THE WRECKED WHALERS.

Full Details of the Great Disaster in the Arctic Ocean.

Intense Suffering of the Ships' Crews.

Thirty-three Ships Crushed by Icebergs.

Loss $2,600,000 and 27,000 Barrels of Oil.

List of Men, Women and Children Saved.

PROBABLE LOSS OF LIFE.

[From the San Francisco Alta, Nov. 6.]

The steamship Moses Taylor, which arrived here yesterday, brought news that a fleet of thirty-three whaling vessels was wrecked in the Polar Sea and abandoned by the masters, officers and crews. She had on board twenty masters of the lost vessels, the others having remained in Honolulu. We give very full particulars of the disaster, taken from the *Hawaiian Gazette* of the 24th instant, given to that paper by some of the masters of vessels. The following additional particulars have been obtained from Captains Kelly and Owen:—

SCENE OF THE WRECK.

The scene of the wreck, as taken from the chart used by the fleet, is situated as follows:—The most northerly whaler, the Roman, stood 70 degrees 50 minutes north and 150 degrees 30 minutes west; the most southerly stood 70 degrees 35 minutes north and 160 degrees west. The fleet stood in in a northeasterly line, slightly curved, and was anchored between Point Belcher north and Point Marsh south. They were in some cases five abreast, but usually not more than three. They stood at anchor in a strait, having to the west the open Polar Sea and at the east the shore. Between the fleet and the shore was a narrow shoal, running the length of the strait, and between this shoal and the shore was a stream of navigable water.

After experiencing nothing unusual on the voyage the fleet, consisting of forty ships, arrived six miles south of Icy Cape on the 6th of August. This cape is situated 70 degrees 15 minutes north and 161 degrees west longitude. The wind was blowing from the northeast, bringing down large quantities of ice. In the latter part of the day the wind moderated and the current was northeast. The ships got underway and worked to Blossom Shoals, situated 70 degrees 20 minutes north and 161 degrees west, where they found a passage from half to three-fourths of a mile in width, from the shore to the main body of ice, through which they passed. As they advanced it became wider and the fleet kept ascending.

THE FIRST DIFFICULTY

was encountered on the 11th of August, when the wind shifted to the west, setting the ice on shore and driving it with great force against the ships. So sudden was the rush of ice that it caught the anchors of some ships, compelling them to shift their cables and to push for shore. The incidents of note from this date until the 1st of September, when the Roman was crushed, are given in the report from the *Hawaiian Gazette*, and until the fleet was abandoned. The height of the icebergs by which the fleet was surrounded on the west side and by which the ships were pressed to shore on the other is given as ranging from thirty-five to fifty feet. New ice formed round the ships, making it difficult to reach shore. When the vessels were abandoned these icebergs were within seventy yards of them, and threatened the entire fleet with destruction at any moment. The most northern ship, the Roman, when crushed was 250 yards from the beach. The wrecked ships had on board about 1,250 persons, including four families, who were transferred to the balance of the fleet, which stood between Icy Bay and Blossom shoal, about seventy miles south. Their sufferings were very great, but they were borne with all the endurance and perseverance for which our fishermen are noted. When those ships were reached a strong northwest gale sprung up, which drove the ships and ice on shore. One of the fleet which left for Honolulu, the bark Chance, of Sydney, had not arrived when the Moses Taylor left. She had on board the crew of the Oliver Crocker and men from other vessels. She was in sight for two days, but before reaching Behring Strait she disappeared. The men are at a loss to account for her absence. She was a slow sailer, but the more of opinion that she should have arrived in Honolulu before they left, if all went well with her.

THE NATIVES—THEY PREDICT THE DISASTER.

Nearly abreast of the fleet, and not far distant from Point Belcher, are several huts and underground recesses occupied by natives, Esquimaux, and there are several little villages along the line occupied by the fleet. In the interior the natives are quite numerous. The masters of the vessels report that they will experience great distress this winter, as they spent most of their time visiting the fleet to obtain trinkets and other articles. They had but little stowed away for the winter supply. They gave the men very useful assistance in removing their provisions and supplies from the wrecked fleet. Captain Kelly says the chief's wife made for him a sleeping-bag of fox skins, also moccasons and deerskin mats to sleep on. They gave them all the assistance in their power, but they had not quite disappeared from the scene of the wreck until the obliging natives had boarded the ships and commenced plundering them. They were seen passing down over the sides of the vessels into their canoes, and carrying off everything portable.

When the fleet first arrived in the strait the natives told the masters that they would fare badly; that the wind, which was sure to come, would drive the ice against the vessels and wreck them. No notice was taken of this friendly warning, of course, but the prediction of the natives was carried out to the letter. The masters who arrived here yesterday are of opinion that the entire fleet has become a total wreck.

LIST OF VESSELS—THEIR VALUE AND INSURANCE.

