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TRUTH AND LIBERTY.

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BY TELEGRAPH.

SPECIAL TO THE "DESERET NEWS," PER WESTERN UNION TELEGRAPH LINE.

LAST NIGHT'S DISPATCHES

NOVA SCOTIA.

HALIFAX, N. S., 2.—A steerage passenger, makes the following statement:

"Turned into my berth about 11 o'clock on Monday night, the night was dark, but starlight, weather fine. I knew the ship was going into Halifax for coal. The last I remembered was two bells, one o'clock, struck. I then went to sleep and woke with a shock. I remarked to my mate, 'There goes the anchor.' I thought of course we were safe in Halifax harbor, but as soon as she made the second plunge I said, 'Good God, she's ashore!' With that I got up and dressed. The companion-way was thronged with lower steerage passengers. Seeing that the sea was commencing to break over the ship and lower down the companion-way, I got as many as possible to take to their bunks and hold by the iron stanchions. There we remained till after daylight. The ship had fallen over and the steerage was full of water, one side only being out of it. Our only chance of escape was by the ports. A number of men, probably twenty, got out at the ports to the side of the vessel. I remained until all who were alive were out. A great many were drowned in their bunks. Others were drowned while trying to reach the ports. I got out through a port and held fast to the side of the ship for about two hours, and then went to shore by the life lines. When I left the ship there were a great many in the rigging."

The names of the cabin passengers lost are as follows—Cyrus M. Fisher, counsellor-at-law, of Vermont, and his wife; Miss Brodie and Miss Barker of, Chicago; J. H. Price, of 151 Broadway, N. Y.; Mr. Kruger, of 54 Exchange Place, N. Y.; Albert Sumner, of San Francisco; Henry T. Howitt, of W. J. B st & Co., 448 Broome St., N. Y.; Merritt and wife, of N. Y.; Miss Scrymser and Miss Merritt, of N. Y.; Mrs. Davidson and daughter of London; W. B. Wellington, of Boston; Mr. Street, wife, son and daughter, of Nevada.

The following cabin passangers were saved—Freeman Donanchwald, of Thompson, Langdon & Co., 301 Broadway, N. Y.; S. W. Vick, of Vick & Malone, Wilmington, N. J.; J. Spencer Jones, of New Ross, Ireland; Lewis Livingston, of London; A. Gardner, of London; Chas. W. Allen, of London; Henry Hirzel, of Switzerland; Simeon Camachlon, of New York; B. B. Richmond, of Detroit; Adolphus Jugla, glove dealer, 1737 Broadway, New York; Wm. John Brimley, of Burslem, England; Danl. Kinane, of Springfield, Ohio; James Brown, of Manchester; Nicholas Brandt, of New York.

The following are the officers saved: James A. Williams, captain; J. W. Frith, chief officer; John Brown, fourth officer; Cuppaize Surgeon, second officer. Henry Metcalf is among the lost, also Ambrose Worthington, purser, and Hugh Christie, chief steward. About seventy of the crew were lost and the same number saved. Four hundred and thirteen steerage passengers were saved, which is about one-half of the number on board.

The following is the captain's statement:

