

of the farms are now in the market. The soil is exhausted, and the proprietors are not able to buy fertilizing material to renew it.

Yours very truly,
EDWARD MANNING.

The Christian Messenger.

Halifax, N. S., April 9, 1873.

THE EDUCATION REPORT.

The Evening Reporter and the Presbyterian Witness are very reverent on Mr. Hunt's Report of Schools for the past year. We have not yet been favored with a copy of the Report, although the other papers have been supplied some time since, and we are therefore unable to judge whether the castigation is well deserved or not.

The notices in the Express and the Recorder have been of quite a different character.

We regret to learn that out of 1679 school sessions 250 were without schools all through the past year. 443 schools were vacant in the winter, and 314 in the summer. It is estimated that in the Province at least ten thousand children are growing up without the means of education, and what is a far worse sign, there has been a large diminution of attendance at the public schools so that the number has been smaller than in either of the years since 1869.

It is a lamentable fact too that there is a large diminution of first class Teachers employed. Quite a number have left the province.

We were informed by one of the county Inspectors a short time since that a number of the best teachers of his county had gone to New Brunswick but not at the solicitation of Mr. Rand. He, the said Inspector, had learned of Mr. R. seeking to repress the desire to leave this province.

On Lord's day allusion was made in most of the city churches to the dreadful catastrophe of the past week. Rev. S. Boothby preached in the North Baptist church. In Graville St. church, Rev. S. B. Kempton in the morning preached from Psalm lxxviii 1-4 a very appropriate and impressive sermon, regarding the recent "dark" providence, as a "parable" which we cannot now fully understand. In the evening Mr. B. administered the ordinance of baptism.

THE REV. JOSEPH ELLIOTT who has been for four years pastor of the Congregational church worshipping in Salem chapel in Halifax, has just closed his labors and expects to remove to Ontario in a few days. The congregation presented him with a very appropriate address and a donation of \$150 last week.

We shall much regret the removal of Mr. and Mrs. Elliott, having enjoyed frequent opportunities of very pleasant and profitable intercourse with them, and always found them intelligent, genial, active Christians, ready for every good work. We shall be glad to hear of Mr. Elliott's usefulness in his future sphere of labor.

"A Short Account of the Lord's work among the Mic-mac Indians, by S. T. Rand, Hantsport, Nova Scotia, with some reasons for his seceding from the Baptist Denomination," is the title of a pamphlet of 32 pages, recently placed in our hands. With such a title we need hardly give any further notice or summary of its contents.

As we have no desire for controversy with Mr. Rand, either in reference to his labors among the Micmacs, or among the Plymouth Brethren, we shall only say that the first 8 or 9 pages are devoted to a historical sketch of Mr. R's labors on behalf of the Indians, and the remainder to his withdrawal from the Baptists and his reasons for so doing. He accuses the Baptist denomination, and all other denominations, of lax morality, and quotes the Circular Letter sent out by the N. S. Central Association last year, and a Report on Benevolent Funds, as corroborating his judgement of the body. The Plymouth Brethren appear to be all that he can wish. He says respecting the support of the ministry among them:—

"They have no fixed salaries, pray for money, and everything else that they need, and get it; and the rich and the poor among 'Brethren' consider it a blessed privilege to minister of their substance in support of the gospel."

So far very good and praiseworthy. We shall always be glad to hear of Mr. Rand's success in giving the gospel to the Micmacs.

TERRIBLE DISASTER!

Loss of the Steamer "Atlantic."

The past week has been one of unparalleled sadness in Halifax, by the loss, about 20 miles distant, of one of the finest steamers afloat, with nearly one thousand souls on board. Many of our readers are already familiar with the melancholy details, as they have appeared from day to day in our city papers, and they therefore will not care to have our space occupied with a repetition of what has become to them so well known. But there are many others of our readers who depend on our columns for information of what is occurring, at home and abroad, and we must therefore on their account supply our pages with sufficient to give them an intelligent appreciation of what has already thrilled so many hundreds of thousands of hearts on both sides of the Atlantic Ocean, and indeed in all parts of the world where there is telegraph communication.

The first rumors of the sad catastrophe that came to town on Tuesday afternoon appeared too appalling to be believed, and were regarded as a 1st of April hoax, but a little later, by the arrival of a company of ten or twelve of the shipwrecked men who had walked up to Halifax and made it known to the Agents of the owners in Halifax, the city was filled with consternation and excitement. As soon as possible the Cunard steamer Delta, the government steamer Lady Head, and the tug boat Goshaw were prepared and despatched during the night, to be at the scene of the disaster at the break of day.

Here it was found that the magnificent steamer Atlantic had about 3 o'clock in the morning run on some rocks a few yards from Meagher's Island, a most dangerous rock-bound coast a short distance west of Sambro. Almost immediately after striking she keeled over on her beam ends and sunk, carrying with her a living freight of hundreds of human beings who were in their berths without the possibility of being rescued.

