DR. J. E. GRIFFITH, DENTIST,
Office 61 Union St., NEAR GERMAIN, (Formerly occupied by Dr. Pidler,
SAINT JOHN, N. B.
ARTIFICIAL TEETH INSERTED IN THE BEST MANNER.
SPECIAL ATTENTION GIVEN TO FILLING AND PRESERVING THE NATURAL TEETH.
dec 19—1y

MISPECK MILLS, - - St. John, N. B.

SUPERIOR LIGHT HOMESPUNS,
And UNION GREY FLANNELS,
Suitable for Summer use, and VERY CHEAP.
IN STOCK:
All Wool Twilled Flannels and Tweeds
ALSO:
FIRST CLASS COTTON WARPS.
The above named Seasonable Goods are all of SUPERIOR QUALITY, manufactured from the very best materials, and warranted to give satisfaction.
ORDERS FROM THE TRADE RESPECFULLY SOLICITED.
Warehouse—Reed's Building, Water Street.
mar 20—1yd&w J. L. WOODWORTH, Agent.

NEW SPRING GOODS,
Per the "Polynesian," at Portland.
NOW OPENING:
THREE CASES MILLINERY.
Ladies' New Straw Hats,
New Feathers,
New Flowers,
New Jet Ornaments,
White and Black Blond Laces.
Daily expected per "Austrian, at Halifax:
8 Packages Hosiery, Millinery, Woollens,
NEW DRESS GOODS, &c
EVERITT & BUTLER,
mar 18

BARNES & CO.,
Printers, Booksellers, Stationers,
AND
BLANK BOOK MANUFACTURERS.
We have added new machinery to our Bindery, and are enabled to execute BINDING in the best style. Call and see Specimens.
BARNES & CO.,
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MOORE'S
Sign Painting
ESTABLISHMENT,
47 Germain Street,
dec 5

WILLIAM DUNLOP,
WHOLESALE AND RETAIL DEALER IN
Flour, Groceries & Liquors,
No. 40 CHARLOTTE STREET,
nov 21 1y ST. JOHN, N. B.

159 Union Street,
GEORGE MURDOCH,
Harness Maker,
AND DEALER IN
Driving and Working Harness, Whips Curry Combs, Brushes, &c., always on hand.
Strict attention paid to JOBBING and REPAIRING. nov 21 1y

CARD.
D. E. DUNHAM,
ARCHITECT.
Rooms, 1 and 2 Bayard's Building,
(UP STAIRS.)
106 PRINCE WILLIAM STREET.
Persons intending to Build or Remodel their Buildings would do well to call at the above office before consulting carpenters, masons, &c., as the Subscriber *guarantees* to give all the information that can be obtained from the most practical mechanic, his theory being Beauty, Economy and Strength, so combined as to make the outlay worth, when finished, what it cost.
feb 25

R. WALES,
HAS REMOVED HIS
Stock of Groceries, &c., to
PORTLAND BRIDGE,
(Opposite R. Farmer's Lumber Yard,)
Where he will be happy to meet all of his old customers and as many new ones as will favor him with their patronage. ap 3 tf

ACADEMY OF MUSIC.

Grand Gift Concert.

SPECIAL NOTICE!

THE MANAGERS of the above enterprises beg leave to announce to the public that
RESPONSIBLE AGENCIES
are now established in the
United States:
New York, Boston, Bangor, Augusta, Eastport. In the
DOMINION:
Montreal, Toronto, Quebec, Hamilton, Ottawa, Halifax, Yarmouth, Fredericton, Woodstock, St. Stephen, St. Andrews, Moncton, Shediac, Chatham, Bathurst, Newcastle, Richibucto, Amherst, Sackville, Sydney, C. B., Liverpool, Weymouth, Windsor, Digby, Annapolis Pictou, Sussex, Salisbury, Anagance, Clifton, Havelock, Wolfville, Little River, Dipper Harbor, Fairville, Carleton; and in
Prince Edward Island:
Charlottetown, Summerside, besides General Special Agencies.
Tickets are now selling at all these Agencies and only a VERY LIMITED NUMBER are now for sale at the
GENERAL AGENCY OFFICE.
Buy your Tickets in Time.
CERTIFICATES.
Persons holding Certificates dated April 1st are hereby notified that tickets will be ready on Saturday, April 5, and tickets for certificates dated April 15, will be ready on that date.
Musical Talent.
Negotiations with first class Artists are now pending, and full particulars will be announced at an early date.
W. H. OLIVE, } Business
WM. NANNERY, } Managers.
ap 1

The Daily Tribune.
J. L. STEWART,..... EDITOR.
FRIDAY EVENING, APRIL 4, 1873

The details of the loss of the S. S. Atlantic are very sad, and show how useless are all the appliances of life-saving in such a crisis. The ship sinks instantly, notwithstanding her water-tight compartments, and the life-boats cannot be launched. Men drown themselves with the life-buoys intended for their preservation. Desperate clinging to the wreck until aid came saved the survivors of the disaster.

