

## News of the Week.

## NEWFOUNDLAND.

**LOSS OF THE COLLINS' STEAMER ARCTIC, AND AWFUL LOSS OF LIFE.**—The Royal Mail Steamer Merlin arrived on Wednesday morning at 6 o'clock, from St. John, Newfoundland. We are indebted to the politeness of a friend for the St. John Courier of the 4th inst., from which we extract the following melancholy intelligence:—

The French merchant screw steamer, Vesta, arrived from St. Peter's, bound to Granville, arrived here on Saturday last, with loss of foremast and bows completely shattered to pieces, having been in collision with the Collins paddle steamer Arctic from Liverpool to New York, about 54 miles S. E. of Cape Race.

It appears that the Vesta left St. Peter's on Tuesday last and on the following day at noon, in the neighbourhood of Virgin Rocks, in an exceedingly dense fog, steaming 8 knots, came into collision with a large steamer, which was recognized as the Arctic of New York, whose speed is said to have been not less than 12 knots. The Vesta appeared to be sinking, but immediately rose again, but no hope was entertained of her ultimate safety, the passengers and crew looking upon the Arctic as their only chance of saving their lives. One man was killed, and others severely wounded. Two boats were put over the side, the first of which was sunk, and the second was immediately boarded by two of the crew and several of the passengers, and who not heeding the order of the captain to return on board, abandoned the vessel. The fog continuing very thick, they lost sight of the Arctic altogether, still hoping, however, that she would not desert them. A cry of distress was now heard, which was attributed to some men of the Vesta, who, it appears, had jumped overboard, to get on board the Arctic.

Provisionally, the bulkhead in the fore-castle was not started, which the Captain (Duchesne) noticed as affording a chance of safety. He immediately, with the utmost promptitude, gave orders for lightning the vessel by the head, which was as readily obeyed by throwing overboard all the fish, cargo, luggage of the passengers, &c., which was in the fore part of the vessel, and which raised her bow considerably. This elevation, with the firmness of the bulkhead, contributed much to stop the heavy rush of water. About 150 mattresses, palliasses, and other effects of the crew and passengers were now placed abaft the safety partition, over which were thrown sails backed by boards and planks, the whole being secured by cables well and firmly rapped around all.

The foremost, which had received some damage, was cut away, and contributed considerably to raise the head still more. This occupied two days. They then ran under small steam for the nearest port, (St. John's), which they entered on Saturday last, most providentially before the rising of a severe gale which blew on that day. Upon mustering the hands, 13 were missed. The Vesta had on board 117 passengers, and a crew of 50 men. The conduct of Capt. Duchesne, is much applauded, and the condition of the vessel, as she now appears, elicits the admiration of all who visit her. Indeed, nothing but the most indomitable superior seamanship could have succeeded in bringing the vessel into port.—The unfortunate men have been taken into the hospitable keeping of Mr. Toussaint, (through whose kindness we have been enabled to gather the foregoing account), who spares no pains to provide for their comfort.

Nothing further was known of the Arctic until the evening of Saturday, when news reached town that she had suffered considerably from the shock, and had been abandoned by the passengers and crew. On Sunday some of those who had taken to the boats, arrived here from Renew's. From one of the passengers we have gathered the following information respecting the collision:—

It appears that on Wednesday last, about noon, as the passengers were at lunch in the cabin, a violent shock was felt, upon rushing on deck, a steamer was very indistinctly seen, through a dense fog, broad off the starboard bow, which turns out to be the Vesta, above mentioned. At first no danger was apprehended on board the Arctic, and the chief officer was sent with a boat to the rescue of the crew of the Vesta. It was soon discovered, however, that there was little hope of saving the Arctic, and the lady, daughter, and son of Mr. E. K. Collins, with several ladies, were put on board a boat, in the act of lowering, which, one of the tackles gave way, and all, except one lady, who clung to a sailor holding fast to the boat, were precipitated into the sea and lost.

