

SHIPWRECKED AND FROZEN.

The Frightful Experience of the Crew of the Barge Waurecan—Many of Them Will Lose Their Limbs.

Captain Hea, of the Parana, Returns Thanks to the Captain of the Roeder—One of the Frozen Crew of the Parana Will Lose His Foot.

The Hemisphere Still Unheard From—News from the Wrecks—Rescue of the Bark Street and Schooner I. M. Forrest.

DISASTERS.

Among the vessels now expected here are the Hemisphere, Ida Keith, Lotus, Laura, Amaretta Mosher, and D. E. Bailey. The Laura has bulk salt from Kincardine. The steam barge Sheldon, with the bark Ely in tow, and the propeller Commodore arrived yesterday. The masters report seeing the Laura, Mosher, and Keith in the straits, but they did not see the others. There was no vessel on Zela shoal, as has been reported. For the Hemisphere there is considerable anxiety, as nothing has been heard from her since the Ellsworth saw her ashore at Beaver Harbor. It was very thick outside yesterday, and in the evening a southeast gale set in.

THE WAURECAN'S CREW—THEIR TERRIBLE CONDITION.

The steam barge Belle Cross and tow arrived at Port Huron last night, having on board the crew of the wrecked barge Waurecan, all of whom are frozen. George Courter, of Farmington, Oakland County, Mich., will necessarily lose both feet; William T. Wilson, of England, will probably suffer the loss of one foot; Joseph Howell, of Detroit, is not so badly frozen, although both feet are injured; Anthony Wood has both ears frozen; Captain McKenzie has one foot badly frozen which may need amputation; Mrs. McKenzie, most helpless of them all, is so badly frozen that both feet will have to be amputated. Her infant was saved by being placed under her on top of the deck-load and a piece of canvas thrown over them. The seas washing over froze the canvas so fast that it had to be cut loose. The shipwrecked crew were at the mercy of the waves from 6 in the morning until 5 in the evening before being rescued. They were taken by tug home to Sand Beach, where medical assistance was obtained. It is asserted by the Captain of the barge Clement that Captain Hackett, of Detroit, telegraphed the steam barge Burlington to leave for the rescue of the Waurecan, throwing the care of this helpless crew upon strangers. The Belle Cross and her barges returned to Port Huron to lie up, being unable to reach Saginaw on account of ice.

THE PARANA.

The bark Parana went into dry dock last evening, as also did the schooner Collingwood, the latter to stop a leak. The full extent of the former's injuries will be known to-day. Joseph Trombley, of Saginaw, one of the crew of the Parana, who went through the terrible ordeal with the others and was badly frozen, will lose one of his feet, the doctors concluding yesterday that amputation would be necessary. Captain Hea desires to return his heartfelt gratitude to the Captain of the schooner C. J. Roeder, for his gallant rescue and for the kindness and attention with which the rescued crew were treated after being taken on board.

THE BEACHING OF THE MARY ANN SCOTT.

The schooner Mary Ann Scott, of Bailey's Harbor, is ashore just south of Two Rivers. She was bound from Manitowoc to her home port, loaded with supplies, was caught in the gale, and was driven on the beach, the crew suffering from their exposure to the elements for several hours before they succeeded in

getting off the wrecked craft. The extent of her injuries is not known, but she is full of water and badly iced. She was scuttled to prevent her pounding. The supplies on board (provisions) are, of course, all damaged and a total loss.

THE BENTLEY'S TROUBLE.

The Kingston *Whig* says of the disaster to the Bentley: "The large schooner J. Bentley, coal laden, from Charlotte to Prescott, ran ashore on Simcoe Island, between Four and Nine Mile Points. She lies in a very bad spot, and the sea breaks over her, washing her masts and rigging thirty or forty feet high, and under the action of the frost giving them a thick coating of ice. The tug Wren, with a party of interested gentlemen, made a trial to go to her and ascertain her position, but encountered such heavy weather that she was directed to return. Subsequently the Hiram A. Calvin went up to her, by way of the Batteau Channel, and relieved the crew of a very uncomfortable position. The Bentley is full of water and in a bad condition." FURTHER OF THE DISASTERS TO THE CANAL FLEET—THE LOST JENKINS LAST IN COMPANY WITH THE MONTCALM.

The following is from the Oswego *Palladium* of Wednesday, at which time it was not known to a certainty that the Jenkins had foundered: "The schooner Montcalm, Captain Savage, which left Port Dalhousie with the Jenkins Sunday arrived here this morning with the tug Gardner. Captain Savage says he saw the Jenkins Sunday evening about dark off Thirty Mile Point, and as the night promised to be a bad one both vessels prepared for it. About 1 o'clock the wind changed to the northwest, and the Montcalm's foresail was jibed over so that the vessel could keep the south shore. In going over the foregaff unshipped, and soon after the captain concluded that he would not attempt to reach Oswego, but would go to the St. Lawrence River. Jibing his sails again, he lowered the throat of his mainsail, gathered in the foresail, and allowed the fore staysail and one jib to remain with which to run the vessel across. Long Point was sighted about 5 o'clock, the river was reached about 11 o'clock, and the anchors dropped near Cape Vincent. Shortly after the Montcalm was headed for the north shore a light was seen to the windward bearing for the other side, but whether it was the Jenkins or not Captain Savage cannot say. The seas before daylight had increased so that the Montcalm, while running in the troughs, was filled to the rail nearly all the time, but fortunately there was but little snow, and the shore was sighted with little difficulty. The Merrick and Southwest reached the river soon after the Montcalm, and the latter, which was covered with ice and her sails banging in the water, was driven ashore on Carleton Island. She had shifted her cargo in the morning, and was unmanageable when she arrived at the river. One of Calvin & Breck's steamers is at work on the Southwest, and it is thought she will be got off to-day. The tug Crusader started this morning with wrecking apparatus to go to the assistance of the schooner Blanche, ashore at Putneyville."

THE INSURANCE ON THE PAMLICO'S CARGO.

The cargo of wheat on the schooner Pamlico, ashore in Little Traverse Bay, is insured for \$21,500 in the following companies:

Western American	\$5,000
Amazon	1,500
Merchant Mutual	2,750
Orient	3,750
Globe (Chicago)	2,500
St. Paul	2,500
Pacific Mutual	2,500

How much, if any, of the cargo will be saved is not known. There are hopes for the vessel if she has speedy assistance.

WORK AT THE WRECK.

The underwriters and the owners of the various stranded vessels have been very active the past day or two, and, with anything like moderate weather, some of them will be recovered. Nothing could be learned yesterday as to whether the tug Protection succeeded in reaching the M. L. Higgin. It is probable, however, that she has, and is working at her whenever the weather will permit. Captain W. C. McMillan, of this city, who has charge of the expedition to the schooner Groton, telegraphs that there is a chance of her recovery, and that work is progressing. The vessel is full of water. She is in twelve feet aft, eleven feet forward, and has nine feet under her foremast. Captain McMillan's expedition consists of the large tug Winslow, with two powerful steam pumps, etc. It will be remembered that the Groton was first pronounced a total loss by those who saw her. Captain John Prindiville telegraphs that the Pamlico is ready for a tug, and one would be sent, but from what point the reporters could not learn. A large force of men were at work yesterday lightening the deck load of lumber of the schooner I. M. Forrest, ashore near the Marine Hospital, and it was thought