

well known that the supply of water is not sufficient for the requirements of the public utility, or the safety of property. Only the other day a fire occurred on board the City of Halifax, when it was found that the pressure of water on the hose from Water Street was very limited indeed. The fire Companies could not obtain sufficient force for the effectual working of their hose. There were loud and general complaints about this scarcity of water. It was deemed right then, by the Government, to appoint a Committee to act conjointly with a Committee of the Legislative Council, who would hear the report of the Engineer of the Water Company, and take such evidence of the matter as to them would seem advisable. He would not be under a necessity to say that this course would authorize further expenditure. The Water Works cost the country \$100,000, some few years ago, and the supply was thought to be ample to meet all wants. But year after year the diminution in the supply of water was becoming more remarkable; for now, should a fire happen to break out in one portion of the city, it is necessary to shut the water off in others; and should a second fire break out, the consequences might be most disastrous.

[TO BE CONTINUED.]

THE STAR

HARBOR GRACE, APRIL 15, 1873.

NOTWITHSTANDING the favorable indications at the commencement of the seal fishery and the hopes entertained of a generally successful voyage, it is now decidedly apparent that the year will not in the aggregate be a remunerative one to those employed. True, several of the steam vessels have done remarkably well as far as number is concerned; but again, we fear that dreadful devastation has been made on the young seals by them. This is not as it should be. No greater error can possibly be made than that of depriving ourselves yearly—with the power of steam—of that which, if properly guarded, would multiply so as to give us a remuneration commensurate with the outlay attending sealing enterprise. There is a very general opinion prevalent that to give the seals "fair play" and "humane treatment," the time of sealing steamers leaving port should be made later than the time now calculated as suitable for starting. We coincide with this opinion, ample proof having been given this spring of severe barbarity being displayed towards the young, and also to parents of this valuable annual God-send, at a time when common sense should have dictated otherwise. This is a subject worthy of our most earnest attention, and we presume that unless some restriction is placed upon steam vessels, the seal will eventually be exterminated from our shores. In another paper we purpose saying more anon this very important subject.

OWING to prevalence of easterly winds our harbor has become blocked with heavy ice. To-day the Bay presents quite a chilling aspect, being covered with what our nautical friends are pleased to designate as a portion of the "Northern jam." This is certainly a very inauspicious circumstance at the present advanced season, and will doubtless tend greatly to the interruption of business in commercial circles. We trust, however, that Providence will soon favor us with an agreeable change, and thus relieve us from the unenviable position in which we now find ourselves.

ON Sunday morning last, the brigantine "Sneezer," Porter, master, arrived to Hon. W. J. S. Donnelly with 2300 seals. Some three or four weeks since we noticed the launch of this vessel, and her departure for the seal fishery; and now we are highly pleased with the success of her first voyage. This is a gratifying evidence of native talent, the "Sneezer" having been built, (in a remarkably short time) manned and commanded by natives of the country. Success to native enterprise! May it always meet with the like good fortune.

THE Quarterly Meeting in connection with the Wesleyan Sabbath School—which took place in the basement of the Wesleyan Church on the afternoon of Sunday last—was to say the least highly interesting and gratifying to the large number of parents and friends present. The progress made by the children during the past quarter, reflects no little credit on the ability and zeal of the talented Superintendent, John Bemister, Esq., and the earnest and hearty co-operation of the teachers. Music was freely discoursed during the evening, under the direction of Miss Howell, and the singing throughout surpassed all expectation. A large number of appropriate recitations were charmingly rendered, and some of them too by children under eleven years of age. After which the Rev. Mr. Lander spoke to the children in his usual happy and interesting manner, congratulating them on their progress in acquiring a sound religious training, and

forcibly impressing upon their young minds the untold advantages derivable from a thorough knowledge of the Word of God. The occasion was one of great interest to all.

CRUELTY TO ANIMALS.—One of the most dastardly acts of this kind ever witnessed by us came under our notice yesterday forenoon. A poodle dog was the object of this outrage. The little animal was following a young lady down Water Street—gamboling in the refreshing air and apparently enjoying its recreation—when it received a kick, from some heartless miscreant, that almost deprived it of existence. The young lady's indignation was very apparent. Quickly retracing her steps, she hastened to the rescue of her favorite, her countenance bearing all the resolution and daring of a Tragedy Queen; but the perpetrator of the mischief had disappeared. Acts of this kind deserve the severest reprehension, and should be punished rigorously. Ranger, our old and faithful friend, has met with a serious misfortune at the hands of some cruel monster, thereby depriving him of the power he so long enjoyed of scouring the hunting grounds and putting to flight the feathered brood. He is now compelled to sit by the fire and ruminate over his departed greatness. Let us hope that acts of cruelty to animals will be less frequent in future.