Another party of ladies and a few gentlemen, were put on board another boat, with some provisions, but not having been manned by sailors, there was little chance of their speedily reaching the land. The ship could not be stopped to lower the boats, the pumps being attached to the engine for the purpose of keeping the vessel clear of the water which was rushing furiously into her,

from an injury done on the fore side of the starboard wheel. She was then headed for Cape Race, but after having gone some 15 miles, the water had so far gained as to extinguish the fires, and the wheels consequently ceased to work, at which time the boats saved left the ship. Capt. Luce had no hope of saving the ship or his own life, and on some one wishing to take his little son into the boat, declined. A large boat capable of containing 50 persons was on deck, but there not being sufficient hands on board, and being very heavy to launch, it is supposed she would be filled with persons, in the hope that she might float off when the ship sunk. It is conjectured that three life boats are yet floating, which will be likely to live out the gale of Saturday.

The purser, Mr. Geib, it appears, chartered a small craft at Renew's, to visit the scene of the disaster, and ascertain if possible, whether there are any more boats out, so that we may shortly learn of the safety or otherwise of other parties.

The Arctic had on board 400 persons, about 185 of whom were first-class passengers, 75 second class and 130 crew. The general impression of those saved is that the steamer soon went down.

The following account is copied from the Newfoundland Ledger.

Mr Baahlam the second officer, gives the following account of the disaster:—

"On Wednesday the 27th Sept., at noon Cape Race bearing N. W. 65 miles distant, while running in a very thick fog, were struck on the starboard bow, about 60 feet abaft the cutwater, by an iron steamer, which made three large holes in the ship, two below the water one of which was about 5½ feet in length and 1 or 1½ in depth, leaving the whole cutwater and stem of the iron steamer clean through the Arctic's side. So dense was the fog that the vessel could not be seen a minute before the collision, the wheel was put hard to starboard the engine stopped instantly and backed at full speed until clear of the other steamer, which occupied a couple of minutes. The French steamer seemed to be sinking bow first. Capt. Luce immediately gave orders to clear away the quarter boats, which was done, and Mr Gourley, the chief officer, left the ship in charge of the starboard boat, and lowering the port boat the Capt. exclaimed, "hoist up that boat again, Mr Baahlam," and beckoned me to go to him; upon doing so, he ordered me to go over the bow to ascertain, if possible, what damage had been done. I then found the holes above mentioned. Upon informing him of the fact, he gave orders to get sails up to try to get them round the bow, to endeavour to stop the leak which was promptly done, but to no advantage whatever, so much of the bow and iron broken off from the other steamer projecting, that the sails could not be brought close to the vessel's side. The carpenter was then lowered down over the vessel's side, and pillows and mattresses passed down to him, to try if possible to force them in, but the leak was found to be so far below the water line that they could not be got in, and every exertion to stop the leak proved unavailing. Capt. Luce then ordered the ship's head, to be kept for the land, which bore N. W. by W. By this time we had lost sight of the chief officers boat and the other steamer which we supposed had sunk. We had not been on our course more than 4 or 5 minutes before we run over a boat and crew belonging to the other vessel, all of whom perished, with the exception of one, who caught hold of a rope hanging over the bow. Directly the boat was seen, orders were given to stop the engine, which the chief engineer said could not be done, as the ship was fast sinking. In about 30 minutes all the lower fires were out, and at least there were six feet of water in the ship, fore and aft. By this time the confusion amongst the passengers was very great but they used all efforts to assist the crew in keeping the deck pumps going, and in lightening the ship forward, for the purpose of endeavouring to get at the leak from the inside, which was found to be useless, and numbers of them going into the boats which was still hanging to the davits. In 45 minutes after the collision, I came up from the fore hold, and informed the captain that the water was on a level with the lower deck beams, and that it was impossible to get at the leak. I then asked him what he thought would likely be the fate of the ship, when he stated his belief to me that there was no hope of saving her. He then told me to see to my boats. On going to those on the port side, I found them completely filled with men and women, and no probability of getting near them. I immediately went to the starboard side, and ordered two of the crew to lower the guard boat, and asked the Captain what his intentions were; who replied that the ships fate should be his. I then asked him if he would allow his son to go with me, as I intended to take a boat, but he returned me the answer that he should share his fate. It was soon discovered however, that there was little hope of saving the Arctic, and the lady daughter and son of Mr E. K. Collins, with several ladies, were put

on board a boat in the act of lowering, when one of the tackles gave way, and all except one lady, who clung to a sailor holding fast to the boat, were precipitated into the sea and lost.

