

some in Rome, the Imperial City, some on the plains of Italy, some amid the ravines of the Apennines, or upon the ice-cold Alps; others had been on the Rhine, or the Elbe, or the Danube, or the Baltic,—all more or less, doubtless, making the grand Continental tour." And at the moment when they were expecting to see the first projecting Cape of the American Continent, and anticipating a speedy reunion with friends from whom they had long been separated, they were plunged into horrors no words can picture for imagination fancy.

From the accounts we have perused, we cannot help expressing our conviction that Captain Luce manifested great want of judgment and energy, and the most disgraceful cowardice was exhibited on the part of his officers and crew. When the vessels came in collision, the weather was densely thick, but the sea very calm, the vessels being about 40 miles distant from Newfoundland. Under the circumstances, then, with proper management, there was nothing to prevent the saving of nearly all on board. The Arctic had six boats, which according to a New York statement, were capable of containing 500 persons, while the ill-fated steamer had less than 400 on board many of whom were women and children.

At the moment of the collision, Capt. Luce sent his chief mate, Mr. Gourlie, with four hands to ascertain what damage the unknown vessel had received, without waiting to find out the condition of his own vessel. Here was an error; his first duty undoubtedly was to see if his own ship had not sustained serious injury, and if it was found she could not have been kept afloat, to have used his best endeavours to have saved his own passengers. But he did not take this precautionary step; and what is equally as bad, when his first officer returned, he did not take time to get him on board; he found the damage was great and he headed for the shore, no doubt thinking to be able to reach it before the vessel sunk; but from the greatness of the leak his better judgment would have told him that there was no chance for such a contingency. Still he pressed on, and in short the water gained so much in the hold that the fires were put out, and all order was at an end. The officers and crew seized the boats and carried them off some of them not being half full. The conduct of the second mate, Ballham, is represented as being very dastardly. He lowered one of the quarter boats, into which he and some of the sailors jumped, and cut her adrift from the ship. This is the individual whose statement we published on Thursday last, it having been received by telegraph. He took to the boat in 45 minutes after the collision, and according to his assertion, the ship was sinking when he pulled away; whereas the Arctic did not go down until nearly five hours after the collision. In fact the Captain appears to have lost all command over the vessel, and while numbers of the passengers were working at the pumps, endeavouring to keep the vessel afloat, as long as possible, the officers and those belonging to her were only thinking of their own safety. It is infamous that in all the published accounts, we have not read of the life of a single woman or child having been saved! All are supposed to have been lost! Of all the officers and sailing hands belonging to the Arctic, there was only one, Mr. Francis Dorian, the third officer, who stuck to the ship until the last. His meritorious conduct forms a striking and pleasing contrast to the cowardice displayed by so many others.

In some of the statements we observe that the deserters attempt to justify their conduct in forsaking the ship and passengers by claiming that "self-preservation is the first law of nature" and so it is when life can be honourably saved; but it is monstrous, and only fit to be used among a community of infidels or savages, when applied to a case where craven cowardice forsakes the path of duty, and all the principles of our common nature. It is alike offensive and repulsive before God and man. The passengers on board of the Arctic had placed themselves under the care and protection of the captain and his officers and it was their duty to do all in their power to save them from a premature death, most of the passengers were ignorant of nautical affairs, many were women and children, and the fiend like spirit which would desert them on the first approach of danger, is unworthy to bear man's image.

If Capt. Luce had acted differently, there is no doubt the greater portion of those on board might have been saved. When he found that the leak could not be stopped, his first care should have been to look to his boats, and while the male passengers were assisting his crew, he should have had the more helpless of his valuable freight of human beings carefully placed in the boats, and then the male passengers, or as many of them as could be got in (provided his boats were not sufficient to carry all,) but if more room was left then the crew should follow; but the Capt. appeared bewildered, and plunged madly for shore, not appearing to think that the faster his vessel sailed the more rapidly would she fill, as the damage was in the fore

part of the ship. No doubt however he did what he considered for the best, but it is melancholy to think that in smooth water, surrounded with vessels, and so close to land, so many valuable and cheerful souls should pass into eternity when they might have been saved!