The Concordia, George Howland and Thomas Dickenson were owned by George and Mathew Howland, of New Bedford. The Concordia was a very superior ship, and when she sailed was valued at $80,000. The others were worth $40,000 each. No insurance. These were considered among the best vessels in the fleet.

The Gay Head, Navy and Oliver Crocker were owned by J. B. Wood & Co., of New Bedford, and were valued at $40,000 each. They were insured for $4,000 each when they sailed, and it is considered that the amount was increased on reports from the masters of the amount of the catch.

The ships Massachusetts, Eugene, Fannie and Elizabeth Swift were owned by Swift & Allen, of New Bedford. They were valued at from $40,000 to $50,000 each and were insured, but the amount of the insurance is not known.

The Contest was owned by Swift & Perry, of New Bedford. She was valued at $50,000 and was insured.

The J. D. Thompson was owned by Williams & Barnes, of New London; value $50,000 and insured, but the amount is not given.

The Champion was owned by Grafton & Collins, of Edgartown; value $40,000 and insured.

The Emily Morgan, John Wells and Awasnonks were owned by W. J. & R. Wing, of New Bedford. They were each valued at $50,000 and were well insured.

The Henry Taber was owned by Gordon & Co., of New Bedford, was valued at $40,000 and was insured.

The Florida was owned by Sherwood & Co., of San Francisco. The value and insurance we were unable to obtain.

The Reindeer was owned by Edward W. Howland, of New Bedford. She was valued for $55,000 and was insured for a large amount.

The Monticello was owned by Williams, Havens & Co., of New London. She was valued at $45,000 and insured.

The Carlotta was owned by Hutchinson, Kohl & Co., of this city.

The Palea was owned by C. A. Williams, of Honolulu, and is supposed to have been insured.

The Julia was owned by Jones, Brewer and others, of Honolulu, and was insured. She is said to have been valued at $40,000.

The ships Kohola and Comet were owned by Briggs, of Honolulu. They were valued at $20,000 each. The Kohola was insured, but the Comet was not.

The Minerva was a splendid ship; owned by Thomas Knowles & Co., of New Bedford. She was insured for $40,000.

The Wm. Rotch was owned by Bernard Cogan, of New Bedford, and was insured for $20,000, little more than half her value.

The Mary was owned by William H. Monroe, of Edgartown. She was insured when she started on the voyage, but the policy has since expired, and it is doubtful that it was renewed.

The Roman was owned by William Watkins, of New Bedford, and insured; amount and precise value of the ship not known.

Brig Victoria, owned by Redfield, Wright & Brown, of San Francisco; insured for $30,000.

PROBABLE LOSS OF LIFE.

The bark Oriole, Hays master, owned by E. C. Jones, of New Bedford, was stove in by ice in the month of June, and was abandoned at Plover Bay, where she went to repair. On the 3d of August Captain Hays left Plover Bay in a schooner of forty tons to intercept the trader Ali Jackson, from this port to Norton Sound, since which time he has not been heard from. Captain Barker, of the wrecked bark Japan, was with him; he has not been heard from either, and nothing has been heard of the schooner. As the Ali Jackson arrived in San Francisco some time ago, it is supposed that the schooner was lost, or that she ran ashore at some unfrequented point. Those acquainted with the shore where it is probable the schooner struck think the men on board must have died of starvation, if they have not been drowned.

TOTAL LOSS—VALUE OF CARGO.

There were thirty-three vessels abandoned, and it is believed by the masters that they were all destroyed in a few days. It is estimated that the fleet had on board 15,000 barrels of whale oil and 1,500 barrels of sperm, which is valued at about $315,000. They had on board about $80,000 worth of bone. The total loss of vessels and cargo will be over $1,600,000.

The masters say the season promised to be the best they had had for many years. The catch made was principally before the season commenced. They expected the season would have yielded 1,200 barrels of oil and 20,000 pounds of bone for each vessel. The masters assert that they are the heaviest losers, because they lose their proportion of the catch and were not insured.

THE CAPTAINS RELUCTANTLY ABANDON THEIR VESSELS.

The following document was drawn up and signed by all the masters of the wrecked ships:—

POINT BELCHER, ARCTIC OCEAN, Sept. 12, 1871.

Know all men by these presents, that we, the undersigned, masters of whaleships, now lying at Point Belcher after holding a meeting concerning our dreadful situation, have all come to the conclusion that our ships cannot be got out this year, and there being no harbor that we can get our vessels into, and not having provisions enough to feed our crews to exceed three months, and being in a barren country where there is neither food or fuel to be obtained, we feel ourselves under the painful necessity of abandoning our vessels and trying to work our way south with our boats, and, if possible, get on board of ships that are south of the ice. We think it would not be prudent to leave a single soul to look after our vessels, as the first westerly gale will crowd the ice ashore, and either crush the ships or drive them high upon the beach. Three of the fleet have already been crushed, and two are now lying here out which have been crushed by the ice, and are leaking badly. We have now five wrecked crews distributed among us. We have barely room to swing at anchor between the pack of ice and the beach, and are lying in three fathoms of water. Should we be cast upon the beach it would be at least eleven months before we could look for assistance, and in all probability nine out of ten would die of starvation or scurvy before the opening of spring. Therefore we have arrived at these conclusions—after the return of our expedition under command of Captain D. R. Frazer, of the Florida, he having with whaleboats worked to the southward as far as Blossom Shoals, and found that the ice pressed ashore the entire distance from our position to the shoals, leaving in several places only sufficient depth of water for our boats to pass through, and this liable at any moment to be frozen over during the twenty-four hours, which would cut off our retreat even by the boats, as Captain Frazer had to work through a considerable quantity of young ice during his expedition, which cut up his boats badly.