IN consequence of a large portion of our space being occupied with the particulars of the loss of the steamship "Atlantic," several communications have been unavoidably omitted.

A QUANTITY of snow fell during last night and this morning; causing our streets to assume a wretched state of muddiness, much to the annoyance of those already attired in "spring suits."

WE are informed that several young seals were taken in the harbor, near the Island, yesterday evening; one party alone having killed as many as five—three harps and two hoods. We hope to hear of still further success.

THE following are the arrivals at St. John's from the Seal Fishery up to date:

Table listing arrivals at St. John's from the Seal Fishery, including ship names and seal counts.

THE LAST STITCH.—"It is very sweet to gaze at the stars together. The reading of poetry out of some book, with brows all close and arms all mingled, is very sweet; the pouring out of the whole heart, in written words which the writer knows would be ridiculous to any one but the dear one to whom they are sent, is very sweet; but for the girl who has made a shirt for the man she loves, there has come a moment in the last stitch of it sweeter than any that the stars ever produced."

I suppose that is an old bachelor's view of the case, but, actually, that "last stitch" is a very terrible thing to a young woman of any reflective power. Suppose that shirt doesn't fit—and few home-made shirts do—and suppose she can't see why, and he can't see why—and people never can—then there is trouble in the wigwam, and she weeps, and he tells how "his mother's" handiwork, always set "like wax, my dear," and the days that follow are days of tribulation.

Then the buttons of that shirt must come off some day, and she may forget to sew them on. She is but human. Or it may be smirched in the ironing, when she cannot quote Macbeth and cry, "Thou canst not say I did it," because "the girl" is known to be "non est."

Indeed all sorts of woeful things may happen to that shirt, and because of that shirt; and knowing, as she ought, that love flies out of the window on a shirt button oftener than on anything else, the woman who regards that "last stitch" with ecstasy must be a mad dreamer.

In my opinion, wedded bliss had much better go on reading poetry and looking at the stars, and send "the exact measurement across the shoulders" of its better half to a professional, than to go to shirt-making in the hope of increasing its moments of ecstatic bliss. It won't pay. AUNT POLLY.

Latest Despatches.

Loss of the Steamship 'Atlantic.'

EVIDENCE OF THE CAPTAIN.