"We sailed from Liverpool, March 20. During the first part of the passage we had favorable weather and easterly winds. On the 24th, 25th and 26th we experienced heavy southwest and westerly gales, which brought the ship down to one hundred and eighteen miles a day. On the 31st of March the engineer reported but about 127 tons of coal on board. We were then 460 miles east of Sandy Hook with wind southwest, a high westerly swell, and falling barometer, the ship steaming only eight knots an hour. We considered the risk too great to push on, as we might find ourselves in the event of a gale shut out from any port of supply, so we decided to bear up for Halifax. At 1 p. m. of the 31st, Sambro Island was distant 170 miles, the ship's speed varying from 8 to 12 knots per hour, wind south, with rain which veered to westward at 8 p.m., with clear weather at midnight. I judged the ship to have made 182 miles which would place her 48 miles south of Sombro and I then left the deck and went into the chart room, leaving orders about the look-out and to let me know if they saw anything and call me at 3 a.m., intending then to put the ship's head to the southward and await daylight. My first intimation of the catastrophe was the striking of the ship on Marr's Island and remaining there fast. The sea immediately swept away all the port boats. The officers went to their stations and commenced clearing away the starboard boats. Rockets were fired by the second officer. Before the boats could be cleared, only ten minutes having elapsed, the ship heeled heavily to port, rendering the starboard boats useless. Seeing no help could be got from the boats, I got the passengers into the rigging and outside the rails and encouraged them to go forward, where the ship was highest and less exposed to the water, the third officer, Mr. Brady, and quartermasters Owens and Speakman, by this time having established communication with the outgoing rock, about forty yards distant, by means of a line, and got four other lines to the rock, along which about 200 people passed. Between the rock and the shore was a passage one hundred yards wide. A rope was successfully passed across this by which means about fifty got to land, though many perished in the attempt. At 5 a. m. the first boat appeared from the island, but she was too small to be of any assistance. Through the exertions of Mr. Brady, the third officer, the islanders were aroused and by them three larger boats came to our assistance. By their efforts all that remained on the side of the ship and on the rock were landed in safety and cared for by a fisherman named Clancy and his daughter. During the day the survivors, to the number of 429, were drafted off to various houses, scattered about. The resident magistrate, Edmund Ryan, rendering valuable assistance. The chief officer having got up the mizzen rigging, the sea cut off his retreat. He stood for six hours by a woman who had been placed in the rigging. The sea was too high to attempt his rescue. At 3 p.m. a clergyman, Rev. Mr. Ancient, succeeded in getting him a line and getting him off. Many passengers, saloon and steerage, died in the rigging from cold. Among the number was the purser of the ship. Before boats went out I placed two ladies in the life boat, but finding the boat was useless I carried them to the main rigging, where I left them and went to encourage others to go forward on the side of the ship. At this juncture the boilers exploded and the boat rolled over to leeward. The ship at this time being on her beam ends and finding myself useless there, I went to take the ladies forward, but found them gone, nor did I see them afterwards. Many passengers at this time could not be stimulated to an effort to save themselves, but they lay in the rigging and died from fright and exposure. I remained on the side encouraging, helping and directing until about 15 were landed, when, finding that my hands and legs were becoming useless, I left the ship, two other boats being close to her, and embarked with the remainder. On reaching the shore I despatched the third officer to Halifax, across the country, to telegraph the news of the disaster, and to obtain assistance. Mr. Morrow, the Cunard line agent, promptly responded, and sent two steamers with provisions to convey the survivors to Halifax, where they will be cared for and forwarded to New York on the first opportunity, in charge of the first and fourth officers, the third officer and four men being left at the Island to care for the dead as they come ashore. Captain Sheridan Diver has received provisional authority as to the salvage of the cargo and material. The second officer was lost with thirty others, in the life-boat.

Early this morning the Dominion Government steamer *Lady Head*, the Cunard steamer *Delta* and the steam tug *Goliath* left for the scene of the wreck of the *Atlantic*, to render such assistance as they could. *Lady Head* had on board a number of custom house officers, and the *Delta's* party included several newspaper reporters. The start was made about 3 o'clock, so that the steamers might reach the scene immediately after daylight. As the morning broke steamers approached Prospect, and those on board quickly learned the whereabouts of the ill-fated *Atlantic*, from the presence around her of a large fleet of fishing schooners and small boats. The locality is one that a mariner would be disposed to give a wide berth if possible, the shore being a succession of large beds of rock, with dangerous shoals running out for some distance; while the bay is studded with innumerable islands, large and small, all solid rock, with scarcely a sign of vegetation or soil for anything to grow on. Yet frowning and dangerous as the place was, there was a grandeur and beauty in the scene on this bright morning when the angry waves were breaking against the rocks and enveloping the shore almost continually in clouds of glistening spray. The business of the vessels was to get on board the passengers and others who had been rescued from the wreck and put on shore, where with such a large number in so small a place, not even the large hearted generosity and kindness of the fishermen could be expected to make them comfortable. The *Delta* and *Lady Head* being unable to venture near the shore came to anchor, and the *Goliath*, with a life boat, went in to embark the shipwrecked people. No time was lost, and the *Goliath* and boats soon returned, filled with men who proceeded to get on board the *Delta* and the motley party of English, Irish, Scotch, Welsh, Germans, Dutch, Norwegian, Swedes, Swiss and indeed the representatives of every country in Europe and of the United States of America, were huddled together, talking, laughing, crying, praying and thanksgiving pronouncing, with great confusion of tongues. Scarcely one half of them had a complete and respectable looking suit of clothes. The wealthy merchant of London and New York, the professional gentleman and the lowest of the emigrants appeared in clothing much of which had been given to them by the good people of Prospect. Some were without coats, many without hats, others without boots, and all with the absence of some comfort in the clothing line. The scene may more easily be imagined than described. All were warmly welcomed on board the *Delta*, and no pains were spared to make them as comfortable as possible. The *Goliath* returned to the shore and was soon back again with just such another crowd as the previous one. There were several affecting scenes on the *Delta*, as the passengers were collecting on her from different points, where they had been stopping. Friends who had separated from each other after the *Atlantic* struck, and never expected to meet again in this world, were brought face to face in the *Delta's* cabin, where they grasped hands and wept for joy and returned thanks to Him whose mercy had spared them, while so many of their fellows had been sent into eternity. By twelve o'clock all those who had reached the shore were safely on board the steamers, excepting an officer and four men who remained. Those who had walked inland were taken on board the steamers *Delta* and *Ladyhead*, the former having about 330 on board and the latter 77. A calculation was now made by Captain Williams, showing that the loss of life, though immense, was not so large as had been reported. The *Atlantic* had on board 32 cabin passengers and 800 steerage passengers, and a crew, officers included, of 349 men, total 976 souls, leaving the number lost at 546. This may not be precisely correct, but it is nearly so. The wreck remained in the same position as before reported, the bow and masts only above water, and the sea breaking so rough that the boats could not approach with safety. She was broken in some places, and a few packages had washed out and drifted to sea, but the bulk of the cargo appeared to be undisturbed.

