

ENGLISH NEWS.

Arrival of the Arctic.

(By Telegraph via Quebec.)

NEW YORK, Oct. 31.—The steamship Arctic arrived this afternoon. She brought 220 passengers and dates from Liverpool to the 14th. Breadstuffs active and further advanced.—Flour sold freely—Baltimore and Philadelphia 35s. 6d., held for 36s. Western Canal 34s. 5d. to 35s., good. Sour 36s. Wheat in extensive demand.

Intelligence from Paris by telegraph, states that the Bourse was dull yesterday at the opening, but became gradually more steady, and closed with a rise.

CONSTANTINOPLE, Oct. 15.—The city is tranquil. A part of the Russian army will go into winter quarters at Bucharist.

ODESSA, Oct. 14.—The Turkish declaration of war has been received. The corps of Gen. Luder is still near expecting marching orders.

MALTA, Oct. 12.—The Earl of Carlisle arrived on board the Firebrand.

THE EASTERN QUESTION.—The Times says that the Turkish Manifesto is one of the strongest and most unanswerable state papers issued during the present century.

The Post says that Russia is already morally defeated, and that she will be so materially.

Hostilities on the Danube, and on the shores of the Caspian Sea have commenced.

Gold is 28 per cent dearer in Paris than in London, and 65 per cent dearer in Hamburg than in London.

A despatch from Vienna of the 18th, says that Gortschakoff has replied to the Turkish summons that he had not authority either to commence hostilities, make peace or evacuate the Principalities, and refused to do either one or the other—there the matter rests.

Russian subjects in Turkey are placed under Austrian probation from the 1st October.

The Turks will allow neutral flags to sail on the Danube until the 25th inst., but no longer.

Austria and Prussia have recalled their subjects from the Turkish service.

Agitation begins to manifest itself in Italy. 200 political arrests were made at Paris on the 26th, among them was the Minister of Florence under the Provisional Government.

The Turkish declaration is a temperate and spirited document, and it fully protects the right of commerce. When the Czar heard that Turkey had declared war, he fell into a passion and swore he would wage a war of extermination.

Omar Pacha had notified the Russian commanders to quit the Principalities before the 25th, else he would commence hostilities. It was supposed the fighting would commence on the Black Sea. General Paskewitch, of Polish notoriety, has taken chief command of the Russian army in the Principalities.

Oct. 5th. The fleets were observed preparing to advance to Constantinople. A battle had been fought on the 27th ult., between Schymal and the Russians, in which the Circassians retired into the mountains, with heavy loss on both sides.

Austria and Prussia both give indications though not formally, that they will keep neutral on the Turkish question.

The Carleton Sentinel.

WOODSTOCK, N. B., SATURDAY, NOVEMBER 5, 1853.

The friends of the European & North American Railway in St. John are in a sad fix, and editors are puzzling their brains to explain Mr. Jackson's letters so that they can be construed into meaning nothing at all. We give below Mr. Jackson's letter to the Governor of Nova Scotia, and if, after reading it, any unprejudiced person will say that Mr. Jackson does not mean to quash the whole proceedings, then we give up beat. He states that Nova Scotia cannot build her part, and Maine is unable to make hers; what then becomes of the grand scheme? Is New Brunswick to build the whole line, or is that from Shediac to St. John to answer every purpose? The fact is, Mr. Jackson has seen the cupidity of some of our leading men and he

thinks he can drive a still better bargain than the one he made. He does not like to back square out, but back out he intends to, as sure as his name is Jackson. One fact has come to light which is worth noticing; Mr. Jackson is not bound to fulfil his contract, and can throw it up whenever he pleases; but even admitting that he is bound, what then? is it not madness for the people of New Brunswick to talk of building a railroad that is to end nowhere? They talk of building a road through the Province, at an immense expense, to connect with Nova Scotia at one end and with Maine at the other, but in Nova Scotia they cannot agree upon any thing, and Maine is unable or unwilling to build her part, of what use then will ours be? But it is useless to talk on the subject, Mr. Jackson has abandoned the project and that is all that can be said about it. But here is the new dodge. Mr. Jackson now asks for £40,000 sterling per annum from New Brunswick, and Nova Scotia, £30,000 sterling per annum from Canada, and £70,000 sterling per annum from the Imperial Government, in all £140,000 sterling per annum for a number of years, but what that number is report saith not. The following is Mr. Jackson's letter:—

MONTREAL, 30th Sept., 1853.

To Sir Gaspard Le Marchant, Lieutenant Governor of Nova Scotia:

Your Excellency,—It was my intention to have paid my respects to Your Excellency in person, on my way to Europe, but the position of matters there (politically) compel me to return per next steamer, to look after the interests we have embarked in on various parts of the Continent.