[Signed by the Masters.]

LIST OF VESSELS ABANDONED.

From New Bedford.	Tons.	Masters.	Agents' Name.	Date Sailed.
Concordia*	388	Jones	G. & M. Howl'd	Dec. 7, 1867
Gay Head*	360	Gifford	J. B. Wood & Co	Oct. 11, 1870
George*	259	Osborne	G. Allen & Son	Aug. 10, 1869
Massachusetts*	356	Mitchell	Swift & Allen	July 19, 1870
Contest	341	Owens	Swift & Perry	July 19, 1870
Navy*	412	Bouldry	J. B. Wood & Co	Oct. 7, 1869
Seneca*	328	Kelly	L. Snow & Son	Oct. 16, 1869
Reindeer	332	Loveland	T. W. Howland	Sept. 7, 1870
Fanny*	291	Williams	Swift & Allen	July 21, 1869
John Wells*	357	Dean	W. O. Brownell	Nov. 9, 1869
Emily Morgan*	385	Dexter	J. & W. R. Wing	Nov. 10, 1868
Henry Taber*	498	Packard	Taber & Gordon	Oct. 23, 1868
Elizabeth Swift*	527	Bliven	Swift & Allen	July 21, 1868
Oliver Crocker*	398	Fisher	J. B. Wood & Co	July 1, 1868
Eugenia*	345	Nye	Swift & Allen	Sept. 14, 1869
Awashonks*	376	Norton	J. & W. R. Wing	Oct. 19, 1870
Thos Dickason*	461	Lewis	G. & M. Howl'd	Nov. 2, 1869
Minerva*	337	Allen	T. Knowles & Co	July 7, 1868
Wm. Rotch*	290	Whitney	Bernard Cogan	July —, 1864
Roman*	368	Jernegan	Wm. Watkins	Oct. 29, 1865
San Francisco.				
Florida	470	Frazer	Sherwood & Co	April 6, 1871
Carlotta*	489	Smith	Hahn & Kohl	Dec. 31, 1870
Edgartown.				
Champion	367	Pease	G. N. Collins	Aug. 14, 1869
Mary	373	Herendeen	W. H. Munroe	Oct. 2, 1867
New London.				
J. D. Thompson	432	Allen	W'ms & Barns	July 13, 1868
Monticello*	356	Williams	W'ms & Hav'ns	Nov. 18, 1865
Honolulu.				
Palea	—	—	C. A. Williams	—
Julia	—	—	Jones & Brew'r	—
Kohola	—	—	J. Briggs	—
Comet	—	—	J. Briggs	—

NOTE.—Vessels designated by an asterisk (*) are barks.

REPORT OF THE SHIP CONTEST.

Through the kindness of Captain Leander Owens, of the ship Contest, we give the following report of his vessel:—

Sailed from Honolulu April 12, 1871; touched at Atoyi, on the 13th and 14th, for wood; passed through Fox Islands, 172 degrees passage, May 4; made the ice on the 6th, eighty-five miles west of St. Paul's Island, and found much ice in the Kamschatka Sea; had strong northeast and northerly winds nearly all of May; worked through the ice to Capes Navrin and Thaddeus, June 1; Cape Behring, on the 4th; Plover Bay, on the 5th, where we saw first bowhead; passed Indian Point on the 6th, where we took on board two officers and seven men of the missing bark Japan; found the Straits much blocked with ice; saw quite a number of bowheads; caught two, making 200 barrels; drifted past East Cape, June 15; found walrus on the 22d; caught 400 from thence to July 15, making 300 barrels oil. On the night of the 17th we got into the ice in the fog, in clearing which we got cut-water damaged; touched at Port Clarence on the 27th and 28th for wood and ballast; Cape Lisburne, August 1, and worked up past Icy Cape and Blossom Shoals on the 6th, in company with eight or ten ships; saw bowhead on the 7th, off Wainwright Inlet; caught five up to the 25th.

