

By Telegraph.

FOREIGN.

LONDON, 8.—The *Deutschland* lies on the west edge of the Kentish Knock, in four fathoms of water. Her stern is about five feet out of the water at high tide. Her wood ends have started, but her spars, sails and everything are standing. Her hatches, over the cargo, are undisturbed, and her deck is dry at low water. The owners of the vessel, together with the agents in London and Captain Brickenstein, went to the wreck to-day.

Fifty-nine bodies have been recovered from the Swathe main colliery, at Barnsley. It is now considered certain that the dead will number between 130 and 140.

Twelve corpses, including those of four men, have been brought ashore at Harwich. It is thought that few if any bodies remain on the wreck.

The following additional details of the disaster are gleaned from the statement of a survivor—"The lead was cast every half hour. We found twenty-four fathoms of water, then seventeen, and immediately after struck. The engines were turned at full speed astern, when we instantly lost our propeller, and were then driven further up the bank. The pumps were worked all day, and rockets fired. The passengers remained in the deck houses until they were driven into therigging by the sea.

The vessels ordered from the East Indies to the Mediterranean compose the detached squadron under the command of Rear Admiral Lambert, which, according to previous arrangements, was to have remained in East Indian waters till March; the combined crews number over 3,000 men. On receipt of the new order the squadron will sail for the Red Sea, and proceed through the Suez canal to the Mediterranean. This will be the first time a whole squadron belonging to a foreign power has passed at once through the canal.

LONDON, 10.—In the inquest at Harwich, yesterday, Captain Brickenstein testified that he signalled passing vessels during Monday, but none answered. Jurymen and others admitted that his signals of distress were seen at Harwich, and one jurymen stated that seamen did not feel bound to risk their lives in going to the rescue, having no life boat. The *Times*, this morning, says that these facts, if unexplained, cast disgrace on the English name. The total number of lives lost on the *Deutschland* is seventy-eight. It is now ascertained that the crew numbered ninety-nine, of whom fourteen were drowned. The captain admits that he was an hour and a quarter out of his reckoning. The steamer *Mosel* took the surviving passengers to New York.

LONDON, 10.—The *Official Gazette* gives a proclamation summoning Parliament on the 8th of February, 1876, for the despatch of divers urgent and important affairs.

Another inquest was opened at Harwich on the second group of bodies brought from the *Deutschland*. Captain King, master of the tug *Liverpool*, was examined and testified that the coast guard notified him on Monday evening of signals of distress, but on account of the storm it was not thought prudent to put out to sea until day. He did not believe that if he had reached the wreck sooner he could have commenced saving lives earlier than he did, as the sea was so high during the night.

A Paris despatch says that in consequence of the failure of balloting for senators in the Assembly yesterday, the Duc d'Audiffret Pasquier is negotiating with the leaders of the parliamentary groups to draw up a compromise list of candidates.

BERLIN, 10.—It is stated that the recent conference between Prince Bismarck and Prince Gortschakoff resulted in an agreement for a peaceful solution of the Turkish difficulty; they will not raise the Eastern question, nor are they in favor of an international conference on the Suez Canal question.

LONDON, 11.—A Berlin despatch to the *Times* says that the Austrian and Russian negotiations as to Turkey, contemplate perfect equality between Christians and Turks. The Ambassadors of the Powers are to be granted information in regard to any measures projected by the Porte, so as to be able to advise and

influence its decisions. Russia will no longer object to the plan of reform if the Porte consents.

6 a. m.—A telegram from Berlin says that all the members of the liberal party in the Reichstag have signed an interpellation, asking the government for information in regard to the loss of the steamer *Deutschland*. In addition to this a motion was made in the Reichstag for the introduction of a measure providing for official inquiries into casualties to German shipping.

BREMEN, 11.—The boiler of a tug boat near the steam-ship *Mosel* exploded to-day; the *Mosel* was just ready to sail for New York, having embarked her passengers. Fifty persons were killed outright and many injured. The *Mosel* will not sail to-day.

4 p. m. It is not yet known if the killed and wounded were passengers by the steamer *Mosel*. The disaster was not caused by the explosion of a boiler of the steam tug, but by an explosion on the wharf.

The Nord Deutsche Lloyds have received the following telegram—

"Bremenharren. "After the steamship *Mosel* had embarked her passengers for New York to-day, the outer boiler of the tug *Simson*, lying opposite, exploded, killing fifty persons and wounding many. The *Mosel* was so badly damaged that she cannot sail to-day. The *Mosel* was to have taken the passenger-*Deutschland*, of the same line."

PANAMA, Dec. 2.—The *Opinion National*, of Lima, Peru, says, "Repairs to the old San Andres Hospital being necessary, one wall of the Chinese ward was thrown down, when the laborers found that the wall was hollow and filled with human remains. The laborers then worked with zeal until between four thousand and five thousand skeletons were discovered. The San Andres Hospital was built in 1557 under the protection of the Marquis of Canetodon, Andres Hurtado, and by the advice of a Spanish priest it was named Molina. Since then, to the present time, it has been employed for the charitable and humane purposes for which it was constructed. How the skeletons came where found is not known to any one, but the *South Pacific Times* says the impression generally prevails that these bones belong victims of the inquisition, and appear to be from 150 to 200 years old, and, from their appearance, lead to the belief that the bodies were thrown into the opening between the walls. All the skeletons appear to be clothed, and the dresses, boots and shoes are found mixed with large quantities of women's hair. A portion of the Spanish missal has also been found, but nothing of any value."

Padre Palacios, the priest who was the cause of the outrages, murders and incendiarism at San Miguel, in Salvador, has been condemned to death by a military tribunal.

BREMEN, 11.—It is now certain that the explosion was of a case of dynamite, belonging to the personal luggage of a passenger. But few details have been received, but it is presumed that the actual passengers suffered little, and that the fatalities were chiefly among those accompanying the passengers.

Only two of the passengers by the *Mosel* were killed. The steamer suffered no particular damage, on account of her great distance from the explosion.

LONDON, 12.—A dispatch received from Bremen to-night, says that sixty-eight persons were killed and thirty-five wounded by the explosion yesterday on the quay of the *Mosel*, and eight are missing; a passenger on board the *Mosel* has since attempted to commit suicide, but was prevented. He will be examined.

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Particular information, with maps, time tables, etc., may be had at any of the Through Ticket Offices in the West, or upon personal or written application to J. W. Irons, Ticket Agent, Salt Lake City, A. H. Earl, Ticket Agent at Ogden, or to J. H. Mountain, Western Traveling Agent, Omaha, Neb., or to W. H. Stennett, General Passenger Agent, Chicago. w1

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