Mr. Douglass A. Smith writes to deny the statement, in the published reports of the last Board of Trade meeting, that the Coasters' Association applied to the Board of Trade to sanction their incorporation bill. He says they did not seek the approval of the Board, but that the meeting was called by some members who wanted the Board to petition against the bill, and the Board refused to do so.

(Special to the Tribune.)

COLLISION ON THE INTERCOLONIAL.

AN ENGINE DRIVER DISOBEYS ORDERS TO WAIT AND DRIVES HIS TRAIN TO DESTRUCTION.

ONE MAN KILLED AND SEVERAL FATALLY INJURED.

TRURO, N. S., April 4.

A serious accident occurred on the division of the Intercolonial between Truro and Halifax last evening about 8 o'clock. The engine of a special coal train was disabled about a mile this side of Stewiacke Station. The engine was taken off the Truro accommodation train to place this coal train on a siding at Stewiacke. This delayed the Truro train beyond its time. The Brookfield Station Master was ordered not to allow any train bound to Truro to pass Brookfield until after the arrival of the St. John Express train at that Station. An answer was received from Brookfield, and the order was given Conductor Ryan of the St. John train, then waiting at Truro, to go to Brookfield, meet and pass the Truro Accommodation train at that Station. Ryan took the order, and read it to his engine driver, A. Cameron.

The Station Master at Brookfield had his orders for both trains, and stopped the St. John Express, which arrived first. He told the driver, Cameron, three times, in the presence of witnesses, to put his train into the siding at Brookfield, saying that the Truro train had left Stewiach. Notwithstanding the Station Master's order, the whistle of the St. John train sounded and "all aboard" was cried, Mr. Hamilton, the Brookfield Station master, frantically calling on them to stop, to which no attention was paid, and before the train was out of sight it was going at a rapid rate.

About three miles from Brookfield the Truro accommodation collided with the St. John Express, throwing both engines from the track, severely injuring engine driver Cameron, and fireman Hunt, of the St. John Express, and J. D. Christie, baggage master of Truro accommodation. A brakesman named John Blanchard had a leg broken, and a passenger named Black, from Truro, and several others who are not known were also injured.

The passengers in the first class cars have escaped without serious injuries, though nearly all are more or less bruised.

A. Cameron, the engine driver, died before he could be moved from the wreck, and they were obliged to amputate Hunt, the fireman's leg at once.

A very small matter may make a great change in the world's history, and just now English journals are laboring for the discontinuance of the reckless fox hunt which high-born British ladies ride across country, on account of an accident that befell Lady Charles Kerr over a year ago, and was detailed at the time.

MEN AND THINGS AT OTTAWA.

FROM OUR OWN CORRESPONDENT.

OTTAWA, March 29.

CLOGGING THE WHEELS.

The business of conducting the machinery of Government this session, and of securing legislation necessary for the welfare of the Dominion, is about as difficult as running regular trains on the Intercolonial between Halifax and St. John. The tactics and efforts of Her Majesty's Opposition here, operate very much as heavy snow-storms do on the above named belenguered road. There, a train gets through all right, but next day a tremendous snow-storm builds a barrier between the two cities; and for days the inhabitants thereof fume, fret, and "music make of melancholy sort," till panting engines force or worm a passage through the defiant drifts. Here, the legislative machine runs freely for one day, carrying a full freight of bills or resolutions; then falls from lowering Opposition skies an avalanche of privilege questions, election cases, &c., and the "machine" is blocked for days, and virtually does nothing, for which it charges about $7,000 per day. Of course this is statesmanship, genius, and patriotism; and "the people" ought to feel grateful to secure such scarce commodities in exchange for their vulgar dollars.