J. W. Firth, chief officer of the *Atlantic* made a statement in substance as follows.

"My watch ended at 12 o'clock on Monday night, and the second and fourth officers took charge. I went to my berth and was aroused by the shock of the vessel striking. The second officer came down to my room and said she was ashore and he was afraid she was gone. I put on a few articles of clothing, got an axe and went on deck to clear the boats. The ship had careened over before I reached the deck, I cleared two of the starboard boats. Just then a heavy sea swept the boats away. I was holding fast to the mizzen mast rigging, and now climbed higher for safety. The night was so dark and the spray flew so thickly that we could not see well what was going on around us. I saw men on the rocks but did not know how they got there. All who were alive on board were in the rigging. When daylight came I counted 32 persons in the mizzen mast rigging with me, including one woman. When these saw that there were lines between the ship and the shore many of them attempted to go forward to the lines, and in so doing were washed overboard and drowned. Many reached the shore by aid of the lines, and the fishermen's boats rescued many more. At last all had either been washed off or rescued, except myself, the woman and a boy. The sea had become so rough that the boats could not venture near us. The boy was washed off, but he swam gallantly and reached one of the boats in safety. I got a firm hold of the woman, and secured her in the rigging. I could see people on the shore and in the boats, and could hail them, but they were unable to help us. At two o'clock in the p.m., after we had been in the rigging 10 hours, the Rev. Mr. Ancient, a Church of England clergyman, whose noble conduct I can never forget while I live, got a crew of four men to row him out to the wreck. He got into the rigging and procured a line and then advanced as far as he could towards me, and then threw it to me. I caught it, made it fast around my body, and then jumped clear. A sea swept me off the wreck, but Mr. Ancient held fast to the line, pulled me back and got me safely in the boat. I was then so exhausted and benumbed that I was hardly able to do anything for myself, and but for the clergyman's gallant conduct I must have perished soon. The woman after bearing up with remarkable strength under her great trials, had died two hours before Mr. Ancient arrived. Her half nude body was still fast in the rigging, her eyes protruding, her mouth foaming, a terribly ghastly spectacle, rendered more ghastly by the contrast with the numerous jewels which sparkled on her hands. We had to leave her body and it is probable it is there yet. The scene at the wreck was an awful one, such as I had never witnessed before, and hope never to witness again. Comparatively few bodies had drifted ashore, and most of them, with such articles as came out of the ship while I was on her, were carried to sea."

The steamer *Delta* arrived this afternoon with the survivors from the wreck, and arrangements have been made to have them all well cared for. She reports that the *Atlantic* has not broken up, and the cargo, which is large and valuable, is not therefore adrift, with the exception of that on the deck, which was very little. Several vessels with diving apparatus had arrived at the wreck, and commenced operations for the removal of the dead bodies and cargo. The sea was still rough, but the wind had gone down, so that they could approach the locality without danger.

The *Carlotta's* passengers, who got on early yesterday morning, say the night was very dark, and rainy and windy, and that they were very anxious. She saw nothing of the *Atlantic*. The disaster was so soon over that hundreds could know nothing of the danger. Of the three hundred women and children a majority were swept out of the steerage, and drifting beyond the vessel on immense waves were carried seaward and seen no more. The bodies recovered will be buried at Prospect village.

HALIFAX.—The *Delta's* passengers were landed at the Cunard wharf late this afternoon. They are generally men from twenty to twenty-five years of age. Many of them are in a pitiable condition, without shoes, their feet swollen and bruised, and their clothes torn and drenched, some with pieces of carpet, matting or blankets around them, and all fretted and sick with exposure. On reaching the locality it was found that a considerable number more than at first named had been picked up and saved, among whom were some old and feeble persons, who died after being rescued, of exhaustion and cold. It is understood that the government will commence an investigation at once.

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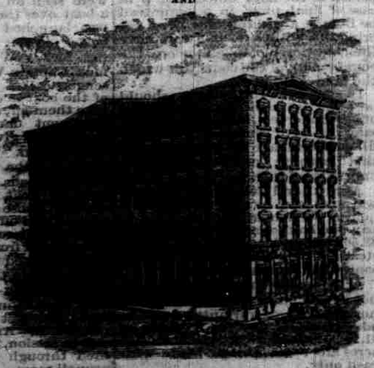

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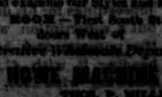

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