The following is the evidence as given by the captain on the 28th of March:—

On the 28th of March the engineer's report showed coals getting short, we experienced three very severe days of weather. Coals on board 319 tons, we being 1130 miles from Sandy Hook. The speed came down to 8 knots, and with a moderate strong breeze to 5 knots per hour. Hoping that the wind would change favorably I kept on till the 31st, when our coals were reduced to 127 tons, the ship distant from Sandy Hook 460 miles. As ship at this time was making but 7 knots per hour, wind being at S.W., glass falling and a westerly swell on, I thought the risk too great to keep on, as in the event of a westerly gale coming up we might find ourselves shut out from all sources of supply. The chief steward also reported the stores short—fresh provisions enough for saloon for two days, and but salt for steerage for two days, when all but the bread and rice would be out. At 1 p.m., after receiving the engineer's report, decided to come here, Sambre Island being then North 5 degrees East, distant 170 miles. During afternoon wind S.S.W. with rain; at 8 p.m. wind veered to West, clear starlight. I several times corrected the course by the polar star. Course steered by compass was N. 24 E., with 7 easterly deviations, which I considered ample allowance for the Westerly set, and to lead 5 miles to East of Sambre Island. I left my orders on the bridge as to lookouts, which word was passed to officers relieving at midnight. I corrected the course the last time at 12 20 A.M., when I repeated my caution and orders. I then went into chart room and at dawn in about 15 minutes Mr. Fisher came in to ask some questions about the ship, as he was writing to the "Cosmopolitan" newspaper. He stayed about 20 minutes and left. My intention was to run on till 3 A.M., and then to leave to and await day. At midnight the ship's run was 122 miles, which would place her 48 miles S. of Sambre; the speed by log at 1.30 being 9 knots per hour. The night at this time was cloudy and clear. At 2 40 my servant came up with my cocoa, when he was told not to awake me till 3 A.M. when second officer would call me. The first intimation I had of anything was the ship striking on Meagher's rock, off Meagher's Island, and remaining, heeling slightly to port. The officers were quickly at their stations. I accompanied by the quarter-masters. The first sea swept away all the port boats, and the ship heeling over rapidly soon rendered the starboard boats useless. Every effort was made to send the people forward outside the ship, but terror daunted all our efforts. The second officer was in the starboard lifeboat. I carried two ladies and placed them with him and returned for more. Before I got as far as the saloon entrance and finding ship going over still further, I managed to get hold of the weather rails and get back to the lifeboat. I took the ladies out and placed them in the main rigging; went back and called the second officer to come out as the boat would roll over, which she did in a few minutes, carrying with her Mr. Metcalf and from 30 to 40 men. Finding that I was of no use there I returned to the main rigging and found the ladies gone. The chief officer, Mr. Frith, got up into the mizen rigging, where his retreat was soon out of and he had to remain there until 3 p.m.; when the weather and sea was moderating with falling tide, he was got off. Mr. Brady, third officer, finding the boats useless, went forward and with assistance of quarter-masters—Speakman and Owens, established communication with a rope to small outlying rocks, distant from our starboard bow about 40 yards. Owens swam first, but failed to get a footing. Speakman then tried and succeeded. A stouter rope was hauled on the rock on which Mr. Brady passed, followed by the boldest of the men. By this time it was 4 A.M.; I was at this time in the main rigging trying to get the passengers there collected to make an effort to get forward; many went, but the larger number, several saloon passengers among them, lay there and died. The puser was the first to succumb to the intense cold that prevailed. Finding myself of no use there, I got along outside the ship to the fore rigging; got fore sheets and tacks unrove and sent ashore. We now had 5 ropes to the rocks, along which men to the number of 200 passed safely, though nearly exhausted on reaching the rock. Mr. Brady, accompanied by Owens, Speakman and Thomas, now got a line across the inner channel, which was about 100 yards wide, and shallow, though with a heavy surf running through; they went up and gave the alarm, and sent a messenger to Halifax. About 50 got to the larger island by the line, though many were drowned in the attempt, amongst the number being the chief steward, who was drowned by the passengers crowding him down. I, with the fourth officer, encouraged as much as we could the people (about 450) who remained on ship's side to keep moving and keep from falling asleep. In many cases they gave right up and died, apparently without any pain; twelve men seated together laid down beside me, and despite all efforts to rouse them died, and slipped into the sea. At 5 30 the first boat came, but she was too small to be of any use. (At this point the captain's feelings overcame him, and it was several minutes before he could proceed.) In about 20 minutes more the first barge was launched and proceeded to take passengers off the small

rocks. She was in half an hour followed by two others. I succeeded, fearing the ship would part and slide into deep water, in getting them to take off those from the ship first, and many were saved who, if left there to the last, would have perished from exhaustion. At this time I missed the fourth officer and feared that he had fallen in, when I saw him on the rocks encouraging and helping another boat along. When all had left but about 20 men (my hands being frozen and legs stiff) they took me off, the rest following immediately. At 8 45 all the survivors were landed and lodged in a wooden hut belonging to a fisherman named Clancy, who with his daughter gave them all they had, made fires and warmed them. During the day they were drafted off to various islands about, and billeted amongst what houses that were there.—Mr. Ryan, the resident Magistrate, filling his house, and others following his example. No women or children were saved. At 1 p.m. I sent Mr. Brady on to Halifax to give particulars, and obtain food and assistance, also to get steamers down early and convey passengers and crew to Halifax. At 5 p.m., the tide having fallen, she broke in two about the foremast, ship falling over till the sea washed completely over her. Having no other officer at hand, I detailed the best-wain and eight men to prevent wreckers, who now swarmed around, from carrying away goods, and set a watch of four men during the night to pick up the bodies that might wash ashore. They picked up but five during the night. At daylight the Customs' authorities came down and took charge. I gave Captain Sheridan provisional authority to employ what labor he required for salvage. Re-embarked all our saved (amounting to about 429) in the Lady Head and Delta steamers, and arrived at Halifax at 3 p.m. I gave the Company's carpenter orders to get 200 shells to bury dead, and an undertaker to attend to bodies of saloon passengers. Many bodies had come on shore before I left, some unrecognizable but I identified Mr. Metcalf, Miss Merritt, Mrs. Fisher, and the chief steward, with several of the crew. I left the 4th officer and four men at wreck to identify and take charge of papers, valuables, &c., that might be thrown up. I saved thirteen saloon passengers and lost twenty. Saved four hundred and sixteen steerage, and lost five hundred and twenty seven steerage and crew; but three women were seen—the two I have spoken of and one who got up beside the chief officer and died in the rigging.