THE MUSKOKA CASE

which every body thought finished has been inflicted upon the House for several days. Your readers will remember that Mr. Bell, the Returning Office for that County, did not declare either of the candidates elected, but, owing to the loss of poll books, &c., made a Special Return. The House upon being made acquainted with the fact that Cockburn had a majority of votes, amended the return and declared him elected. One would have thought that the Grits having secured their candidate would be satisfied. But they fancied that if they got hold of the Returning Officer they might find out that he had done something terrible that would re-act upon the Government, and so Mr. Bell was summoned to appear at the Bar of the House, which he did; and while not looking quite as merry as a "marriage Bell," showed no symptom peculiar to a man who has done wrong. For two days the great lights of the Opposition flashed their questions upon him; but every answer, given in the fullest and most unequivocal manner, went to show that he had done his best to secure a fair and impartial election; and they were compelled to move a resolution virtually admitting the fact. The whole procedure was most tedious. Each question was written out on a slip of paper and numbered, then handed to the Speaker, who read it to the officer, then his reply was written down and read aloud by the Clerk. When the proceedings were concluded the disappointment of the Opposition at not having brought anything to light, condematory of the Government, was most marked. This little show cost the country about $10,000. It may have one good effect, however, and that is to render certain the passage of a new Election Law, providing for a cheaper and more expeditious mode of settling controverted elections, by putting them beyond the reach of party strife or power.

PATIENCE AND PERSEVERANCE REWARDED.

A good proof of the power of these two forces is seen in the passage of the bill abolishing dual representation throughout the Dominion. The House of Commons is blessed (though the individual himself is frequently cursed) with a person named Mills *alias* the "Philosopher." He is death on first principles, though not burdened with many himself. He talks a good deal, but very seldom says anything; and while listening to him one enjoys those delicious sensations experienced in the presence of a blind fiddler who is scraping into tune an obstinate violin. Yet this man has been the means of completing a great constitutional change. Every session he has introduced his bill, first to be laughed at, then to be coughed down and voted down, but finally to be carried by a sweeping majority. His success occasioned considerable surprise, and evidently the most surprised of all was the irrepressible "Philosopher" himself. The tide of public opinion had from the first, though almost imperceptibly, turned in the direction of his measure, and being true to the tide, he was finally floated into the haven of success.

On Friday a large amount of work was transacted, Maritime men principally conducting affairs. Hon. Dr. Tupper introduced a most important resolution declaring it expedient to amend and consolidate the laws of the Dominion, respecting,

WEIGHTS AND MEASURES,

and to establish a uniform system for all Canada. There exists no means by which the differences existing between the several weights and measures in use, can be legally adjusted; while the dimensions our trade has now reached render it necessary to establish a uniform system for the Dominion. The bill provides for substituting the Imperial gallon for the wine gallon now in use. This will bring us into harmony with the English system, and as a large amount of our "liquid" business is done with Britain, change will be beneficial. Measures by length will also be the same as those in use throughout the Empire, while the Imperial will also take the place of the Winchester bushel. The existing weights and measures, however, will remain in force till the change be effected without interfering with existing contracts.

Mr. Mackenzie acknowledged the necessity of the proposed legislation, and promised the aid of the Opposition in securing an efficient law; but thought it would be better to assimilate our weights and measures to those of the United States.

HARBOR MASTERS.

A lively discussion took place on Mr. Mitchell's bill giving the Government control of the appointment of Harbor Masters, during which the general necessity for such a law was acknowledged. All the Maritime men who spoke, advocated the measure, except Mr. Anglin, who could not take either side till he had more information upon the subject. The Minister of Marine could hardly conceal his amusement when Hon. John Young earnestly recommended the appointment of Harbor Masters should be left with the Board of Trade in each port.

"How would you do," asked the Minister dryly, "with harbors where there are no Boards of Trade?"

"Can you name one such?" triumphantly asked Mr. Holton, who thought evidently there were no ports in our country except Halifax and St. John.

"Dalhousie, Bathurst, Miramichi, Richibucto, Shediac, dozens of them!" replied Mitchell with great energy, while the Maritime men laughed and cheered at Holton's discomfiture. After a pleasant discussion the bill passed without amendment, but when question of concurrence comes up, some change may be suggested in that part of the bill providing for the payment of the harbor masters. After recess Mitchell again had charge of affairs, and carried without amendment his bill giving the portwardens of Quebec and Montreal power to regulate the landing of vessels in the grain trade, so that no overladen vessel can get a clearance from the ports. The bill is supported by the representatives of these two ports, and by commercial men generally. H.

THE WRECK OF THE ATLANTIC.

Over Five Hundred Lives Lost—Scenes and Incidents of Horror and Heroism.

[From the Halifax Citizen]

THE SCENE OF THE DISASTER.