On the 25th inst. we got aground, while underway to take a whale, and would return thanks to Captains Fisher and Mitchell for assistance rendered to get us off; on the 29th the wind freshened from the southeast, and pressed the ice on the land and jammed several of the ships ashore; sent boats to assist the Monticello; on the 1st of September the bark Roman was crushed by the ice, and sunk in forty-five minutes; the crew escaped by hauling their boats over the ice, and was taken on board by the fleet; on the night of the 2d the brig Comet was crushed also; the crew was taken on board of other vessels; got underway, worked to the southwest about four miles, and made fast to the ground ice, the packed ice pressed home to the land leaving only a narrow stream or rivulet in which the ships were lying anchored and fast to the ice; all of the fleet in sight except seven vessels. On the 7th inst. went with Captains Fisher and Dexter, with boats, to sound along the ground ice to the southward to see what were the chances of escape with the ships. Found less than eight and a half and nine feet in several places to the shoal of Wainwright Inlet, and four to eight across that, off which were lying four ships, viz.:—Thomas Dickenson, Awashonks, Julian and Eugenia. Found it impossible to move our ships further to the southward. On the 8th had a gale from the Sound, and when it cleared up saw one of the ships to the Sound dismasted, which proved to be the Awashonks.

On the 9th all the shipmasters met by appointment on board of the Florida, to confer upon the situation of the fleet. After several discussions it was decided that any or all of the ships in sight were like to be closed in and crushed, or jammed ashore by the ice at any time, and under such circumstances a plan for escape must be organized. It was decided to lighter the brig Kohola to get her down outside, which could proceed only a few miles on account of the shoal water and ice. Then a boat expedition to proceed south, to communicate with the seven outside vessels if found, to be commanded by Captain Frazer. On the 9th to 10th young ice made from one to three inches. Captain Frazer had much trouble breaking way for his boats. On the 12th, a boat returned from Captain Frazer, saying he had found the seven vessels beset by ice just north of Icy Cape, but thought some of them would escape. After consultation again it was decided to forward a part of our provisions south of all ice before the ice should prevent boating. Sent two boats deeply loaded with bread, flour and meat.

SEPTEMBER 13.—Several meetings were held today to discuss affairs, and it was decided to fix tomorrow, at ten A. M., to abandon the ships, fearing if delayed any longer we could not take provisions, which one more night's freezing would prevent.

SEPTEMBER 14.—Boats returned from the south and reported seventy-five miles distance to clear water, and at a meeting it was unanimously decided to abandon immediately. All returned to their ships to load their boats. Completed loading mine, six in number, at twelve M., taking all my remaining provisions (except some salt provisions), all my original officers and crew, eight extra men from several wrecked vessels, numbering forty-four all told. I had taken 475 barrels of oil, 1,200 pounds of bone and 600 pounds ivory since leaving the Sandwich Islands.

I would take this opportunity to return heartfelt thanks to Captain Thomas H. Mellen for his kind reception on board of the Europa of myself, officers and crew, and for his kind and bountiful treatment to us all during the passage from the Arctic Ocean to the Sandwich Islands.

MASTERS ARRIVED.

Following is a list of masters from the annihilated fleet who came as passengers on the Moses Taylor:—

Leander Owens, wife and child, of the Contest; T. C. Packard, of the Henry Taber; B. Dexter and wife, of the Emily Morgan; Charles Allen, of the J. D. Thompson; H. M. Newberry, of the Palea; Ariel Norton, of the Awashonks; Jared Jernegan, of the Roman; G. W. Bliven, of the Elizabeth Swift; W. H. Kelly, of the Gay Head; West Mitchell, of the Massachusetts; George Bouldry, of the Navy; Hezekiah Allen, of the Minerva; Aaron Dean, of the John Wells; T. W. Williams, wife and three children, of the Monticello; D. R. Frazer, of the Florida; Lewis Williams and wife, of the Fanny; A. Osborn, of the George; Henry Pease, of the Champion; Captain Smith, of the Carlotta, and Captain Redfield, of the Victoria. A number of mates also came up as passengers. Most of the party will leave in a day or two for the East.

[Account from the Hawaiian Gazette.]

OVER THIRTY WHALERS HOPELESSLY LOST.

The following full account of this fearful marine disaster is taken from the columns of the Hawaiian *Gazette* of the 24th:—

By the arrival this morning of the Hawaiian bark Arctic, Captain Tripp, we are in receipt of truly disheartening news from the whaling fleet lately cruising in the Arctic Ocean. The greater portion of the fleet, numbering over thirty vessels, has been caught in the ice and hopelessly crushed, or held so fast that they had to be abandoned. Fortunately, the weather was such that all the crews were safely got on board the vessels which were outside the pack, although in some instances, the utmost expedition had to be used to save life. In the case of the Roman, as described to us by one of the company, the sight must have been fearfully interesting. The floe caught the ship on each side, and lifted her bodily, keel out. Relaxing its grip for an instant, the ship settled between the icy jaws of the floe, when coming together again, she was crushed like an eggshell into atoms, and as the spasmodic relaxation again occurred, she disappeared, leaving not a vestige of the lately noble vessel in sight, forty-five minutes from the time the ice first closed upon her.

QUESTION WHETHER ANY OF THE VESSELS CAN BE SAVED NEXT SPRING.

