

## NOVA SCOTIA.

HALIFAX, 5.—The enquiry ordered by the Dominion government into the *Atlantic* disaster commenced in the Custom House before Collector Melanson and Capt. J. McKeen. A shipmaster, S. L. Shannon and H. Blanchard appeared for the government. J. N. Ritchie for the Captain. Captain Williams was called and sworn. He read a statement. In reply to a question of his counsel, he said that the *Atlantic* was last seen on the night of the 1st of April, at 12 o'clock. Up to midnight there was no light seen from the ship. When I left the bridge I went into the chart room, 30 feet above the bridge, on the upper deck, within easy call of the officers on deck. I got up at 2 and looked into the wheel house, and lay down for a while. In making my calculations I estimated her speed at 11 knots. She had increased gradually from 7 to 12 knots. The third officer reported that she had run 122 miles at 12 o'clock, which agreed with my calculations. I expected the ship at 3 would be 18 or 20 miles off the coast, and to lay by until daylight. I had not my clothes off at all. I had every reason to put confidence in the second officer. He had made two voyages in the ship and I always found him a steady, sober man. In a cross-examination Captain Williams said the speed was about twelve knots. He reckoned he was, easterly eight miles off Sambro, easterly north five degrees east. He did not shift his course, but expected to pass five miles east of Sambro. He had never brought the ship into Halifax nor had ever been on the coast before. The third officer had been in the harbor twice. No other officers had ever been there. He did not use the lead in coming to Halifax because the night was clear. Sambro light could be seen twenty-one miles in clear weather and fifteen miles in moderate weather. "I am now satisfied that when I went into the chart room I was mistaken in the locality of the ship, she must have been further northward and westward than I thought. I knew the coast was ironbound and dangerous. If I had been sounding regularly from twelve to three I would have been on deck and the ship would not have gone ashore. There were three quartermasters and the second and fourth officers on deck. I think they were energetic they might, but I have seen there was something ahead, and if orders had been given to reverse the engine the calamity might have been avoided."

"I have given the company's carpenter orders to get two hundred shovels to bury the dead, and undertaken to attend the saloon passengers' bodies and second officers, as their friends might wish them forwarded. Many bodies had come on shore before I left. The White Star steamers are supplied with printed orders for the guidance of the commanders. Those orders are to take all possible precautions against fire, collision and wreck. There are no special instructions as to the precautionary steps in approaching shore. That is left entirely to the judgment of the commander. The officers in charge have full power to change the course or stop the ship if necessary without consulting the Captain. There are no special instructions as to soundings."

HALIFAX.—Fourteen bodies were recovered yesterday by shipwreck. To-day, the weather being very favorable, the divers worked for the purpose of finding bodies, and twenty-seven, all apparently fresh, were recovered. Many had considerable sums of money. One, whose name appeared from the papers found in his pocket to be Crooks, had a bill of exchange for two hundred pounds and considerable money besides. The divers' crew number sixty-five. The only bodies now remaining unaccounted for are those found to-day. Those recognized by the prayer books as Roman Catholics were taken to Terrence Bay, a few miles distant, and buried in the Catholic Cemetery. The remainder have been buried in the Episcopal Cemetery at Prospect. Some bodies brought up to-day showed they died by suffocation, not by drowning.

As the bodies are brought up by divers they are placed in a boat under the charge of Geo. Lingard, a justice of the peace, and conveyed to the hillsides on Ryan's Island, where Edward Ryan, another magistrate, receives them and takes from them all money and valuables, noting them in a book, with such other identification as can be found on their persons. The bodies of Mrs. Davidson and her daughter were found within a short time of each other. There was found on Miss Davidson, sewed to her dress, a letter from her mother, advising her, in case of any unforeseen circumstance taking her (the mother) away, to take possession of her money and letter of credit, and proceed with all speed to San Francisco and inquire for Mr. McKeen, who would send her to her uncle, L. H. Temple, of California. On the body of Mrs. Davidson was found and put into the hands of Edward Ryan at Lower Prospect, the following—\$6 pounds in gold, \$2 dollars currency, and a letter of credit for 150 pounds from London and County Banking Company, signed by N. Howard and manager Brown, on Falkner, Bell & Co. of S. F. Its number is 7191. The bodies of both Mrs. and Miss Davidson are already sealed in metallic coffins, and await the advice of their friends as to what disposal is to be made of them. It is expected that the bodies of passengers will be recovered. One diver has been detailed specially to search the cabin.

The report of a steamer being ashore at Spay Harbor is not likely to be correct. Communication with that place could not be established to-day. Vessels which passed there a day or two ago say there was an ashore wreck there, which drifted ashore some time ago, and men were breaking her up, probably a schooner, which made some report that they saw a wreck at a distance and mistook it for a steamer.

Four men belonging to Halifax picked up a barrel of silk and appropriated and sold part of it. The customs authorities recovered most of the silk and arrested a man. Had the men given up the silk to the agents, they would have been entitled to two hundred pounds mitage. The customs officers found the silk in crates and crockery ware, showing the intention to smuggle them to New York.

**EUROPEAN.**—Most of the churches in Catalonia have been closed or burned into ruins.

PARIS.—At the recent federal convention in London, in Catalonia, the red flag, surmounted by the Phrygian cap and bearing death's head, was raised.

LONDON.—There was an explosion of fire-damp in a coal mine near Aberlilly, Monmouthshire, yesterday. Five miners dead, and many others wounded.

MADRID.—The official report of the surrender of Berge charges the commandant of the town with treason. It also confirms the statement that the Carlists bayoneted sixty-seven prisoners.

BRUSSELS.—A Madrid correspondent says the reports in the French and English papers of popular disturbances and military insubordination in Spain are greatly exaggerated.

ST. PETERSBURG.—A despatch from St. Petersburg, dated April 1, announced that the *Tschigolich* column, which had been sent against Khiva on the 5th inst. The expedition against Khiva is in three detachments. The first, starting from Orenburg, concentrates at Uzunpau, and proceeds over

the table of Ustulim, which begins at the mouth of the Volga, and thence, at the river Tschigolich. There, it will take six days' drinking water, because a supply will be unobtainable until the springs at Antichalkutuk are reached. The second, or Atchek valley detachment will march through Astrakhan and must overcome the Turkmenians before reaching Khiva. The 3rd detachment, starting from Turkestan, will probably both avoid desert in the neighborhood of the Sea of Aral and march along the Syrdaria river to the frontier of Khiva. The Khivan forces are insignificant and its armament poor the rifles being particularly defective.

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