Beyond the few boats and vessels about and the unusual appearance of the three steamers, there was nothing about the bleak and barren spot to indicate that in the vicinity, within twenty-four hours, over five hundred human beings had been launched into eternity. The only part of the ship that could be seen was a portion of the foremast. The hull parted in two pieces on Tuesday night, and will probably soon break up. Shortly after the arrival of the Delta the tug Goliah, which had arrived sometime previously, came alongside, and taking in tow a life-boat of the Delta, steamed for the island to bring off the rescued passengers. On arriving in sight of the island a feeble attempt was made by the unfortunate men to get up a cheer, but it failed miserably, The sight of the hundreds crowded on the shore was indeed a pitiful one. Many were without shoes or stockings, and had their feet tied up with wisps of straw and old pieces of cloth, their feet, in many instances, having been frozen, others had no hats and had their heads tied up with old rags, handkerchiefs, or anything that could be procured, while their emaciated appearance told the sufferi g they had endured. As soon as the tug was loaded she started for the Delta, and the crowd of steerage passengers began clamoring for food, many of them having had scarcely anything to eat for twenty-four hours, and the eager manner in which they grasped and fairly tore to pieces anything offered them told how keen indeed had been their hunger.

Arrived at the Delta they were immediately transferred to her and promptly cared for, while the tug started off for another load, and finally all the saved except the surgeon of the ship and two other men were brought up, numbering in all 413, including 77 transferred to the Lady Head.

The scene at the wreck is described as fearful and heart-rending recitals are given by the survivors. The ship struck suddenly at 5 o'clock on Tuesday morning, when nearly all the passengers were below in their beds, and almost immediately keeled over and sunk, the captain's report (given below) says in about ten minutes. One boat which had been got into the water and into which some forty persons had crowded, was crushed by the fall of the ship, and all hands perished. The first successful

ATTEMPT TO SAVE LIFE

was made by the third officer, Cornelius L. Brady, whose bravery and disinterestedness deserves the most honorable mention, and a more tangible appreciation as well. He unrove the signal halyards and gallantly jumping overboard swam to a rock some distance away and with the assistance of two quartermasters, Owens and Speakman, who showed themselves brave men and skilful officers succeeded in getting a rope to the island and afterwards saved three others, by which some 250 lives were saved. Rockets having been sent up the fishermen in the neighborhood were aroused and quickly

HASTENED TO THE RESCUE.

The force was organized by Edward Ryan, Esq., who was indefatigable in rendering every assistance to the unfortunate people, in which he was ably assisted by the crews of the three boats engaged in the service. No. 1 boat was manned by Dennis Ryan (Capt.), Frank Ryan, James Coolan, John Blackburn and Benjamin Blackburn. The second was manned by James O'Brien, Michael O'Brien, Patrick Lacey, Patrick Dollard and J. J. Tooley. The names of the crew of the third boat we could not learn. Both the officers of the ship and the passengers speak in the very highest terms of the conduct of those gallant fellows, who freely risked their lives to save others, and also of the skilful manner in which they handled their boats in the very dangerous sea running.

All the saloon passengers and officers say they never experienced such kindness in their lives as they did from the poor people of Prospect in the last twenty-four hours. One gentleman said if they are

SPECIMENS OF BLUENOSES,

he believed he should come and live in Nova Scotia. In striking contrast to this is the conduct of the crew of the steamer who are described by the officers as beyond exception the worst lot of men ever they met in one ship together. They had showed a disposition to be mutinous all the passage through and kept up their reputation by trying to prevent the passengers from getting into the boats, crowding in themselves, and robbing both the dead and living after they got on shore. Various accounts are given by those on board, one or two of which we append, but all go to show this to have been the most frightful casualty which has ever happened on our shores.

A PASSENGER'S NARRATIVE.