It is an open question as to whether any of these ships will be found on the return of spring in a condition to be saved. It was considered probable that in the first northerly gale they would all be destroyed by the moving heavy ice. Besides, the natives, who are numerous in the neighborhood, would, without delay, strip them of everything movable.

CIRCUMSTANTIAL ACCOUNT OF THE TERRIBLE DISASTER.

For the following circumstantial and highly interesting account of this great disaster, the effects of which will be severely felt in the homes and business circles of the East, as well as here and in San Francisco, we are indebted to Captains Tripp, of the Arctic; Kelley, of the Gay Head; Allen, of the Minerva; Bliven, of the Elizabeth; Loveland, of the Reindeer; Nye, of the Eugenia, and Newbury, of the Palea.

ARRIVAL OF THE FLEET IN THE ARCTIC.

About the 1st of May, 1871, the whaleships began to arrive at the ice south of Cape Thaddeus. They found plenty of ice, and closely packed so that they made but little headway to the north. The wind blew strong from the northeast most of the month of May. About the 1st of June the ice opened some and let the ships up in sight of Cape Navarino. Here five of six whales were taken; a good many were heard spouting among the heavy ice, but they soon left. The fore part of June the winds were light and variable, with a good deal of fog. About the middle of the month the ice opened and the fleet pushed to the north. A few whales were taken and picked up in crossing the Anadir Sea. By the time the ships got to Cape Behring and Plover Bay, the whales had all passed through the straits. The bark Oriole was stove and put into Plover Bay to try and repair.

THE CREW OF A WRECKED VESSEL SAVED.

The fleet passed through Behring Strait between the 15th and 30th of June, some of them taking on board the crew of the Japan, which was wrecked at Cape East last fall. Not seeing any whales, and finding large quantities of ice,

THE FLEET ENGAGED IN CATCHING WALRUS.

The whole fleet now engaged in catching walrus. These were very shy and scarce in comparison to former seasons, the boats frequently going fifteen or twenty miles in the ice to get them. There was a good deal of fog in June and July, while they were walrusing, and also large beds of ice, the east shore being unapproachable until the very last of July. The latter part of July they had some strong winds from southeast and northeast. This broke up the walrus catching and the fleet now pushed to northeast for Icy Cape. The ice began to disappear from the east shore south of Cape Lisburne. The fleet pushed on to eastward, the main body of ice being in about the latitude of 69 degrees 10 or 15 minutes. They followed the ice into the east shore. They found a clear strip of water running to northeast along the land. In this clear water they worked up to within a few miles of Icy Cape, and some of them anchored, not being able to proceed any further on account of the ice lying on Blossom Shoals. At the same time the wind was blowing strong from the northeast for several days.

THE ICE THICKLY PACKED, WHALING PROSECUTED HOWEVER.

On the 6th of August the wind moderated and the ice started off the shoals. Several ships got underway and passed the shoals, and in a few days the most of the fleet were north of Blossom Shoals. The weather was good and they worked to northeast as far as Wainwright Inlet. Here they found whales, and a number were taken at once, but the ice being very heavy and closely packed, a great many were lost. Still the prospect looked very favorable, and hopes were entertained of making a large season's catch. All the ships either anchored or made fast to the heavy ground ice. Whaling was now carried on briskly for several days, the boats cruising among open ice, but on the 11th of August a large number of boats were caught in the ice by the wind shifting and setting the ice on shore.

BOATS STOVE IN—THE SHIPS YET SAFE.

The wind was from the west and the ships were obliged to get underway to keep from being jammed in the ice, and work inshore under the ice of the ground ice. With considerable difficulty they succeeded in saving their boats by hauling them a long distance over the ice, some of them being badly stove by so doing, but they were all saved finally. The ice kept setting on shore steadily, and the ships kept fleeting into shoal water to avoid being stove, and some of them grounded, but were easily got off again. On the 13th the ice stopped, having grounded, leaving an open strip of water along the land as far as Point Belcher. Boats were kept out of whaling every day. They saw and heard plenty of whales among the heavy ice, but could not get to them at this time. They had a great deal of fog at times, clearing off for a short time. All this time the ships were lying safely anchored and tied up to the ice, waiting for it to open off the land, as they expected it would, the first strong northeast wind that blew.

A REPORT BROUGHT OF PLENTY OF WHALES.

In the meantime reports were brought of plenty of whales being seen off Sea Horse Islands and several ships sent boats up there with orders to catch and cut the whales on the ice (they carrying everything necessary for so doing) and tow the blubber to the ships, as there was no chance to get there with the ships on account of the ice and shoal water. Four whales were taken in this way, after a great deal of trouble and hardship in sleeping out on the cold shore and among the ice. On the 25th of August it blew a strong northeast gale and the ice opened and went off shore. On the 27th had good weather, whales were quite plenty and a number were taken. The ships all got underway and stood off shore and commenced whaling, every one thinking the ice was going off for good and every opportunity was taken advantage of to catch whales. On the 28th, fine weather and light, variable winds. On the 29th, light, southwest winds, which freshened toward the latter end of the day, setting the ice in shore so fast that some of the ships were caught in the pack. The rest retreated in shore ahead of the ice.