Examination by Mr. Ritchie.—Had the leads ready for sounding at 12 o'clock. It was clear up to midnight. I went to chart-room after leaving the bridge, which was 30 feet abaft it. In the chart-room I could hear what went on. I was six feet from the man who steered the ship; I was up at 2 o'clock, looked into the wheel house, and then laid down. I allowed an average of eleven knots for her speed after making observation at midnight; the log was read at half-past one, when ship was going about nine knots. At 3 o'clock I expected to be about 20 miles south of Sambre, where I intended to lay till morning; had not my cloths off; had confidence in second officer; he had been two trips in the ship and was a steady man. I got my observations by Lat. and Long., and knew distance exactly from Halifax by chart—they are all lost. I steered N.N.E. by compass. Speed of ship increased till 12 o'clock, the wind was abeam; had no canvas on her. I did not shift course. I did not sound. I thought it would be taken 7 miles East of Sambre's ledges. Had never been on this coast before. Third officer had been in Harbor twice. The admiral's charts I had shewed depth; don't recollect what depth of water. The reason I did not sound was because the night was clear, and Sambre should have been seen 21 miles in clear weather. Standing on bridge would be 36 feet high. I knew I was approaching the shore, and the clearing of the night and certainty of seeing the light was the reason I didn't sound. I now know I must have been mistaken in the locality of the ship at 12 o'clock; the ship was further North and West than I supposed. Cannot judge how far I was out of reckoning. I knew the coast was dangerous. I gave orders to be called at 3 by relieving officers, but ordered my servant to call me before. I was, I think, not called before the ship struck; if I had been called at 3, I think I could have seen the land and saved the ship. If the men on deck had been energetic, the white line of snow on the land should have been observed, and had they discovered it and had the engines reversed the calamity might have been averted. This is my opinion from what I saw when I came on deck. I would not have gone inside of 45 line sounding. This would give 14 miles from Sambre, but I intended to keep out 21 miles, and stop the ship. The current must have set in faster than I allowed. If I had sounded from 12 to 3 I would not have got on shore. I would have been on deck myself; soundings would have shown me to be in some other position than where I thought I was. When I left the deck the quarter-masters were there and second and fourth officers. This is my second voyage, I was up at 2. I knew nothing from the time I lay out till the ship struck. Not much sea out, but considerable in shore. We struck going between 9 and 10 knots. The shore where we struck was considerably high. The ship ran on a shelving rock. [The Captain here corrected a statement in the press that he was the sixteenth man to leave, whereas he did not till there were but seventeen alive on the wreck.] I was not in a condition to stand cold, as I had received an accident at sea—a leg broken and ribs also. The ship struck between 5 and 15 minutes past 3.

LONDON, April 7. Parliament will adjourn from to night till the 21st inst. The Republicans carried municipal elections in Nantes and Marseilles. The Pope is recovering, but still very

feeble. Physicians forbid him leaving his apartments.

A Russian column would take field against Khiva, on the 5th inst. New York, 7.

Gold 18 1/2 - Cuban insurgents captured the seaport of Manzanilla, with immense amount of booty, munitions of war, &c.

The American press generally condemn the owners of the White Star Line, setting aside everything connected with the navigation of the ship. The damning fact of coals being short when only ten days out remains to be explained. The ship was meanly fueled and provisioned; 500 lives sacrificed to miserable parsimonious saving of a few tons coals. In the White Star prospectus, two years ago, the directors boasted of this economy; the terrible irony of that boast will now ring in the ears of thousands of bereaved families. It is a sickening revolting story of criminal rapacity. The final question comes how many more of these ships cross the Atlantic similarly freighted and similarly coated

TERRIBLE MARINE DISASTER.

THE WHITE STAR STEAMSHIP ATLANTIC, WRECKED AT PROSPECT.

Seven Hundred and Fifty Lives Lost.