William Hogan, of Waterford, tells the following story:—

I was on deck at 3 o'clock. I heard the sailor on duty call out "all's well—3 o'clock," after hearing the sailor saying "all's well" I went to the forward steerage, and got into bed, when about 5 or 10 minutes afterwards, I head the watchman cry out, "breakers ahead," and almost instantly, I heard a tremendous crash, and the air rushed in and blew out all the lights. It was my impression that the boiler had bursted. I called up some of the boys that were sleeping near me and told them to rush on deck, that the boiler had exploded. Some of them refused to go, and said that it mattered little (thinking that the steamer was out to sea), and said that it was just as well to meet death below as it was on deck; but I and Patrick Leahy, my chum, determined to save our lives, if possible, and as all was confusion below. I cannot tell how we got on deck. The orders were given, as is a common thing in steamships, with sailors, that the hatches should be closed, and no one permitted to ascend to the deck. As soon as we were on deck we rushed to the side of the vessel, and I saw the rock, as I supposed, about 300 yards distant. I thought at first it was an iceberg we had struck against, but immediately afterwards we noticed that the ship commenced to heave or "plunge" and after three or four plunges settled, and the water seemed to be rushing in. I surmised that our safety depended in our being on the side of the vessel nearest to the land, which was our best means of saving our lives. I rushed to that side and caught hold of the rigging, when the ship commenced to turn over gradually on her side. I got on the side of the ship, and caught hold of a rope. I then heard a dismal wail, which was fearful to listen to. It proceeded from the steerage passengers below, who were then smothering. It did not last more than two minutes when all was still as death. The captain then shouted out that the last chance that the survivors had was to get on the rigging, and several of them did so. Afterwards I heard the first officer shout out that the only chance to those who could swim was to jump overboard and endeavor to reach the rock. He also said, "I cannot swim myself," and he ascended to the rigging. We kept our position on the side of the vessel, and several who had managed to procure life buoys jumped overboard and tried to swim to the rock, but I know that only one out of the lot that jumped overboard was saved. I saw the Asst. Boatswain of the ship get on a sort of a raft—the top or roof of the wheel house, which was afloat—and perceived several heavy waves coming in, and he and the raft were driven near the rock. He waved his hand, and we thought that he would be saved; but immediately afterwards another wave came and dashed the raft and him to the foot of the rock; another came and drove him about six feet upon the rock, and when the waters receded they carried the raft off, and he was left grappling on the rock. He must have been severely injured, as he fell right back into the waves again. He struggled about five minutes, and we saw him rise no more. I may say that every wave that came on deck washed one or two men off the stern of the vessel.

CHIEF ENGINEER'S REPORT.

John Foxley, chief engineer, says: The vessel struck on the rock at 3.15 a. m. on the 1st instant, and commenced to heel over to the port side, the sea breaking over the ship, and vessel filling rapidly. All the female passengers, who were asleep at the time the ship struck, were prevented from coming on deck by the sea washing over the ship and filling her. Some of the passengers got in the life boats, the davit falls being cut away to allow the boats to float clear of the davits, in the expectation of getting clear of the vessel by that means; but a sea broke on board, washed a great portion of the passengers who were in the boats out, the boats were stove, and those who ventured in them perished. A great many of the people were drowned while coming from the vessel by the rope to the rock. The cold was so intense that some of them, being benumbed, were unable to hold on to the rope, and they let go and we were unable to render them any assistance. The rock that we were on was covered with sea-weed, which made it very dangerous to stand upon, and the edges of the rock were round. All on the rock with ourselves, being soaking wet and cold, were unable to render any assistance to those who were in the greatest peril. A number of them were washed off the wreck and drowned, and a number who were trying to get from the rock to the Island by a line were also washed from it and drowned. We could perceive people falling from the ship's side and rigging. Three boats which were carried across the Island rendered assistance in conveying the passengers and crew from the vessel and the rock to the shore. Several persons who became completely exhausted laid down on the rock and died. Some of the passengers became maniacs; they were foaming from the mouth, and tottering about like children.

ANOTHER PASSENGER'S NARRATIVE.

James McAllister, belongs to Glasgow, passenger, says: Was sleeping in my berth when the vessel struck; was in the forward steerage, in the three tiers of which there were some three hundred persons, every one of whom appeared to have been awakened by the first shock. A fearful rush was made for the saloon deck, which was gained by many, but others were forced back and perished where they stood. About ten minutes after I gained the saloon deck, the steamer careened over and sunk, and those who had not grasped the bulwarks and rigging were washed overboard; and the frozen corpses could be seen drifting in every direction. A few women, not more than half a dozen, managed to reach the deck, but none were saved. One woman was lashed to the mizzen rigging by her husband, (name not known), but she perished where she was, and her lifeless body afterwards dropped down and was washed away. I was on the steamer from the time she struck until about five o'clock, when I managed to reach the rock by the aid of the rope taken out by Mr. Brady. The rock, not a large one, was crowded with men, and one man, a passenger, perished from exposure. Remained on the rock nearly six hours, when we were rescued by small boats from the shore. Many who attempted to reach the rock were drowned. The scene about the steamer was fearful. The lifeless body of the Purser could be seen hanging over the side of the steamer, his head jammed in between the rails, and the sea causing the trunk to keep in continual motion. Hundreds of other bodies could be seen in the same position.