A NUMBER OF VESSELS ANCHOR—THE SMALL ICE PACKING ROUND.

Here they anchored in from three to four fathoms of water, the ice coming in and the small ice packing around the ships. By the strong current running to the northeast the large, heavy floe ice grounded in the shoal water. Inside of this the ships lay, or at least the most of them, and those who did not get in kept working in as they had a chance to keep from being stove. At this time it began to snow, and they had several storms and winds from south to northwest. Here they were all jammed close together, some not having room to swing clear of each other.

THE FIRST VESSELS CRUSHED IN THE ICE.

On the 1st of September the bark Roman was crushed by the ice, she having got caught while cutting a whale. She drifted helplessly with the ice as far as the Sea Horse Islands, and was there caught between two heavy floes of ice. One of the floes was aground, and an immense floe of several miles in extent came against her from off shore, crushing her like an egg shell in forty-five minutes. She sank head foremost, leaving her mizzenmast and her stern out of water, the ice having held her up until it separated, the captain, officers and crew escaping over the ice with the boats and not saving scarcely anything except the clothes they had on. The crew were received on board the other ships. On the 2d September the brig Comet was crushed in the heavy ice; her crew were taken on board the other ships and cared for. It now became evident that the ice was setting on shore very heavily, the open strip of water became narrower every day, and no possible chance to get out. Still no one thought there would be any difficulty of getting out the first northeast gale. On the 8th of September the bark Awashonks was crushed between the heavy floe and the ground ice. Her crew were also received on board the other ships.

NO SIGNS OF THE ICE OPENING.

As day after day passed and no signs of the ice opening the masters of the ships became anxious about the loss of time, as the season was passing away. They were unwilling to believe that the ice would not go off shore, as in all their former experiences it had done at this time of the year. Nothing would be seen but one solid body of ice off shore as far as the eye could see, except the narrow strip in shore, which was from two hundred yards to half a mile wide. The ships were lying, some jammed in the ice and some in open water all the way from Point Belcher to two or three miles south of Wainwright Inlet. During all this time every one was anxiously expecting a northeast gale, but instead the wind continued from southeast to northwest, always light from southeast and fresh from southwest. This kept the ice packing together more closely every day. The masters of the ships now became seriously anxious about getting out of this perilous situation. The danger of their situation was apparent to every one, and as the season was advancing there was great danger of being frozen in, as the ice was making daily in the open strip of water.

CONSULTATION OF THE CAPTAINS—ATTEMPTS MADE TO REACH THE OPEN SEA.

Notice was now given and a meeting was held by all the masters, in order to concert some measures for the safety of their crews, in case they found it impossible to escape from their dangerous situation. It was decided to lighten the brig Kohola, and to try to get her over the bar at Wainwright Inlet, on which there were five or six feet of water. She was hauled alongside the Charlotte, of San Francisco, and her oil and stores landed on her deck, and she was then found to draw nine feet of water. However she was taken down the coast, in the narrow strip of open water, close to the beach, and an attempt made to get her over the shoal water. This they found to be impossible, as she drew too much water, and this was given up. At the same time an expedition of three boats was fitted out under the command of Captain Fraser to go down to the coast until they came to the open sea and then to try and find any of the ships which might have got out of the ice, or kept out, as it was known there were seven vessels to the south. This was deemed expedient, as they were afraid that they would leave the east shore and go to the westward, and so remain in ignorance of the situation of the rest of the fleet. He succeeded in finding the barks and ships Arctic, Progress, Midas, Lagoda, Chance, Daniel Webster and Europa, and the captains of these vessels at once expressed their willingness to stay and wait for the crews of the distressed ships as long as their anchors would hold them.

ANOTHER ATTEMPT UNSUCCESSFUL—PROVISIONS GETTING SCARCE.

Still hoping the ice would open and let them out, in the meantime Captain Redfield, of the brig Victoria, tried to get his vessel off over the bar by lightening her, but without succeeding. On the night of the 9th of September the weather was calm and the clear water around the ships froze over, and it was with great difficulty that a whale boat could be got through it. The boats had to be coppered around the bows to keep the ice from cutting through the planking. No time was lost in sending provisions by the boats to the south, as they were apprehensive that their retreat by the boats might be cut off, and it might be that they would be obliged to travel by land to where the ships were anchored, it being well known among every ship's company that there were not provisions enough to last over three or four months at the most. In case the ships escaped from the ice these provisions could be taken on board again, for all hoped against hope to the last. It was hard to entertain any thoughts of leaving their ships, there being no harbor where they could winter, even had they provisions enough to do. And more, they knew that if the ships did not get out they would either be crushed or driven ashore by the ice the first northwest gale.

