

creased, by sincere converts, going down to the water, obeying their Lord, and afterwards going on their way rejoicing. Lord cheer us with these blessed events, and to thy Name be all the glory!

J. D. CASEWELL.

Nov. 7, 1853.

[FOR THE CHRISTIAN VISITOR.]

MESSRS. EDITORS.—The agency commenced by Bro. Francis appears thus far auspicious. Nictaux, Wilmot, Bridgetown, Westport, brother F. has visited, and has made arrangements for returning to these places shortly, where he has a good prospect of success with the able assistance of the ministering brethren. In the meanwhile he has obtained a scholarship at Westport to be called the Payson Family Scholarship; has a Brown Family Scholarship in progress at Yarmouth, and contemplates several more. Bro. Francis writes from Yarmouth under date Nov. 1st. He will leave, he writes, "for Liverpool in about a fortnight, calling at intermediate places," and will then revisit the places first named. Bro. F. has already forwarded a considerable sum to Dr. Fitch, in cash and notes.

Bro. Stephen Deblois has undertaken an agency towards the Eastward of Nova Scotia, and left Wolfville for his field of labor on Saturday last. He is to commence at Hantsport.

Yours, &c.,

E. A. CRAWLEY.

Acadia College, Horton, Nov. 7, 1853.

[FOR THE CHRISTIAN VISITOR.]

Died at Liverpool, England, in the 20th year of her age, Miss Emma, fifth daughter of Mr. Joseph Allin, of this city. The following letter to her parents, from a kind friend, will give the particulars of her death.

Liverpool, 20th Oct., 1853.

TO MR. JOSEPH ALLIN, DEAR SIR,—It is my painful duty to communicate to you the sorrowful tidings of your daughter Emma's death. She has been in delicate health for some months past. On Tuesday, 12th inst., she took to her bed, and on Sunday, 16th about 9 o'clock, P. M., expired. She went off without a struggle, calm and resigned as if going to sleep, with the blessed hope of going to her Saviour, to enjoy eternal life and happiness in Heaven. The disease of which she died was short and painful, but she has been labouring under some other diseases for a long time. Dr. Dickinson attended her, and had for the last two days before her death another Physician of eminence attending with him. It was amongst her last requests to tell you that she felt satisfied that no more could have been done for her than what had been done; the Doctors said her case was incurable from the nature of the old disease. We have this day buried her remains in St. James' Cemetery, in our own grave; we have got Capt. Moran to assist in arranging matters, this was her own wish.

Yours, &c.,

JOHN LEITCH.

[FOR THE CHRISTIAN VISITOR.]

Melbourn, Aug. 18, 1853.

MY DEAR FATHER,—I do not feel satisfied that any good opportunity should pass without writing home. And although we wrote you all in full by the "Chusan," a few days since, still as the steamer "Argo" is expected to make an unusually quick trip home, I will let you hear from us by her.

We are both very well, and very comfortable, working hard and using our utmost endeavours towards success in this flourishing country. I was just saying to brother that if our friends were only out here I should like no other nor better place to make my home for life than in this very colony of Victoria. There is something here, I mean in this country, that exactly suits my temperament. It is true there are great evils to contend with here as must be supposed to happen in a country that has sprung from penury to lavish wealth in the incredible short period of two years; but there are no evils so great but that can or will be overcome in time. Already great changes are taking place for the better in every particular. Men of all ranks and classes begin to be more settled in their habits and

modes of life, and begin to feel that there is something more belonging to the dignity of man besides scrambling for mere sordid wealth. The precepts of Christianity and morality which have been instilled into the minds of the greater part of the population of this country in days gone by, are now beginning to exert a healthful influence, and in time will render Australia one of the most enlightened and protestant countries in the world, and situated as she is in the very heart of the Eastern World will, under God, become to the Eastern Hemisphere what America has to the Western, the grand depot of Christianity, Science and Literature.