I then jumped into a boat, and was ordered by the captain to cut away the tackle falls and drop under the stern. I did so; at which time about 20 persons, as I supposed, jumped overboard, of whom 17 or 18 were picked up. Fell in with another boat which had been lowered from the other side, and lightened her of part of her complement, leaving 19 in her, and 26 in my own boat. The last sight we had of the ship, her guards were level with the water, and the surface of the sea strewn with human beings, who had jumped or fallen overboard, to whom however it was impossible to render any assistance, and we soon lost sight of all, as the fog continued to be very dense. I then asked the boats' crews whether they were willing to be governed by me, which was unanimously assented to, and I was put in complete command of both boats. We were then about sixty miles S. E. of Cape Race. Deeming it my duty for the safety of all to take the nearest course to the land, and after pulling 42 hours with nothing to guide us but the run of the sea, which I took to be heaving from the southward, and in a thick fog, which lasted all the time, we reached Broad Cove, some 12 miles north of Cape Race. We then proceeded by land to Renew's, which we reached on Friday last. I there obtained and took charge of a small schooner, which was hired by the purser and myself, and proceeded in her in search of the wreck or her boats. I sent word to Captain Leitch, of the steamer City of Philadelphia, acquainting him of the catastrophe, who I am informed sent off two vessels which he had employed about his own ship. Mr Allan Goodridge, of Renew's, also sent away a vessel on Saturday evening, but she has not yet returned. It is with the greatest regret I have to report that no trace of the Arctic or her other boats could be found, but as there were very many vessels in the neighbourhood when the disaster occurred, it is not at all improbable that many lives may have been saved.

## CALIFORNIA.

Every thing remained quiet at San Juan, and the town is being rebuilt by the inhabitants.

In the interior, Chamorro had captured the three schooners comprising Castellin's fleet on the lake.

The shipments of gold per steamers Panama and Sierra Nevada amounted to \$1,950,000.

The state elections in California were held on 6th September.

In San Francisco the Know-Nothings carried everything before them. They elected their candidate for Mayor, (S. P. Webb) formerly Mayor of Salem, Mass., by over 500 plurality.

From sea, the chief emigrants have been Chinese. Every ten days or so, somewhere between 500 and 1000 of these people arrive at San Francisco. The late clamor against the race has almost died away in the city.—In the interior, however, it is still occasionally heard pretty loudly. The people of the different countries are continually quarrelling among themselves, and in different parts of the state they have recently had several pitched battles in which a considerable number of combatants were slain.

The British and French war ships Artemise, Amphitrite and San Francisco, left on the 2d on a cruise outside the Heads. Their destination was unknown. They appear to have overhauled several merchant vessels about to enter our harbor, as a Dutch bark, the Nova Zenbla, from Hong Kong, reported that on the 2d she was fired into by the Amphitrite and compelled to stop and show her papers.

The news from the mines continue to be of a very encouraging description and the interior papers talk as if the miners in the different localities were averaging gains. In the southern mines the season is represented as being the most favorable for river and bar digging that had perhaps ever been known there.

From the Society Islands the news is that the war had ceased, and the revolutionary chief was firmly established on the throne.

## UNITED STATES.

**SEVERE STORM.**—Cleveland, Ohio, Oct.—A severe storm occurred at Ontonagon, Lake Superior, the 3d instant. About 400 feet of the pier was carried away, together with the freight upon it, from the propeller Peninsula and steamer Sam Ward, including machinery for the National Ridge Mine, and supplies for the Ohio Flat Rock Co. Total loss about \$15,000.

The Presbyterian Church was blown from its position.