ANOTHER MEETING—EVIDENT THAT THE SHIPS MUST BE ABANDONED.

On the 12th of September another meeting was held by the masters, the painful fact having forced itself upon the mind of every one that in order to save the lives of their crews they would have to abandon their ships. None but those similarly situated could tell how difficult it was for them to arrive at this painful conclusion, and to winter was utterly impossible, as their provisions would not last one-third of the winter, which is nine months in duration in these latitudes. And then to what purpose could it be done, as there was no place of safety for the ships? Had they been in a harbor some of the crews might have been left to take care of them, and keep the natives from destroying them; but as they lay in the open sea, exposed to every storm, the chances were that they would all be destroyed by the ice. Under these trying circumstances they were forced to come to the conclusion to abandon their ships to save their lives, and the colors were accordingly set as agreed on—at the mastheads—to notify all the ships' companies to get ready to leave on the 14th of September. The masters of the distressed vessels knew if they were caught by the bad weather the chances were that they would never get back again, after being blown off. Thus, although they were ready to stay any length of time by their ships as long as they could be sure of a ship to take them off at the last moment, and that time had now arrived, and as every one regretted leaving their ships, still there was no alternative.

THE START FOR THE SOUTH—THE SHIPS THERE REACHED.

Starvation and death awaited them should they be obliged to stay. Accordingly boats were loaded with such provisions and clothing as were absolutely necessary, and by four P. M. every ship's company had left, and were on their way south. As they made their way down the coast they found the ice much worse than they had any idea of, and a great deal of shoal water besides; so that even if they had succeeded in getting the brigs over the bar at Wainright Inlet they never could have got them in the clear water south. At night they camped on the beach, and at daylight on the 15th they proceeded on their way to Icy Cape. It blew strong from the south, and when they came in sight of the ships they found considerable difficulty in getting off to them, as the boats were loaded deep and the sea rugged. The bark Arctic, Midas and Progress lost each an anchor in trying to hold on to take them on board; they were very kindly received on board these ships—seven in number, as before mentioned. The boats were cut adrift, as it was impossible to save them, the ships being so crowded.

THEY PUT INTO PLOVER BAY.

On the 16th the last boats' crews were taken on board, and, the wind blowing strong from the northwest, it having been agreed between the captains of the ships to proceed to Plover Bay, and there get water and wood to last them on the passage to the Sandwich Islands. This was done by five of the ships, the Arctic, Progress, Midas, Lagoda and Europa, which arrived there on the 24th, and sailed again on the 25th. The distance traversed by the boats after abandoning the ships, before reaching the ships south of Icy Cape, was about seventy miles; the ice being in one solid body all the way to Icy Cape, leaving a narrow strip of clear water along the beach the entire distance, but also very shoal.

VESSELS ABANDONED WITH THEIR CARGO.

Annexed is a list of the names of the abandoned vessels and the amount of oil each ship had taken up to the time they were lost, and as they lay in rotation along the ice and land:—

Concordia, 650 barrels; Gay Head, 530 ditto; George, 300 ditto; John Wells, 300 ditto; Massachusetts, 350 ditto; J. D. Thompson, 100 sperm and 770 ditto; Contest, 850 ditto; E. Morgan, 150 ditto; Champion, 275 sperm and 300 ditto; Henry Taber, 300 ditto; E. Swift, 700 ditto; Florida, 350 ditto; O. Crocker, 200 ditto; Navy, 280 sperm and 400 ditto; Reindeer, 300 ditto; Seneca, 450 ditto; Fanny, 300 ditto; George Howland, 500 ditto; Monticello, 270 sperm and 630 ditto; Carlotta, 700 ditto; Palea, 100 ditto; Kohola, 150 ditto; Eugenia, 250 ditto; Julian, 40 sperm and 200 ditto; Awashonks, clean; T. Dickason, 550 ditto; Minerva, 130 ditto; William Rotch, 200 ditto; Mary, 300 ditto; Roman, 640 ditto; Comet, 30 ditto.

VESSELS SAVED.

The following are the names of the vessels saved and the amount of oil taken by each:—Arctic, 480 barrels; Progress, 240 ditto; Chance, 220 sperm and 280 whale; Daniel Webster, 250 ditto; Lagoda, 725 ditto; Europa, 250 ditto; Midas, 450 ditto and 140 sperm.

THE AMERICAN BRIG SHELEHOFF.

Loss of the Vessel with All Hands Except the Captain.

Exciting Details of the Disaster—Names of the Lost and Their Sufferings.

HONOLULU, Oct. 24, 1871.

On the arrival of the steamer Moses Taylor this community was startled by a tale of shipwreck and suffering unparalleled of late years.

The American brig Shelehoff, Captain Luder Hopken, left San Francisco on the 2d of June with a cargo of lumber and four passengers, bound to Callao. On the 3d of July, in latitude 16 degrees north and longitude 117 degrees west, the brig experienced a fearful hurricane, which soon rendered her a complete wreck.