The Protestants form by far the largest class in this country, and all denominations belonging to or under that head are fairly represented. The Methodists seem to be taking the lead in establishing schools and religious societies throughout this colony. The Baptist interest is also represented here, though as yet there is only one church in Melbourn; but they are a wealthy body, and capable of doing a great deal in spreading the gospel; of course, like all other bodies here, they are purely English in their feelings, you will understand me in this particular.

There has been very little done in the way of spreading the gospel among the natives of this country, but in most instances where it has been tried the attempt has proved almost futile.

The fact is they are an awfully depraved people, the majority of them very little raised above the brutes in their habits and manners. Schools for them have been established in Adelaide and Sidney; but as yet very little success has followed endeavours to bring them to the knowledge of the truth.

Business in the City for the last month has seemed to be less brisk than formerly, owing mostly to the decline of the yield of the gold fields—but now trade is beginning to revive, as new fields have lately been opened, and promise very large returns.

The escorts from the different "diggings" this last week, have brought down more gold than they have during the last year. This, of course, is the best criterion to judge of the yield of the fields here, and also of the state of business throughout the Colony.

The late daring robbery of the Escort has caused great sensation. The amount taken was about £16,000. Four of the guards were mortally wounded, and several others were injured. Late report says, that one of the robbers has been captured, and has turned Queen's evidence. The Government has offered a reward of £5,000 for the apprehension of the rest.

Life and property are very unsafe on the roads, but Government are making great exertions to remedy this great evil, and with great success.

I scarcely know what to do about staying. I think if I should remain much longer I should make this my home altogether. So much am I in favor with the country and climate.

Brother joins in much love to you and Mother, to all the members of the family, and to all friends.

Believe me as ever, your affectionate Son,  
E. M. B.

WOMEN OF GENOA.—We were impressed strongly with the beauty and dress of the females of Genoa, says a late traveller. Light in frame, with dark hair and eyes, and finely proportioned, they seemed, in the gleaming of the day, rather to float than to walk before you. They wear no bonnets—a bonnet is a sure sign of a foreigner. Their head dress consists of a piece of muslin, folded across the top of the head, elegantly pinned to the hair, and gracefully falling around the neck and over the shoulders, in the form of a shawl. Their ear rings are usually large and elegant. Their countenances are brilliant and expressive, and, although singular in dress and appearance, you remember only their taste and elegance.

CURIOSITY SATISFIED.—An "Anxious Inquirer" writes to Rev. H. W. Beecher that the statement concerning his farm in Berkshire gave him great satisfaction, but there is one point on which he and his wife want information: "That is, whether the brother-in-law of whom you speak married your sister, or your wife's sister, or whether you married his sister?" Mr. B. promptly answers: "My Dear Sir, I married his sister, about seventeen years ago, and have been very glad of it ever since."

The Insurance offices in State street, Boston, lost \$200,000 by the recent gales on the Eastern coast.

## General Intelligence.

### Arrival of the "America."

The *America* from Liverpool, with 126 passengers, and English dates to the 29th ult., arrived at Halifax on Friday last.

The Parliament has been formally prorogued until the 20th of November, nor is it then peremptorily summoned for the "despatch of business." This does not indicate a fear of any immediate rupture on the Eastern question.

Money is abundant at the existing rate of 5 per cent., and at present there are no signs of an increased demand. About £400,000 in gold has just been received from Australia, and this remittance will prove opportune to counteract the effect of the Continental exchanges, which again show a tendency to become unfavorable.

There was a report in London that the Emperor and Empress of France would visit London during the present month, but the report was not regarded as well grounded.

There was a slight increase in the number of cholera cases in London, but the disease was dying out elsewhere, and there was little apprehension respecting it.