SCENES AND INCIDENTS.

Among the heartrending scenes, one or two are particularly sad. One gentleman named Albert Sumner, of New York, committed suicide by jumping from the rigging into the water, first taking off his coat. Others who were near him endeavored to dissuade him, they were too benumbed to prevent him, but he said "there is no prospect of rescue, and it is useless to remain here and suffer," and then jumped overboard. One lady (saloon passenger) was heard to say to her husband "leave me and save yourself, you can't save both," but he refused, and they went down together,

CLASPED IN EACH OTHERS ARMS.

The officers of the ship feel keenly their sad disaster, especially the captain, who remarked to a gentleman in the hearing of our reporter, "would to God even one woman had been saved," the tears streaming down his cheeks as he said so. He deserves credit for his coolness and bravery in the trying emergency, not leaving the ship until he was certain every soul that could be saved was saved, although he was suffering from his leg which had been broken about a year ago and never got properly strong. Columns might be written of the fearful scenes of this disastrous shipwreck, but our space will not permit, and we therefore conclude with the

REPORT OF CAPTAIN WILLIAMS.

Sailed from Liverpool on the 20th March. Experienced moderate weather on the first two days. On the 24th, 25th and 26th had very heavy westerly gales, ship making only 118 to 165 miles per day. On the 31st, when we had on board but 127 tons of coals, and were 461 miles from Sandy Hook, the wind from the South West, with a high running swell, and falling glass, ship making only eight knots, I thought the risk too great to push on, as in the event of a gale coming on, I might be shut out from any port of supply, and decided to bear up for Halifax. At 1 a. m., on the 21st, shaped course for Devil's Island, at Eastern entrance of Halifax Harbor, making half a point allowance for the Westerly current. Distance 170 miles, ship's speed varying from 8 to 12 knots per hour. The wind was Southerly during the first part of the day, with rain, but veered to the Westward at 8 p.m., with clear weather, and at midnight judged the ship to have made 122 miles, which would place her 48 miles South of Sambro. I then left the deck and went into the Chart room, leaving an order about the lookouts, to let me know if they saw anything, and call me at 3 a.m., intending then to put the ship's head off to the Southward and await daylight. My first intimation of the catastrophe was the ship striking on Meagher'sEad, and remaining fast. The sea immediately swept away all the port boats. The officers went to their stations and commenced clearing away the boats. Rockets were fired by the second officer for the inhabitants, if any, to come to our assistance. Before the boats could be cleared, only ten minutes having elapsed, the ship heeled down to port, rendering the starboard boats useless. Seeing that no help could be got from boats, I then got the passengers into the rigging, outside the rails, and encouraged them to go forward, where the ship was highest and the water smoothest. The third officer, Mr. Brady, Quarter Masters Owens and Speakman, by this time had established communication by line with an outlying rock about 40 yards distant. By means of this line (signal halyards) I got four others on to the rock, along which about 200 people passed. Between the rock and the shore was a passage about one hundred yards wide. A rope was successfully passed, by which means 50 got to the land, though many were drowned in the attempt. At 5 a. m. the first boat appeared, but she was too small to be of any assistance. Through the exertions of Mr. Brady the islanders were aroused, and by 6 a. m. three larger boats came to our assistance. Brought all that remained on the side of the ship and the rock, and were landed in safety and cared for by a poor fisherman named Clancy. During the day to the number of 426, they were drafted off to the various surrounding houses and scattered about among the resident magistrates, Mr. Ryan rendering very valuable assistance. The chief officer having got up the main rigging, the sea cut off his retreat, he having stood by a poor woman who had been placed there. For some hours, the sea was running too high to attempt his rescue, and at 3 p. m. a clergyman, the Rev. W. J. Ancient, succeeded in getting a line and getting him off. Many of the passengers in the rigging perished from cold, amongst the number the purser of the ship. Before the boats went I placed two ladies in the life-boat, but finding the boat useless, carried them to the main rigging, where I left them and went aft to encourage others to go forward to the side of the ship. At this juncture the boilers exploded and the boats rolled over to leeward, the ship at this time being on her beam ends. Finding myself useless there, I went aft to take the ladies forward but found them gone, and did not see them afterwards. Many passengers at this time could not be stirred into any effort to save themselves, but laid in the rigging and died from fright and exposure. I remained on the side, encouraging, helping and directing until all but 15 were landed. Upon finding my hands and legs becoming useless, I left the ship, two other boats being close to, and embarked the remainder. On reaching the shore, I despatched Mr. Brady, 3rd officer, to Halifax, across the country, to telegraph the news of the disaster, and obtain assistance. Mr. Morrow, Cunard agent, promptly responded and sent two steamers with provisions to convey the survivors to Halifax, where they will be cared for, and proceed to New York the first opportunity in charge of the first and fourth officers, the third officer and four men being left at the island to take care of the dead, as they come to land. Capt. Sheridan has received the contract as to salvage of cargo and materials. The second officer was lost in No. 1 Lifeboat.