The Atlantic was one of six floating palaces owned by a number of British capitalists called the "Ocean Steam Navigation Company," at Liverpool, G. B., whence they sail to New York. The names of the other ships are respectively the "Ocean," "Baltic," "Republic," "Adriatic," and "Celtic."

The Atlantic was a four-masted iron vessel of 3707 tons gross, 2366 tons net, 420 feet long, 40 feet 9 inches broad, and 31 feet deep in hold, with engines of 600 horse power. She was launched in 1871 at Belfast, where all the White Star steamers are built. Her owners boast of their vessels as "uniform in size and speed, saloon and staterooms arranged amidships, pianos, libraries, electric bells, and all modern conveniences; collectively the fastest steamers afloat." The Atlantic had a very valuable cargo on board for New York.

There were 33 cabin passengers and about 800 in the steerage, which with the crew and officers counting 143 gives a total of 976 souls on board. The following is

THE REPORT OF CAPTAIN WILLIAMS.

Sailed from Liverpool on the 20th March. Experienced moderate weather on the first two days. On the 24th, 25th 26th had very heavy westerly gales, ship making only 118 to 124 miles per day. On the 31st inst., 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 8 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 one a. m., on the 21st inst., 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 varied 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 33 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's Head, 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 keeled 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, and encouraged them to go forward, where the ship was highest and the water smoothest. The 3rd 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 two hundred 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 six 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 were 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 upon 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. J. W. 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 lifeboat, 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's 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 1st and 4th Officers. The 3rd officer and four men being left at the island to care for the dead, as they come to land. Captain Sheridan has received the contract as to salvage of cargo and material. The 2nd officer was lost in No. 1 Lifeboat.

Statements are made by other officers of the ship and by passengers. They narrate other incidents, but agree in all the principal features of the terrible disaster. The following is

THE CHIEF OFFICER'S STATEMENT.

J. W. Firth, Chief Officer of the "Atlantic," in reply to our reporter's questions, made a statement in substance as follows: My watch ended at 12 o'clock on Monday night. The 2nd and 4th officers took charge, and I went to my berth. I was aroused by the shock of the vessel striking. The 2nd officer came down to my room and said the ship 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 the two starboard boats. Just then a heavy sea swept the boats away. I was holding fast to the mizenmast rigging, and now climbed higher for safety. The night was dark, and the spray flew so thickly that we could not see well what was going on around us. Saw men on the rock, 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 mizenmast 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 doing so 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 me, the woman and a boy. The sea had become so rough that the boats could not venture near us. Soon the boy 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 the people on shore and in the boats and hail them, but they were unable to help us. At 2 o'clock in the afternoon, after we had been in the rigging ten 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 main rigging and procured a line, then advanced as far as he could toward me, and 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-naked body was still fast in the rigging, her eyes protruding, her mouth foaming—a terrible ghastly spectacle, rendered more ghastly by the contrast with the numerous jewels which sparkled on the dead woman's hands. We had to leave her body there, and it is probably there yet. The scene at the wreck was an awful one, such as I had never before witnessed and hope never to witness again. Comparatively few bodies drifted ashore. Most of them, with such articles as came out of the ship while I was on her, were carried to sea.

A party of twelve started for Halifax on Tuesday afternoon, of whom ten reached the city about 1/2 past 10 on Tuesday night and were taken care of at the Police Station.

It is hardly possible to give anything like a brief connected account of this sad disaster. Statements have been obtained from officers and passengers by the reporters for the various morning and evening papers all of which agree in the main, some being more minute than others as to what was said and done.

Among those lost in the steerage were two women in confinement. One, it is said, had given birth to a child but a few hours before the ship struck.

A number of the passengers, both cabin and steerage, received injuries, and several were frost-bitten.

Many were lost with life buoys on. In their haste they neglected to put them on properly, and their feet instead of their heads were kept out of the water.

One of the saddest features of the terrible story is that all the women and children, with the exception of one boy about 10 or 12 years of age perished. To avoid confusion orders were given after the ship struck the rock, that they should keep below, and with but few exceptions these orders were too well obeyed so that hundreds were suffocated without a chance of being even washed on shore.

The following is a list of the cabin passengers:

CABIN PASSENGERS SAVED.

S. W. Vich, J. Spencer Jones, Louis Levison, W. J. Gardner, Charles Allen, Henry Hiral, Nichols Brandt, Simon Samachio, W. B. Richmond, Adolphe Jugla, James Brown, Daniel Kirwan, F. D. Markwald.

CABIN PASSENGERS LOST.