The non-arrival of Her Majesty's consent to the bills passed last session, as well as the unfinished state of the surveys, would have precluded us from entering closely into any arrangement for the Nova Scotia Railway; for, until we can go closely into details, as regards cost, as prudent men we should not enter into positive engagements.

We are sorry to hear from Mr. Beatty that the works will be heavy and expensive; sufficiently so to deter any Company, or body of men from undertaking the works, for unconnected with a through route, there is not traffic to support even a very cheap line: and neither we, nor the Government of Nova Scotia, would venture to expend a large sum, unless we and they saw an unequivocal return for the outlay.—I am afraid the cost will deter both us and your Government from undertaking them; but this we cannot decide on till the surveys are complete.

While in New Brunswick I had a confidential communication with Sir Edmond Head; and conveyed to him the result of several communications I had with the Ministers of Canada.

Since my return I have addressed a Letter to the Honorable Francis Hincks; a copy of which I beg to enclose for your Excellency's consideration.

A Dispatch enclosing my Letters has gone to Lord Elgin, and I am sure His Excellency will at once join in the matter; and I trust when I reach London, to arrange for a direct application to be made to the Governments of Nova Scotia and New Brunswick from the Colonial Office, to ascertain their sentiments.

I have taken this course advisedly; and hope to work out a great result: unless the Grand Trunk of Canada take up the whole system, Nova Scotia will for years be debarred from making Halifax the great mart of the east: for Maine is unable to make her lines; she can give no state aid, and her Cities and Citizens are too poor; and British Capital cannot be got to aid her.

I have the honor to be
Your Excellency's
most obt. servt.,
W. JACKSON.

Our neighbors across the line are in a constant fever of excitement for fear they will not be allowed, under some pretext or other, to seize upon the Island of Cuba. They are fearful that England will either get possession of the Island or will concert some scheme to prevent its falling into their hands. The Americans are a very smart people but they can only see one side to a question. They deny the right of a European power to interfere with the affairs of this continent, but reserve to themselves the right to interfere where they please.

The following extracts from a letter in the New York Journal of Commerce will give a very good idea of the views entertained in the United States with respect to Cuba:—

"The fact is, 'Cuba is ripe,' and must be plucked. If Cuba is not ready for us, we are ready for Cuba. The subject, as I judge from the article in the Union is to receive a special

notice in the President's message, and the agitation of the question of Cuban annexation is to be commenced in the next Congress. It may even be proposed in that body to take possession of Cuba, at once, with a view to prevent the possibility of its future Africanization.

The reasons for the belief that Great Britain is engaged in the rumored scheme (the introduction of the apprenticeship system) are, chiefly; that she is desirous of stopping the importation of slaves into Cuba, and of guaranteeing to Spain the possession of the island. The tripartite treaty, and its rejection by the United States, and the intimation, through Lord John Russell, that the British government would proceed to act in reference to Cuba, without consulting the United States or recognising the claim of the United States to an exclusive interest in the future of Cuba, are all looked upon as strong evidence that the British government will agree to protect the Spanish dominion in Cuba, on the condition of the abolition of slavery in that island. Should this prove to be so it will probably create great agitation in this country, and renew the sectional strife of 1850.

The British government has doubtless attempted to obtain the assent of Spain to the adoption of the apprenticeship system in Cuba, as an equivalent for her protection of the Spanish dominion over that island. I think with the Union, that 'the effect of the arrangement, would be the transfer of Cuba from Spain to Great Britain—making it a British instead of a Spanish Province or Colony,' for 'the scheme would be executed under the guaranty of the British navy, and made effectual by a continued British protectorate over the island of Cuba.'

The decided action on the part of our government to resist the interference of a European power with the affairs of this continent, is solemnly premised by the Union. We shall see what steps the government will take. They are fighting a mere shadow, or something more formidable than any thing that we ever combated yet. I do not see how we are to prevent Spain from abolishing slavery in Cuba, if she pleases; but we have good grounds for resisting the rumored introduction by Great Britain of more Africans into Cuba, or any interference with the affairs of Cuba.

In order to keep pace with our rapidly increasing circulation, and our extensive advertising patronage, it is our intention, as soon as we can make the necessary arrangements, to enlarge the Sentinel by adding a column to each page, and as it must also be lengthened in proportion, our paper then will be the largest in the Province, and as there will be no increase of price, it will also be the cheapest. In order to make these improvements considerable capital will be required, as we must, among other things, procure a new press. We therefore hope that every subscriber in arrears, will aid us a little, if they cannot pay all we will be grateful for a part. The Sentinel is bound to go ahead, and we would like to see the man who could stop it.

The pious (?) and worthy slanderers who cut such a figure in the last Advocate, will receive a notice in our next, may-be. The English news interferes with our arrangements this week.