The London Times of Oct. 25, says: "The chances of peace will not be seriously prejudiced by the declaration of war. This remark may appear not a little paradoxical, but the truth is that the whole transaction is a paradox from beginning to end. If the Czar, as is not improbable, should hold himself in a position to disregard the menaces of the Porte, and even the hostilities of the Ottoman army, there will still be opportunity for adjusting all outstanding differences by pacific negotiations—negotiations which ought surely not to be difficult, when all parties profess themselves so nearly of one mind. At Olmutz the Emperor Nicholas expressed his substantial acquiescence in the terms which the Western Powers had proposed; and, as nothing remains but to put this understanding into plain language, we cannot but trust the duty may be performed before two armies separated by a large river, and the stronger of which is unwilling to fight, should succeed in coming to blows. In the absence, in fact, of any extraordinary incident, there seems no reason why the "war" should not be confined to a raid or two on the part of the Turks, followed by an evacuation of the Principalities and a settlement of the dispute in the ensuing spring."

The English merchants at St. Petersburg had been assured by the Emperor, through his Minister of Finance, that their property and persons would be protected and that there was no risk for ships or goods during the present season and that in case of hostilities it was not the Emperor's intention to detain British vessels in his ports, provided the British Government reciprocated. This would seem to point to an apprehension on the part of the Emperor that hostilities were probable between Russia and England.

From the Admiralty register of wrecks, recently presented to Parliament, it appears that in 1850 there were 681 British and foreign vessels wrecked on the coasts and in the seas of the United Kingdom, and 784 lives lost; that in 1851 there were 701 wrecks on the coasts, and, so far as could be ascertained, 750 lives lost; and that in 1852 there were no fewer than 1,100 vessels wrecked, and 900 lives lost.

The ship *Eagle*, from Melbourne, had arrived in Liverpool with one million and a quarter in gold.

It was reported that two Russian steamers, with 8 gun boats, forced the passage of the Danube, on the 23d, and encountered a brisk fire from the Turkish fort of Isatcha, between Reni and Ismail. The Russians had a Colonel, 3 officers, and 12 sailors killed, and 50 wounded.

In France every thing is prepared for a land expedition to Constantinople, but no orders will be given for it to move unless new circumstances should render it necessary.

Letters from St. Petersburg, received in Paris, speak of a strong desire for negotiation on the part of Count DeNesselrode.

At Paris it was reported that the Emperor Nicholas had abdicated in favor of the hereditary Grand Duke. Unlikely as the report was it had the effect of giving firmness to the market.

A movement is on foot in England to erect a monument to Lieut. Bellot, a French volunteer officer who was lost in the Arctic expedition. A subscription is being collected for a British testimonial to Capt. Ingraham. There was a meeting in Manchester in favour of the Maine Anti-Liquor Law for England.

The steamer *Argo*, with £500,000 stg., arrived with Port Philip dates to Aug. 24th. New diggings had been discovered.

The ship *Charles Crocker*, with 500 passengers, from Liverpool, to New York, has put into Belfast. Lost sails and spars, but otherwise uninjured.

Dreadful Accident on the Medway.—A frightful accident happened on the River Medway, near Tunbridge Wells, on the 22d Oct. by which nearly 40 persons perished, in consequence of the Medway having overflowed its banks. A number of hop-pickers after having finished their day's work were being conveyed through the flood in a wagon drawn by three horses, when on arriving at Hartlake Bridge they became alarmed at the rush of water, and uttered loud cries. The party consisted of men, women and children,—the noise they made alarmed the horses who it appears run away and came in contact with the side of the bridge, which being in a dilapidated state broke down and the wagon was precipitated into the river, and

the persons in it drowned. 37 persons were missing.

IRELAND.—The Dublin exhibition is about to be closed, after a most successful financial progress. The number of daily visitors continued about 16,000.

Lord Campbell has engaged a female teacher to instruct the daughters of his Irish tenantry in sewing and embroidery.

SCOTLAND.—Six fine young fellows, sons of crofters in Kilmaluag, in the island of Skye, have perished in sea. They went in a boat to Todda to fish; on their return the wind got up, and when near home a heavy sea swamped the boat. The young men were drowned in the sight of many of their relatives, who could not render any aid.