[From the Recorder].

HOW THE QUARTER MASTER LOST HIS LIFE.

This officer was one of a number who had secured a place on an impromptu raft that had been thrown overboard. One after another the others had been washed away, until he only remained, the wind driving his frail craft rapidly towards the shore. He evidently thought that he would be saved, as he waved his hat to those on board the ship, not in a despondent, but rather in a triumphant manner. A wave which came immediately, even while he had his hat in his hand, dashed the raft against the foot of the rugged ascent, while still another threw him about six feet upon the rock, where it stranded him. When the water was receding it carried the raft away, leaving the Quarter-master lying motionless; on first striking he had scrambled about on the slippery surface. He must have been wounded, and attempting to rise fell backward into the sea, struggled for a moment, and sank to rise no more.

"AND DYING THUS AROUND US, MINUTE BY MINUTE."

"I suppose it is not necessary," said one of the crew, "to give you the minute particulars of how each life was lost. Every succeeding minute recurring waves washed off one, two, or three; sometimes six, then a dozen, were swept away, and went out side by side into the valley of death. There is no language that can describe the feelings of a man holding on for dear life to a bit of rigging, and watching his friends and companions struggling, clutching, sinking, dying. The weakest of course went first. One poor fellow had managed to get himself in a position where he was penned in by pieces of timber which could not very well be affected by the action of the waves, and his body was nearly entirely protected. From my position in the rigging I could see the expression of his countenance, as from time to time he took his hands from his face, gazed about as if not daring to lift his head, and then again hid his sight. In an unlucky moment, when a lull was, he lifted up a portion of his body to make himself more comfortable, when the biggest wave I had yet seen, caught and swept him in a moment out of sight.

OTHER INCIDENTS.

One man had just secured a flour barrel on deck when he was washed overboard, but not before he had obtained a hold, grasping either end, the bottom being out. For a while he held bravely on. The barrel, from its build, would be precipitated by the sea some distance above the waves and then fall back. One more than usually heavy sea sent barrel and man at least six feet high; he had lost his hold before he came down, falling in the trough, but though on the top of a wave which rose a little further on the barrel rode buoyantly, the man did not come to light.

THE WOMEN AND CHILDREN.

"We saw very little of the women and children," says another informant. "Every thing happened so quick that before even those who were strongest had got out of the choked passage ways, the females were either so bewildered, or the water had so impeded their progress, that very few came on deck—those that did were swept away before they could fasten themselves or be secured by others. I saw one woman in the water with three children just as they were washed overboard, two in her arms, one an infant, and the other with its arms about her neck. They went down almost immediately.

The survivors in the city were not of that class of persons who could express themselves so that it might be reported understandingly to the public, concerning the dreadful scenes enacted about the wreck. Yet it could be easily seen that the pictures of distress were daguerreotyped on their souls. In the midst of their narratives they would stop and gaze abstractedly into vacancy, as if some vision re-asserted itself.

The dreadful sound of breakers was the first that smote upon the ear of the men on deck; then followed the shock, when the vessel shivered as if in the grasp of dissolution. In this fearful hour, there was the usual scene—shrieks, groans, and prayers. But for the women and children in the steerage it was as surely their last earthly habitation as is the coffin to a man who has been entombed alive.

The captain appeared to be astounded at first, when the whole magnitude of the disaster broke upon him. He paced the deck, 'mid hurrying forms and ghastly faces, wallings around and below him, and stupefaction and despair every moment increasing. But he speedily recovered his composure, and did what he could to save life, risking his own in the effort.

CHEERING SIGHTS.

Up to about 5 or 6 o'clock no one of the crew knew whether they were on a desolate, uninhabited shore or not. No house could be seen, nor was any sign of human habitation observable. At last a dog came down to the beach, and hearty cheers burst from many an anxious, manly lip at this proof that human beings lived in close proximity. Shortly afterwards a man came in sight, who, on seeing the wreck, ran to the settlement at Lower Prospect and told the news.