We have always observed a marked contrast between the conduct of British and American commanders when in seasons of peril. The former, even under the most adverse circumstances, seldom or never lose all control over their men; their discipline generally remains to the last, and the crew are the last to leave. On board of American vessels the case is too frequently reversed, as in the case of the ill-fated Arctic. This may be attributed in a great measure, to the strict surveillance of the Imperial Government over the conduct of captains and officers of vessels. The least neglect of duty is visited with severe punishment. The loss of a single life is made the subject of enquiry and investigation. The British commander knowing this, is always prepared to maintain his authority over his crew at all hazards, and hence the order and subordination so generally apparent in times of difficulty and danger.

Some of the New York papers speak very strongly respecting the conduct of the officers of the Arctic. The Courier notes the heroic sacrifice of himself made by Capt. Luce, the steady fidelity, the sublime courage the grand presence of mind, and contrasts it with the heartless conduct of most of the subordinates and menials, who escaped. The deserting firemen and crew are called buccaniers and dastards, the Editor being thankful that but few of them have American names. "Craven, brute-like, perhaps in justice to the more generous order of brutes who are often known to peril their lives for each other, we ought rather to say fiend-like, they fled." The Times is in a like vein of condemnation:

"From the facts stated, we are driven to the belief that there was an entire lack of disciplined control over the crew of the ship. No authority enforced or directed their action. While the passengers working the pumps, the firemen, seamen, engineers and others seem to have been seeking their own security. The fact that out of the whole number believed to have been saved more than seventy were officers, firemen, seamen and waiters, and only twenty were passengers, speaks volumes in condemnation of the conduct of the crew."

The Editor sees heroism in Capt. Luce, but little power of command over his people.

The New York Herald, after an interview with Mr. Dorian, the third officer of the Arctic, makes the following remarks.

"Captain Luce comported himself, under the terrible circumstances, with a calmness and intrepidity which deserved a better fate. No thought of himself for a moment intervened to wean away his cares from his passengers. Alas how fruitless were all those cares and exertions. Three or four hours were spent in constructing a raft, and yet it was the means of preserving but a single life.—Had his officers and men stood by him to the last, the result might not have been so deplorable. But they did not. Yielding to the natural impulse of self-preservation, they ignored their duty to their commander, and thinking only of their own safety, they took to the boats, abandoning the vessel and the hundreds of helpless beings who thronged her deck. It is hard to find fault with men for yielding to that strongest impulse of humanity; and yet when their conduct is contrasted with the self-sacrificing nobility of soul which characterized the recent wreck of a British troop ship on the coast of Africa—when every woman and child on board was passed into the boats and saved the men remaining to meet their death with unquailing firmness—we say when that heroic incident is remembered and contrasted with the spirit of selfishness which prevailed among the crew of the Arctic men will be apt to denounce the latter unworthy and dishonourable.

Capt. Grann, of New York, a passenger on board the Arctic, states:—

From the time that the lower fires were out all order and discipline ceased on board, the water was up to the lower deck, and gaining rapidly, passengers and crew still laboring at the pumps; the Arctic had six boats; the first boat was lowered with chief mate, boat-swain and three men; this boat was lowered to ascertain the condition of the other steamer, and was left behind when we found we were sinking; she is probably safe; two of the quarter boats were taken by the second and fourth officers and crew; another boat was taken by the engineers, and was supplied with provisions water, &c.

Patrick Tobin in his statement, says:—
The passengers seemed hopeful of being saved. The absence of Mr. Gourlie, the first mate, was a great loss. He had been sent after the collision to ascertain what damage had been done to the French propeller, and when he returned, he could not be taken on board as we were making all speed for land. I believe that if he had been on board to keep the sailors to their duty, and have rafts rigged many more would have been saved.

The second mate, Edward Ballham, acted badly in my opinion. He lowered one of the quarter boats about 2 o'clock—the ship did not go down until about 4 o'clock—and himself and most of the sailors got into it. I saw nothing of them after I came on deck. Thirty two were saved in our small boat, and the second mate's boat might have taken more than double that number.

The departure of Ballham and the sailors, left Capt. Luce without experienced hands at rigging rafts, as the firemen knew little of what should be done. Mr. Rogers, the chief engineer, seemed most active in his efforts to reduce the leak and do all he could under the circumstances. He staid by the ship until it was dangerous to stay longer, as his boat was in imminent risk of being swamped by persons jumping overboard, or being carried down in the vortex made by the vessel sinking.