Mr. and Mrs. C. M. Fisher, lawyer, Vermont; Miss Brodie, Chicago; Miss Barker, do.; J. H. Price, 157 Broadway, New York; — Kruger, firm of Kruger & Co., New York; — Sagner, New York; W. J. Herritt, firm of W. J. Best & Co., New York; Mr. and Mrs. Merritt, New York; Miss Merritt, do.; Miss Scayrminer, do.; J. Brindley, Burston, Staffordshire; Mrs. Davison and daughter, London; Mr. and Mrs. Shoot, son and daughter, Nevada; W. M. Wellington, Boston, Mass.

The names of the steerage passengers saved and lost are also published in the daily papers. Our space however forbids enlargement.

As far as the narrative of the wreck is concerned the account given by a passenger named William Hogan of Waterford, is perhaps more graphic than any. He says:—

I, a passenger, 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 five or ten minutes afterwards, I heard 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 burst. 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 it mattered little (thinking that the steamer was out at 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 order was 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. Thinking that our lives were in imminent danger, we forced the hatches up, and ascended 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 on 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 1st officer shout out that the only chance to those who could swim was to jump overboard and endeavor to swim to the rock. He also said, "I cannot swim myself," and he ascended to the rigging, in which position we left him at 1 30 o'clock yesterday afternoon. 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 Quarter-master 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 up on 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. They did not seem to make any effort to save themselves. I was in the same position, but quite cool. The parties around me, 15 or 20 German passengers, cried piteously; some prayed, and all seemed to have lost their presence of mind. I tried to cheer them up, but it was of no use. I don't think there was one of them saved. By this time the waves were rising, and occasionally they dashed clear over us; and the wind, blowing through the galley and port-holes of the vessel, made a fearful and mournful noise. The weather being so cold and the wind so high, it benumbed many, and they could not hold on; and others it blew off. About half an hour after the vessel turned over, I thought of taking off my coat and swimming ashore. I caught a rope, and went down to the water's edge. It was dark at the time. The rock, as the waves were not rising, appeared to me to be a mass of ice instead of a rock, that was between me and the shore; but just as I was in the act of making a plunge I saw some objects on the rock, or ice, which I thought were living; but it struck me at the time that they were sea lions, and there were several other passengers with me. I shouted out for a hatchet, as I thought the so-called sea lions would attack us. We were in dread at the time, and we discovered the objects to be the bodies of women and children floating on the water.

At 6 o'clock a small boat or skiff came to our assistance, but the sea was so heavy that they could not rescue any of us, either on the rock or ship, which made all of us kind of "shaky" of saving our lives. A quarter of an hour afterwards a man on shore wrote on a black board,—"Cheer up the boats are coming to your assistance," which elicited a hearty cheer from the unfortunate beings who thought that at every minute they would find a watery grave. About half an hour afterwards we saw some men carrying a boat over the rocks on the island, and a few minutes after they launched it and went to the rock and rescued in this way three boats load of passengers, or about 36 persons. During the time they were rescuing these men from the rock, the captain and passengers on the ship called loudly for the boat to come to the ship and take them off first, as they were in the most imminent danger. The Captain called out to the men in the boat to come to the vessel and he would give them \$500 for every boat load they would rescue. The boat commenced taking men from the ship and rescued two boat loads; and a half an hour afterwards another boat came to their assistance and took the persons who were clinging to the rigging on shore. After it a third boat came off with the third officer Brady, who had succeeded in getting ashore by the aid of ropes; and I, with several others, got into this boat and landed in safety. When I left, about 80 persons still remained on the side of the vessel and the rigging. Those remaining when I left seemed quite cool and confident of being rescued. I being wet through to the skin, and nearly exhausted from the cold, and the long time I had been (about seven hours) on the vessel, I on getting ashore immediately crawled, as I could scarcely walk, to the nearest house, where there were a great many persons before me, and I was treated, along with the rest, with the greatest care. In about an hour's time, after getting warmed, I went down to the wreck, and it was a fearful sight to behold, as some that were still remaining on the vessel were stiff and dead; others were washed up on the beach, which was strewn around in all directions with the dead bodies. I saw one woman—the one who exerted herself in getting out of the cabin to the rigging; but as no one could render her any assistance, she froze to death in the rigging. She seemed to have been lashed to the rigging, as when I saw her from the shore her body hung downwards. I saw that no more assistance could be rendered, so I with some others got into a skiff and rowed to a fisherman's house where the 1st, 3rd, and 6th engineers were, with about 15 others; took dinner, and afterwards we thought it the best plan to walk to the city, as the accommodation there was meagre, so many people being there from the wreck. We started at 1 30 yesterday afternoon; the roads were in a fearful condition—a foot of snow in most places; but as we received refreshments in two places along the road, which helped us, we arrived in the city at a quarter to 11 o'clock last night, saw the Mayor of the city who directed us to the Police