The steamers are as busy as bees just now. The Bonnie Doon and Richmond left for the Grand Falls on Tuesday, and returned on Thursday, and the J. D. Pierce left for Tobique on Wednesday, and also returned on Thursday; on which day no less than six steamers were at our wharfs, viz:—The John Waring, Bonnie Doon, J. D. Pierce, Richmond, Reindeer, and Ann E. Davis.

STEAMER SUNK.—The Steamer St. John sprung aleak, on Saturday night last, while on her way from St. John to Fredericton, owing to her having been overloaded, she was run on shore and her freight taken out before it was much damaged, but the boat is full of water.—We have not learned what is the extent of the damage.

We learn from the Head Quarters that Marshall d'Avray, Esq., has been appointed Chief Superintendent of Parish Schools, in the room of James Porter, Esq., who voluntarily resigned the office.

A splendid service of Plate has been presented to Spafford J. Barker, Esq., by the citizens of Fredericton, as an acknowledgement of his public spirit in erecting a first rate Hotel in that City, and for forwarding other public improvements in the same.

The Plate, we learn, cost 100 guineas.

On Saturday night last, the Steamer Commodore ran foul of the new wharf at Reed's Point, St. John. The wharf was considerably damaged, but the boat was not hurt. Strong wharf that!

TO CORRESPONDENT.—The reply of a correspondent in answer to "A Subscriber," is unavoidably crowded out this week, so are also several other articles which are now in type.

We expect a compositor next week, we will then double on our rabid contemporary over the way.

DREADFUL SHIPWRECK: THREE HUNDRED LIVES LOST

We regret to have to record some scanty particulars of one of the most disastrous shipwrecks caused by the late gale. We refer to the total loss of the ship Annie Jane, Captain Mason, bound from Liverpool to Quebec, with goods and passengers.

This really fine ship left the Mersey on the 9th September, and about thirty hours after her departure was spoken off the north-west coast of Ireland. During the prevailing violent gales, however, she was dismasted, and was totally lost on the night of the 28th Sept., on Barra Island. Sad to relate, upwards of three hundred of the passengers and crew have perished. From a letter received by the owners from the Captain we learn that, during the succession of heavy gales he was drifted as far north as lat. 60, and that on the above night, with a strong westerly gale, he was not able to clear the land on either tack. In five minutes after she struck the ship was dashed to atoms, and only 102 of the whole complement of crew and passengers saved.—Quebec paper.

The Church of England clergy, thro' their Organ, the "Church," thus addresses the Orangemen in Toronto:

"Looking to the principles of the society, that they are designed to maintain Protestant Ascendancy, the very thing that every Churchman has at heart, or ought to have, we do not hesitate to write ourselves the Friend of Orangemen."

"We would entreat you to remember, that though as Orangemen, you are at liberty to commemorate the triumphs of Protestantism, and the expulsion of popery from the throne of Great Britain and Ireland, you are bound as Christians to observe the high and all paramount precept of brotherly love and charity towards all men. This great principle takes precedence of every other.—W. L. Mackenzie's Message.

We would not be at all surprised to learn that the meeting of the Emperor of Russia and the Emperor of Austria at Olmutz ended in a movement of the Austrian Troops into Italy to expel the French from Rome while the Russian Troops evacuate the Provinces and enter Austria to prevent a rising in the country; and that at the same time the Russian Fleet from the Baltic will make a demonstration on the coast of France in favour of Henry V. It is also probable that the object of the French ocean Fleet being so much in the Downs is for the purpose of watching the Baltic Fleet, should it appear in the North Sea. It is evident, at all events, that the various Powers on the Continent are suspicious of each other, and that England only is under little apprehension for the future being well prepared for any emergency and at the same time reposing quietly in the knowledge of Her strength.—Wolwich Army & Navy Register.

GALE.—On Tuesday a gale of unusual severity raged throughout the whole day in this vicinity, and we regret it was not unaccompanied by damage and loss of life. The American ship President, Capt. Coffin, loaded with deals, and laying ready for sea at the outer anchorage, Partridge Island, commenced dragging her anchors early in the morning, and about eleven o'clock grounded in a heavy surf off Red Head, about half a mile from the shore, and unfortunately at the very point where the angry sea spent all its fury. The captain was on shore, and the crew on board, and here the vessel hopelessly lay; the sea at every return striking her with the utmost impetuosity, and at times completely obscuring her hull from view. Her crew were gathered on the quarter-deck, but no attempt could be made to rescue them, owing to the violence of the waves; the best chance for her safety seeming to be in their holding on to the ship, and await the ceasing of the gale, which so far abated about eleven o'clock at night, as to enable the crew to reach the shore in one of the ship's boats. In the meantime the hundreds of people were collected on