Dorian, the third mate, was most active, and staid by the ship until she went down.—The passengers, with despairing energy stuck to the pumps working to the last. They were working on them up to the last moment.—It was an awful sight. I got to the third mate's boat just a little before the final catastrophe.

NOVA SCOTIA.

The R. M. S. Ospray arrived on Sunday last, with part of the cargo of the ill fated Steamship "City of Philadelphia," amounting from 15 000 to £20,000.

The mate having sustained an injury by a falling spar, was compelled to remain at St. John's, Newfoundland. The Ospray proceeded to Philadelphia on Monday.

CLOSING OF THE EXHIBITION.—The industrial Exhibition closed on Saturday Evening at 9 o'clock. At 2 o'clock in the afternoon, the Honorable William Young, Attorney General in presence of his Excellency the Lieutenant Governor, the Admiral, and a large number of ladies and gentleman, delivered the dismissal address, which, throughout elicited the repeated applause of the audience. It was a highly finished and masterly speech.—Halifax Journal.

UNITED STATES.

The Ellsworth Bank, State of Maine, has suspended payment. The doors are closed, and the Bank is said to be awaiting the fate of the firm of Mayo & Co., of Boston, before deciding whether they will be re opened or not.

The failure of Charles Cooper & Co., of Bangor, is announced. Their liabilities are said to be about \$80,000.

New Orleans, Oct. 9.—The steamer Princess, belonging here, was destroyed by fire near Natchez, yesterday, and several persons, including two ladies, perished in the flames. There names have not yet been ascertained. The cargo consisted of 3,000 bales of cotton, which with the vessel, it is supposed will prove a total loss.

GOLD WEDDING RINGS, &c.

Opening to-day at Howe's Book and Fancy Store, a rich variety of

GOLD WEDDING RINGS,
Gold Ornamental Figured Do., Gold Ear Rings,
Gold Pen and Cases, Gold Pens, and Gold Watches.
D. P. HOWE,
Chatham, 16th September, 1854.

NOTICE.

The Steamer COL. FREMONT, will leave Chatham, for the South West Branch, every TUESDAY and FRIDAY Morning, and will proceed up as far as the height of water will permit. For further particulars enquire on board.
E. HATHEWAY.
Chatham, October, 14, 1854.

NOTICE.

The Co-partnership for many years carried on by the Subscribers, under the firm of JOHN & GEORGE PARKER, was dissolved on the First day of October last, all persons indebted to the said firm, are requested to pay their respective debts without delay to George J. Parker, who is duly authorised to settle the same and give discharges, and all persons having claims against the late firm will render their accounts to George J. Parker for adjustment without delay.

JOHN PARKER,
GEORGE J. PARKER.
July, 1854

Physic for all Miramichi.

Just Received per Recent Arrivals.
1 gross Carlton's NERVE and BONE LINIMENT.
1 gross TURKISH BALM.
6 dozen SASSAPARILLA.
10 doz CHERRY and LONGWORT for Consumption
1 gross CONDITION POWDER, for Horses.
8 dozen ACOUSTIC OIL, for Deafness.
6 gross CRAMP and PAIN KILLER.
4 gross SOOTHING SYRUP.
3 gross CHERRY BITTERS.
20 dozen HUNTER'S BALSAM.
And expects hourly an immense variety of general Drugs and Medicines, in addition to the well-selected assortment on hand.
WILLIAM FORBES.
Medical Hall, Chatham, May 20, 1854

JOINERS TOOLS.

For Sale, best Scotch Planes, Thomson's Screw Augers, Chisels, Hammers, Plane Irons, Hand and Web Saws, Cross Cut Saws, &c
FORBES &

CROWN LAND NOTICES.

CROWN LAND NOTICE, October 3, 1854

The undermentioned Lots of Crown Lands will be offered for sale by Public Auction on TUESDAY, the 8th day of NOVEMBER next, at noon, by the respective Deputies, at their Offices, agreeably to the Regulations of 11th May, 1843, and no sales credit will be made to any person who is indebted to the Crown for previous purchases.
(Not to interfere with the right to cut Timber or other Lumber under Licences applied for previous to the applications for the purchase of the Land.)
(No person is allowed to hold more than one hundred acres payable by instalments.)