Detroit, Oct. 9.—Steamer burnt, and Twenty-three lives lost!—The Steamer E. K. Collins, which left here last night with a number of passengers for Cleveland, took fire about midnight, near Malden, and was soon completely enveloped in flames. Great con-

sternation prevailed among the passengers, most of whom were asleep, and many of whom plunged into the water. Twenty-three persons were lost by fire or drowning.

Immediately on the fire breaking out, the boat was headed for the shore, but was unable to reach shallow water before the flames had complete possession of her. The after part of the boat swung round into the river, and nearly all on that part of the boat were compelled to jump into the water. The current here sets out very strongly into the lake and few could have been saved had not the propeller Fentry, Capt. Langley, fortunately seen the light, and hastened to the rescue.—All the propellers were manned and sent off, and every soul saved was through their instrumentality. The few that made the shore were in an exhausted condition. Some were robbed one of the sufferers of \$90.

**TERRIBLE STORM IN LOUISIANA.**—We learn from the New Orleans Delta, that a terrible storm visited Pike County, La., during the latter part of last month. We copy a few of the particulars.

"The rain commenced on Wednesday the 20th inst., and continued without intermission for six days; it seemed as if the flood-gates of heaven were opened, and that a second deluge was approaching. On Thursday, the 21st instant, the Topasaw, Bouachitta and McGee's Creek, and all the principal streams in that section of the country, rose eleven feet in seven hours, several planters, with their wagons, on their way to Covington, were caught in the storm and barely escaped with their lives, leaving their teams on the highway, and when the rain ceased the tops of the wagons only could be seen. The bridges on all the principal streams are carried away, and many mills destroyed. At Covington the rivers rose so high that passengers could step from the steamboat to the top of the principal receiving warehouses in the city; the destruction of the crops was immense, scarcely a stalk of corn or cotton left standing, and in many places where the corn was gathered in the farm yards, it was swept away. Our informant states that the roads for seven days were impassible, and that on one portion of the road between Holmesville and Covington he had to engage two pilots at the rate of three dollars and a half a mile to steer him and his horse in the right path."

**STORM AT BUENOS AYRES.**—New York, Oct. 10.—The brig Nohemiah Hand, Capt. Turner, arrived this morning from Buenos Ayres. Capt. T. reports that a violent gale from the south-west, set in on the 17th of August, and blew until the 21st, at Buenos Ayres—during which the shipping in port suffered considerable damage.

## NOVA SCOTIA.

Government House, in this city, is to undergo a thorough repair, preparatory to which the chimneys have been taken down, and the whole will probably be perfected prior to the end of autumn.

The Regatta came off yesterday, Oct. 10. The wind blew very strong from the north, so that the poor gigs had scarcely any chance of living, and two of them had to give in.—We understand that Mr Pryor's gig won.—There were sailboats innumerable on the ground.

United States Steamer Ospray, from Philadelphia and Boston, arrived here on Tuesday last, she takes the passengers of the City of Philadelphia, recently wrecked at Cape Race. She left this port yesterday.—*B. N. American.*

## CANADA.

**POSITION OF CANADA.**—Canada is at present placed in a most critical position, not merely by its internal political changes and differences, but by the policy and measures of the old country towards the colony. The repeated concessions which have been sought by our Government, and obtained from the Imperial Legislature, have evidently led to conviction in the minds of British statesmen that the North American Colonies are rapidly tending towards a state of independence, and are on the eve of attaining this end.—*Quebec Gazette.*

## YESTERDAY'S MAIL.

From the New Brunswick.

**FURTHER PARTICULARS OF THE LOSS OF THE ARCTIC.**—From the statements of the passengers and others who were on board of the steamer Arctic at the time of the collision, we gather some further particulars concerning this melancholy occurrence, which has caused such a profound sensation, both far and near. When the news reached New York, on Wednesday last, the feeling was so great that all business was suspended, the Exchange was deserted, and the Brokers stood listless in the streets. This great calamity was the exclusive topic everywhere. The Express says that "the great mass of the passengers in the Arctic were gentlemen and ladies returning from their summer tour of instruction or pleasure in Great Britain, or upon the Continent of Europe. Some of them had been on the Mediterranean, some in sunny Naples, some at the crater of Vesuvius,