timan Tharrow, of Washington, N. C.) out of the surf. The captain had been so drenched and chilled by being on the wreck all night, that he was unable to assist himself; and besides, his pantaloons had got loose and hung about his legs, and of course, embarrassed him in his efforts to save himself. In fact, the captain was so completely worn out that he did in the arms of the mate immediately on reaching the shore, in spite of all their kind efforts to restore him; the only words the poor fellow uttered were a few ineffectual ones to the southward of the shore. As soon as they perceived the schooner they immediately started for her. Webb got down to the vessel first, and as he came up to her he saw men struggling in the surf. When he got up to them they proved to be the mate of the schooner Pacific and the Captain of the same. The mate was endeavoring to pull the captain (Timan Tharrow, of Washington, N. C.) out of the surf. The captain had been so drenched and chilled by being on the wreck all night, that he was unable to assist himself; and besides, his pantaloons had got loose and hung about his legs, and of course, embarrassed him in his efforts to save himself. In fact, the captain was so completely worn out that he did in the arms of the mate immediately on reaching the shore, in spite of all their kind efforts to restore him; the only words the poor fellow uttered were a few ineffectual ones to the southward of the shore.

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The pilot boat Julia, No. 15, was out in the same gale, and lost foremast, stove bulwarks, and washed the seats out of the cockpit. [From the New York Herald, Jan. 10.] Pilot boat Mary & Catharine, No. 6, came up yesterday forenoon from a cruise, and reports Sunday, 5th, 4 A. M., shipped a sea which stove one of the yawl boats and stove starboard bulwark, also split the jib and carried away the foremast. Her hull and a portion of her masts and rigging were encased in ice six or eight inches in thickness. Some ten or twelve boats were outside during the gale of Saturday night last, among which the A. B. Nelson arrived on Monday last, with loss of jib. The M. H. Grannis came up on Wednesday, having lost foremast. The Washington, No. 2, Jacob A. Westervelt and E. K. Collins were seen on Sunday morning last, about forty miles southeast from Sandy Hook, and it is quite probable that all will arrive safe in a few days, or as soon as their masts are on board of vessels bound in. All of those now in port are lamenting the loss of the pilots from on board the Sylph, and accordingly have their colors set at half-mast. It was formerly the custom among the other vessels in the harbor to commemorate in this way all similar disasters among the pilots, when they had been reported in the public prints; but it would almost seem that the bustle and din of trade and multiplicity and strife of business had destroyed this kind of sympathy and fellow feeling, and rendered the courtesy nearly, if not quite, obsolete.

[From the Herald, Jan. 11.] Pilot boat Virginia, No. 3, just arrived from a cruise, reports a heavy gale on the night of the 5th inst. Fifty miles S.E. of the Hook, on the 5th, picked up a barrel of flour, marked W. P. C. No. 5, with Indian corn sticking between the hoops; besides in the water some soap, a tin of tallow, and a box of matches; also saw a clipper ship going N., but could not speak her; supposed to be the Challenge. During the night it blew a gale from the westward, freezing very hard, with a thick vapor arising from the water. It was a dreadful night. Next morning we looked more like a floating iceberg than a pilot boat. It continued to blow hard on the 9th and 10th, freezing hard all the time. It is supposed that the above mentioned vessels were blown pretty well off shore. The Ka-hai, mentioned above, arrived off this port on the 8th inst.

[From the Herald, Jan. 13.] The following pilot boats arrived yesterday from outside:—Christian Berg, No. 14; Mary Torrey, No. 5; Nettie, No. 20; Jacob A. Westervelt, No. 39; Washington, No. 2; and Washington, No. 4, and the Elwood Waterman, No. 7. Among them, the Christian Berg reports that on Friday, the 11th inst., ten miles east of Fire Island, John Van Buskirk fell from aloft, and was severely injured. On Wednesday, 9th, James Mitchell was so severely frozen as to be disabled. In the gale from the northwest, which commenced on Tuesday, the 8th, she was hove to for six hours under storm staysail; during which time her starboard yawl boat was stove by a sea, and her decks were covered with ice a foot or two in thickness. For most of the time it was with the top of the rail, notwithstanding they were constantly engaged in cutting it away with axes, to keep the boat from foundering by its weight, and the pressure of the sea that had been in the crew for twelve years, stated that he had never experienced so severe weather as they had during this time of ten days. Friday, the 11th, saw a large bark to the eastward of Fire Island. Jacob A. Westervelt, on Tuesday night, 8th, carried away outer end of main boom. The Mary Torrey was absent ten days; discharged all her pilots. Morning of the 12th, saw the Nettie and Thomas H. Smith 35 miles south-east of the Highlands. The Nettie also reports bad weather, and was yesterday anchored under the Cedars, in company with the Thomas H. Smith. The Phantom is the only one not yet arrived, except the E. K. Collins, ashore on Fire Island. All those in port, yesterday, presented quite a dejected appearance, their colors being set at half-mast, in token of the late calamity which befell the E. K. Collins. In the slip at the foot of Jackson street, East river, nine of them were lying together, rigid in this manner, and conoling with each other on the untoward event. All of the sea-going vessels on the North river side, and many on the East river side, made similar demonstrations of regret. There were nevertheless a number of the largest packet and clipper ships on the south side of the city, which from their size and grandeur, should be fit prototypes for all the rest, but which on this occasion appeared to be devoid of such kind of sympathy. There is, perhaps, no class of men more important to the commercial interests, and that necessarily encounters more severe hardships and perils, than do the pilots on our northern coast. It may, therefore, be inferred that such omissions of courtesy on the part of some of our largest vessels were not so much through a want of respect or friendly regard, as from the probable circumstance that their respective owners and commanders were not fully posted, or had quite forgotten some of the more essential points of marine decorum.

ARRIVAL OF THE ATLANTIC.

TEN DAYS LATER FROM EUROPE.

TERMS OF PEACE PROPOSED TO RUSSIA.

ARRANGEMENTS FOR THE NEXT CAMPAIGN.

Curious Peace Pamphlet Published in Paris.

THE DANISH SOUND BOMB.

OUR RELATIONS WITH ENGLAND.

Reported Treaty Between Russia and the United States.

SLIGHT DECLINE IN COTTON, CORN, AND CONSOLS.

Our London, Paris and Berlin Correspondence.

London, Dec. 28, 1855. The returns from the Bank of England for the week ending the 25th of December, gives the following results, when compared with the previous week:—

Public deposits..... £5,344,743 Increase..... £213,513
Other deposits..... 12,311,457 Decrease..... £1,008
Reserve..... 3,219,877 Increase..... 14,306

On the other side of the account:—
Government securities, £9,929,197 Increase..... £139,828
Other securities..... 12,204,325 Increase..... 845,500
Notes unemployed..... 6,464,765 Decrease..... 91,928
The amount of notes in circulation is £18,379,800, being a decrease of £201,470, and the stock of bullion in both departments is £10,981,745, showing a decrease of £23,539, when compared with the preceding return.

THE RECENT SEVERE WEATHER.