NORTHUMBERLAND.

Py Deputy Peters, at Chatham.

50 acres, front of lot 27, west of Richibucto Road, A. Caulford.
45 acres, lot 8 east, block 2, near Escuminac, J. Neligan improved.
100 acres, lot 55, Breadalbaae, R. Crocker improved.
100 acres, lot T, block 61, Six Mile Brook, B. O'Connell improved.
80 acres, lot 100, block 42, near Oxford Cove, N. Gordon.

By Deputy Davidson, at Newcastle.

50 acres, North West Mill Stream, P. O'Shaughnessy improved.

KENT.

By Deputy Douglas, at Buctouche.

100 acres, lot 47, Township 3, A. Baton.
100 acres, lot 48, Township 3, L. Baton.
100 acres, lot 49, Township 3, J. Baton.
100 acres, lot Z, block A, Wellington, M'guire Robicheau.
100 acres, lot 97, block O, Wellington, J. M'Donald.

By Deputy Merzeral, at Richibucto,

50 acres, lot 50, block X, Richibucto, Alex. Glen-cross.
116 acres, lot 4, block N, Welford, G. Pagan.
100 acres, lot 36, block N, Welford, W. M'Cully.
100 acres, lot 37, block N, Welford, W. Glenarross improved.

SHERIFF'S SALE.

On the First TUESDAY, APRIL next, will be sold by Public Auction, in front of Witherall's Hotel, Newcastle, between the hours of 12 o'clock, noon, and 5 o'clock, P. M. All the

Right, Title, Property, Claims and Demand,

of JOHN ALEXANDER, in and to all that Lot or Tract of LAND, with the Buildings and improvements thereon, situate in the second tier of Lots in rear of Douglastown, in the Parish of Newcastle, fronting on the rear of Lands now occupied by Robert Rainey, being the Lot of Land and Premises at present occupied by the said John Alexander.

Also, to all that Piece of LAND, with the House and Outhouses thereon, fronting on the South side of the Highway, in Douglastown, bounded above by property of Mathew Lamont, and below by the premises lately occupied by John Alexander, junior.

Also, a BUILDING LOT, in Douglastown, north of the Highway, joining land owned by the Heirs of Patrick Sullivan.

The same having been seized and taken by virtue of an Execution, issued out of the Supreme Court, at the suit of Thomas Alexander against John Alexander.

W. A. BLACK, Sheriff.

Sheriff's Office, Newcastle, 21st September, 1854.

Steamer Lady Le Marchant.

The above Screw Steamer, now on her way from England, will, on her arrival, be placed on the route twice a week between RICHIBUCTO, SHEDIAK and BEDEQUE.

This splendid Steamer was built in 1852 by Messrs Steele & Co., (Builders of the British and North American Royal Mail Steamships,) for a 13 years Class, is propelled by Two Engines of Eighty Horse Power collectively, built by Caird & Co., of Greenock, and is in every respect a superior Vessel. Days of Sailing, rates of Passage, &c., will be made known in due time.

L. P. W. DESBRISAY

Richibucto, 3rd May, 1854.

Chatham, Miramichi.

JOHN McDONALD, Esq.,

OFFICE—Adjoining the Store of
&c., &c., &c.
Attorney at Law,
SAMUEL TOWN

WILLIAM ELLIOT & Co,

Commission Merchants,

SHIP AND INSURANCE BROKERS,

BRITISH CONSULATE.

WILLIAM ELLIOT, } { 11 Dean Street,
JAMES GOURLIE, } { Boston, U. S. A.
Vessels procured for Timber and Deal Freight.

We are permitted to refer to

Sir John Pirie, Charles & Co., London.
John Dudd, Esquire, Glasgow.
Hon. Thomas H. Peters, Miramichi.
Messrs Eaton & Ray, St. John N. B.
George Thomas, Esq., "
Messrs. Salter & Twining, Halifax N. S.
Messrs. Gillispie & Co., Quebec.
Messrs Longworth & Yates, Charlottetown.
William Welsh, Esq., "

CAUTION.

The Subscriber hereby cautions all persons from purchasing Two Notes of £5 each, drawn by him in favor of Mr. Joseph Jammo, as value has not been obtained for them.

PATRICK SULLIVAN

Point Escuminac, 3rd September, 1854.