Captain Hopken is the only survivor.

The following is a list of

THE CREW AND PASSENGERS.

Captain—Luder Hopken, master, San Francisco.
Mate—T. Johnson, of Schleswig-Holstein.
Second Mate—James MacCarley, Port Petrice, Migdonshire.
Steward—Philip Dunn, San Francisco.
Seamen—Levedoro Police, Roboso Sicilia, Mitchell Velago, Bajerro Calabria, Italy; Andrew Larssen, Sweden; Lona Lewis Nessen, Flensburg, Germany.
Cabin Passengers—Ashley Crane, Charles Davis, San Francisco; Charles Kurts, Tubingen, Germany; Bartholomew Clawell, native of Charleville, Department de Sardensu (France).

FINDING THE WRECK.

The following account of the failing in with the wreck is furnished by a passenger on board the Moses Taylor:—

On Thursday, October 19, at eight A. M., a sail was discovered by the wheelman on the steamer Moses Taylor. The vessel lay directly in the steamer's track, and appeared to be disabled, having but one mast standing, and only her lower topsail set, running before a fresh southeast wind. On approaching her it proved to be a brig, waterlogged, with her mainmast carried away, apparently deserted, no persons appearing in sight on board. A sail spread over the forecastle and a tent rigged in the foretop crosstrees showed that the crew had occupied these places for some time. At every lurch the sea made a clean breach over the vessel from stem to stern. To all appearance it was a wreck which had long been waterlogged, and her crew taken off by some passing vessel. Her stern was broken away, the bulwarks on both sides gone and her sails flying from the foremast in rags. On reaching the wreck the steamer stopped, and Captain Bennett sent off a boat to ascertain whether any persons were on board, and if none, whether any record could be found respecting her. The sea being quite rough the brig lurched heavily, and the boat approached her with some difficulty. She was boarded, however, by the third officer and a seaman from the steamer, who immediately went aloft into the foretop, and, finding no one, went into the forecastle, where they discovered a weak, emaciated man, who exclaimed as he saw them, "Great God Almighty! am I saved?" He was lifted into the boat and taken to the steamer, the only article brought with him being a small canvas bag containing a nautical almanac and a vial enclosing a sheet of paper with the date of the wreck and names of the crew and passengers.

THE CAPTAIN'S STORY.

The survivor was Captain Luder Hopken, the last of twelve persons on board at the time of the disaster. The brig was caught in a cyclone on the night of July 3, the same date of the solar eclipse. Soon after midnight, when the cyclone was at its height, she was thrown on her beam ends and found to be rapidly filling, and in order to prevent a total loss of the vessel and her company her mainmast was cut away, and she righted up. No time was allowed to save any provisions or clothing from the cabin, and the crew were obliged to retreat to the foretop to prevent being washed overboard, as every wave made a clean breach over her. The mate, Mr. Johnson, died first, six days after the disaster. Two half barrels of salmon, a half barrel of tongues and a box of China starch were fished up out of the hold, but the drinking water was all found to be brackish. The salmon, tongues, starch and a few fish caught with a hook from time to time, and occasionally a little rain water, caught in a sail, and always more or less brackish from the salt spray, were all that the ship's company had to subsist on.

Captain Hopken's account of the sufferings of his men and passengers is a most heartrending one. After the death of the mate, on the 9th of July, none occurred till September 6, when they began to become delirious and weak from hunger and thirst, and several died or jumped overboard in their delirium. Boils and disease, induced by hunger and salt water, added to the intensity of their sufferings.

Nine or ten days before the steamer rescued him Captain Hopken states that a bark ran down to the wreck, hove to for a few minutes, and then squared away without sending off a boat or making any effort to rescue the lives of those on board, of whom there were then eight living. The bark came so near that persons could be seen moving about on her deck. Those on the brig were so weak as to be unable to stand, but got on their knees and waved pieces of sailcloth, hoping to attract attention. Their feelings as they saw the bark square away, when so near them, may better be imagined than described. Their last hope being gone they laid down, and one after another died or leaped overboard.

The bark displayed no flag, and all that Captain Hopken can recollect of her appearance was that she had a new bright spanker set.

THE EVANGELICAL ALLIANCE.

What the Delegates Themselves Say About Their Interview with Gortchakoff.

THE MEMORIAL PRESENTED.

How the Russian Premier Overwhelmed Them with Empty Words and Vain Promises—Proposition to Hold the Next General Conference in New York in 1873.

At a meeting yesterday of the Executive Committee of the Evangelical Alliance at their office in the Bible House a lengthy report was received from the "Russian Deputation" which interviewed Prince Gortchakoff last summer about religious liberty in Russia. There has already been published in the HERALD a full report of the substantial facts of the conference, as well as Gortchakoff's own account of the adroit manner in which he snubbed his pious visitors. The account given by the delegates differs very decidedly in tone from that put forward to the world by the Prince. It reads as follows:—

THE AUDIENCE AT FRIEDRICHSHAFEN.