It is our painful duty to record the most terrible marine disaster that has ever occurred on our coast—the loss of a great ocean steamship with about seven hundred and fifty lives, at Marr's Rock, near Prospect, 22 miles west of Halifax. The Atlantic, left Liverpool, G. B., on Thursday, March 20th for New York, touched at Queenstown the next day to receive mails and passengers, after which she started on her voyage across the ocean. She had a full cargo of general merchandise, and a very large number of passengers, 800 in the steerage, and about 50 in the cabin. These, with her crew, would probably make the total number on board not less than 1,000 souls. She was commanded by Captain James A. Williams. Rough weather was experienced, but nothing worthy of note occurred until noon on Monday, 31st, when the coast being short, Captain Williams resolved to put into Halifax for a supply. The captain and 2nd officer had the night watch up to midnight, when they were relieved by the Chief and Fourth officers. At that time they judged that Sambre Light bore N. N. W. 39 miles. The sea was rough and the night dark but not thick. The Captain went to his chart room on deck to lie down, leaving orders to be called if there should be any notable change in the vessel's position. Between midnight and two o'clock on Tuesday morning, the steamer struck heavily several times.

The hull of the steamer became almost totally submerged, and only the bow and masts remained above water. The greater part of the passengers were immediately drowned. Indeed, so soon after striking did the vessel sink that many of the passengers were no doubt sleeping peacefully, in blissful ignorance of all that was going on around them, and passed into eternity without a struggle. Of those on deck, numbering several hundred, many were washed overboard when the ship fell over, and their cries for help as they struggled in vain for life were most heart-rending. Many, however, had taken refuge in the rigging and on the bow, and were still living, but with the prospect of almost certain death before them, and were they knew not where they were, and were in momentary expectation of the ship sinking further and engulfing them all. Even as they were, clinging in desperation to the rigging, with the sea washing over them continuously, their situation was most trying, and every few minutes some of them, benumbed by the cold and exhausted from their struggles, loosed their hold and perished.

Third officer Brady assisted by Quarter-masters Speakman and Owens made a gallant effort to rescue them, the former swimming to the rock and thence to the island, making fast a line by which they succeeded in getting a number of persons from the wreck to the rock. But now at last help came from the shore. The hardy fishermen of Prospect had seen the lights of the steamer and heard the cries of the drowning people, and, undaunted by the heavy sea running, they put out in boats to render what assistance they could. The shivering crowd on the rock, up to whose feet the tide had risen, were taken off and put ashore. The wind had now increased, and the sea was so rough that boats could not approach the wreck without great danger, but with the line that was still fast to the shore to steady them, aided by the daylight now breaking, the little crafts plied continually between the steamer and the shore, and rescued nearly all who had strength enough to still cling to the rigging. In all about 250 men were brought safely to the shore.—Truro Sun.

A distressing fire, says the Charlotte-town (P. E. I.) Herald, occurred at Tracadie on the 17th inst. The house of Joseph McAulay, a laborer, took fire while both he and his wife were absent. The only inmates were three children, the eldest about six years and the youngest about three months old. The eldest, had snatched the baby from its bed, and carried it out. When the neighbors arrived they found it lying on the snow in a perfect state of nudity. Not a rag was saved from the building. The poor family is now dependent on the charity of the neighbors.

LAUNCH OF A NEW STEAMER.—The screw steamship City of Richmond, built for the Inman Line, was launched in the latter part of February from the building yard of Messrs. Tod & McGregor Patrick, The City of Richmond is, we understand, the largest vessel ever built on the Clyde, her gross measurement being 4,700 tons.

A KEEN has carried cradle to bear it to of enormous ing out bol a sign must be a on a time 8 in the pew young man ladies, betw the religio himself a quite merr before them cars?" he his right. 'em nights, and so on. in tones low subject of At Langt longer. U val in the and faced palpable to said,—"I are too lar than are y

- Wholes BREAD—H... 26... 6... FLOUR—C... 6... 6... 6... CORN MEAL... 2... OATMEAL—... RICE—Eas... PEAS—Rou... BUTTER—C... CHEESE—... HAM—9... PORK—H... 8... 6... 6... BEEF—Pri... LUM—per... MOLASSE—... SUGAR—M... ed... COFFEE—1... TEA—Coug... by... fair... LARD—Ad... LEATHER—... TOBACCO—... AD... SHO... CORNAGE—... SALT—per... aff... KEROSINE—... 2... Coal—per... UNION BAN... NEW

WE, the Trustees of the firm of "Ruth" hereby ap Rutherford mand and due and be on receipt, releases the need be, an authorize of such proceed may be need Debts and our said A cause to be Witness, JOHN

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Harbor Grace "CALE 189" MRS W Collins, (189) where she in of the "Cale attention, sh donia House from Harbor every comfor city. The H of May, respectfully April 11