SOME HORRIBLE DEEDS

were perpetrated, it is reported, by some of the crew of the Atlantic, who plundered, even mutilating the remains, in some instances, to remove rings and earrings from the lifeless bodies. Boxes and trunks were broken open, and their contents appropriated. Both officers and passengers were naturally very indignant at this inhuman conduct, and threaten the severest penalties to any who are detected.

547 LIVES LOST.

The total number known to be saved is 439, and as there were 976 persons on board, this would leave the sad total of 547 lost. About 80 bodies had drifted ashore when the Delta left, among them those of Mrs. Fisher and Miss Merritt. The face of the former was much distorted, as if she had died in great agony, but that of the latter looked placid as a sleeping child.

COFFINS FOR THE DEAD.

J. B. Morrow, Esq., has made arrangements to send coffins, with a party of men, down to the wreck to-day, to have the dead decently interred.

DROWNED BY LIFE BUOYS.

Several passengers are reported to have been drowned by life buoys, which, not being properly managed, they overturned and drowned the unfortunates before assistance could be rendered.

[From the Reporter.]

HOW THE CHILD WAS SAVED.

The little fellow, the only child saved from the wreck, rushed up on deck with the stream of passengers, when the first alarm was given. His parents, and other members of his family were still below, and evidently perished when the ship filled and fell over on her side. Hustled about among that struggling mass of excited humanity, the piteous screams of the poor little fellow went to the stoutest heart. He had leaped upon the back of one of the men, in the hopes of saving himself; but in that fearful crisis, where everybody was intent upon saving themselves few paid attention to the wails of the boy, and the man upon whose back he was clinging, as if for bare life, made several ineffectual attempts to shake the boy off. The cries of the boy at last attracted the captain, who, perceiving the tenacious manner in which he was struggling for life, called out to the men who were surrounding the lines that led to the rock, and safety, to endeavor if possible to save the boy; and the poor little fellow was immediately passed over the heads of the struggling mass of beings and placed in the boat. Men who were exerting themselves to save their own and others' lives, wept almost for joy as they saw the brave little lad safely landed on shore.

SUFFERINGS OF THE SAVED.

Mr. Foxley, the chief engineer, who remained on the rock for several hours assisting the passengers to land from the ship, says it was extremely harrowing to behold the sufferings of the unfortunate creatures. Even after they were rescued many of them became insane, frothed out of the mouth, and toppled off the rock into the water and were drowned; while others were so chilled and exhausted with the cold that they laid down and died. They would wander about incapable almost of helping themselves, and perish Some died after they had been taken to the mainland.

A WOMAN DIES IN THE RIGGING.

The wife of one of the steerage passengers managed to reach the rigging, where she clung with a grip of despair for two or three hours. But at last, benumbed and stiff with cold, her grasp relaxed, and she was seen to fall in against the rigging helpless. There was a slight twitching about the hands—than she fell forward into the water at her feet and sank to rise no more.

WOMEN SWEPT FROM THE DECK.

Two lady cabin passengers came on deck in the excitement and were standing near the wheel-house. They hesitated a moment, as if panic-stricken, and returned into the companion way as if looking for something; presently they came out and endeavored to reach the forward part of the ship, where the passengers were sent ashore on the lines. At that moment a huge wave swept over the ship's quarter, the men clinging to the rigging heard two heart-rending shrieks, and when they looked again the women had disappeared.

These are only a few of

THE TERRIBLE INCIDENTS

of that terrible wreck. Young men, as well as old, became paralyzed; as they clung to the rigging and to the sides of the vessel, they seemed bereft of reason; when spoken to by the others to make some effort to reach the boat and save themselves, they would roll their eyes in their head, stare vacantly at the speakers, and ask them in a whining tone, "what boat?" Many, again, who were roused out of their berths, had scarce time to put their clothes on, and rushed on deck to perish with the cold. One cabin passenger, a young man, came up with only a vest on. He clung to the ship's side as long as he was able, and finally rolled off into the sea, frozen to death.

THE SALOON PASSENGERS.

There were 30 saloon passengers in the Atlantic for New York, among whom were several ladies. The night previous, in anticipation of soon reaching home, they were in the very best of spirits, and enjoyed themselves as only those can who have been several days on an ocean voyage and are in anticipation of a cheerful welcome at home. Alas! it was a long, long home for many of them.

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