### EASTERN QUESTION.

No reliable accounts of hostilities have reached us, although numerous statements are circulated. There was much running to and fro of Couriers with despatches, but nothing is suffered to transpire. During the week it was positively asserted and as positively denied that the four Powers have the draft of a new proposition ready to submit to the Sultan and Czar. The King of Belgium was said to be exerting his influence with the four Powers to prepare such a note. Several papers publish the following spurious despatch, viz Vienna, 22d.—The army of Omer Pacha, which could be kept back no longer, has passed the Danube, and beaten the Russians at Oltemitza. The Russian vessels on the Danube have fallen into the hands of the Turks. The following is more reliable, telegraphed, 26th, via Brussels.—Skirmish on the Danube reported. Turkey prohibits Corn export, 19th. No fleet at Constantinople. It was not believed that a pitched battle would be fought. The Turkish Government is acting with much military sagacity; has officially recognized Schamyl and other Circassian chiefs; has given them arms and supplies. Gen. Guyon, the Hungarian, is sent as Lieut-General to Asia.

The Russians are establishing a strong reserve at Galatz. Have 50,000 at Bucharest. All Commanders have joined their respective corps. The Pontoon corps had left Bucharest for the Danube. Weather mild and favorable for military operations. 25,000 Russians landed at Redout Kale, with supposed intention to attack Batoum. The Russian Army was in a bad state from sickness and scarcity; nevertheless, the benediction of banners, which usually proceeds active service, took place on the 10th at Bucharest. M. Anthimos, a man of energy, opposed to Russia, but favorable to a revivification of the Greek Church, is elected Patriarch of Constantinople, and has been invited to attend meetings of the Cabinet.

The *Daily News* publishes the copy of an order, dated Oct. 8th, from the Grand Vizier, to the inhabitants of Constantinople, calling on them to preserve order, to pray for the success of the Turkish arms, and to protect the Christians from insult or annoyance.

Recent Russian accounts report a Russian victory over the Circassians.

Cobden, on the 25th, addressed the Mechanics' Institute, at Bunsley, proposing as a model for imitation, the educated operatives of the United States.

WRECK OF A PASSENGER SHIP, AND LOSS OF SIXTY LIVES.—Intelligence has been received of the foundering of the well-known ship *Dalhousie*, Captain Butterworth, commander, in the Channel, off Beachey Head, and the loss of every soul on board, except one, on the 19th Oct.

The *Dalhousie* was a fine Indian teak-built ship of nearly 800 tons, the property of Mr. Allen, the shipowner, of Leadenhall-street, and it is understood, was chartered to Messrs. Fry and Davison, of Fenchurch-street, as one of the White Horse line of Australian passenger ships. Her cargo comprised every description of merchandise, estimated at upwards of £100,000. Her master, Captain Butterworth, is said to have been a most experienced navigator, and to have passed many years in the owner's service.

She cleared from the docks at Blackwall on the 12th, and proceeded down the river to Gravesend. Her passengers were confined to chief cabin class. Of these there went on board at Gravesend Mr. and Mrs. Underwood and three children, Mrs. Simpson and three children, and Miss Radford; several others were to have embarked at Plymouth, at which port she was to call. Mrs. Butterworth, being anxious to accompany her husband, Capt. Butterworth, to Plymouth, where she would leave, she went on board with three of her sons for the trip down channel. The eldest however, on the ship reaching the Downs, went ashore with the pilot at Deal to return to school, which is in the neighbourhood. On the 18th the ship's departure from the Downs was telegraphed to Lloyds, and the next that was heard of her was about five o'clock on the following afternoon, when a boat reached Dover from the brig *Mitchel Grove*, which was lying off in the roadstead, reporting the appalling loss of the ship, and landing the only survivor, Joseph Reed, a seaman, every other soul on board having perished with the vessel.

The crew numbered about fifty; of which 32 were Lascars, who had been brought from Calcutta in the ship's last voyage, and whose names are not mentioned in the ship's papers. The ship and cargo were very heavily insured.

The insurance on goods in the ship is estimated at upwards of £70,000. It is stated that she had been recently overhauled and coppered, and that

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