

more than ever, a welcome guest. May we not then rely with confidence upon our Ministering brethren, our local agents, and our friends generally to send us in a large increase to our list of subscribers for 1855?

We, as well as many others, sympathize with Bro. and Sister Beatty in the loss of their dear child, and pray God that the little boy (who is also dangerously ill,) will be spared and made a blessing to them!

We beg to inform our friends up the River of St. John, that we have engaged the services of Bro. Aaron H. Estey, as travelling Agent, to collect dues and obtain Subscribers for the Visitor. He will (D. V.) enter upon his duties at once, and will visit Canby, Gagetown, Oromocto, Fredericton, Nashua, Keswick, King's Clear, Mactaquak, Prince William, Danfries, Southampton, Woodstock, Jacksonstown, Victoria, Simonds, Tobique, Grand Falls, &c., &c. We shall be obliged to our Ministering Brethren, local Agents, and friends generally, to render our Bro. all needful assistance in the prosecution of his work. As Bro. Estey visits from place to place he will preach the gospel wherever Providence opens the door. May God greatly prosper his way!

Tors.—Persons wishing to supply themselves with articles in this department for Christmas and New Year's, will find it for their advantage to call at Mr. Page's shop, in Prince William Street. See advertisement on 5th page.

In reply to Brethren Burnette, & Keane, of Charlottetown, and Rideout of Simonds, and Pearce of Johnston, we can only say that the irregularity in the transmission of their papers must be owing to some inattention in the Way Offices. They are regularly mailed here, and it is shameful that they should be delayed on the way. We shall apply to the Post Master General for the remedy.

We thank Brother Marshall for reminding us of an omission in reference to the paper ordered by him for Mr. Bray. The name was entered on the Editor's book but not on the Publisher's. This accounts for the omission. The paper goes by mail to-day.

MONIES RECEIVED.—Samuel Hicks, 25s.; Joseph C. Harper, 15s.; Thos. Harding, 17s. 6d.; Rev. W. Harris, 7s. 6d.; A. C. Hammond, Esq., 7s. 6d.; D. Nichols, 7s. 6d.; Mrs. J. Gerow, 30s.; E. Read, Esq., 7s. 6d.; J. Seacord, Esq., 7s. 6d.; W. H. Rogers, Esq., 10s.; Rev. R. H. Emmerson, 67s. 6d.; John Harding, Esq., 7s. 6d.; Henry Clay Ring, 7s. 6d.; Ammon Fowler, 7s. 6d.

General Intelligence.

ENGLISH NEWS.

Arrival of the "Pacific."

NEW YORK, Dec. 13.

The steamship Pacific, from Liverpool 29th, arrived here this morning at about 11 o'clock.

The Niagara left Liverpool on the 25th of Nov. for the Crimea.

THE WAR.—No incident of importance has occurred since the battle of Inkerman.

France and England, in notifying the German government of the refusal to treat on the four points, also state that they intend to hold the Crimea, and will, in their own time, dictate the terms of peace.

From the other parts of Europe the news is destitute of interest.

The allied Generals have demanded an explanation from Menschikoff respecting the order said to have been issued by him to give no quarter.

A Russian Major who gave orders to his men to kill the wounded, French and English, has been taken and hanged.

The London Times of the 25th, published the following brief announcement from Constantinople to Semlin by courier, and according to Russian accounts, nothing had occurred up to the 15th.

Menschikoff informs the Emperor that the damage done by the fire of the besiegers, is being speedily repaired, and that the garrison is in a good condition. He admits, however, that his losses have been very great.

A terrible storm occurred on the Aegean and Black Seas on the night of the 14th.

Very contradicting statements are made re-

specting the movements of Omar Pacha. On the 19th he is said to have received orders not to advance into Moldavia.

Napoleon's letter to the troops in the Crimea, says a powerful diversion is to be made in Bessarabia. Rumour adds that two French divisions will be added to the army of the Danube.

The Russian losses at the battle of Inkerman are confirmed at 15,000 in killed and wounded. The allies had buried 5000 Russians, left dead on the field.

The Paris Moniteur affirms that there were 70,000 Russians engaged at Inkerman.

A Paris letter says, that a despatch from Gen. Canrobert, dated Sebastopol, Nov. 13, states that the operations of the siege were progressing well, and that the health and spirits of the armies were good.

From Odessa, Nov. 22, it is reported that three ships-of-the-line and eighteen transports were greatly damaged in the gale of the 14th. Further accounts say, the hurricane of the 14th did not extend beyond the Black Sea, and supplies and reinforcements were constantly arriving, in spite of the stormy weather.

It is reported that the command of the troops to be sent to Bessarabia has been conferred upon Gen. Baraguay d'Hilliers. The movement upon Bessarabia had already commenced.

The Journal de Constantinople contains the following account of the victory of Inkermann:—

"Early on the morning of the 5th, a Russian army about 40,000 strong, of whom 30,000 men consisted of reinforcements which arrived on the preceding evening, under the command of General Dannenberg and the Grand Dukes Michael and Alexander, profiting by intense fog, marched upon Inkermann to the extreme limit of the English army, and attacked them vigorously.

"General Cathcart assembled about 8,000 men, whom he opposed to the Russians, and for more than two hours this handful of brave soldiers had been struggling with the most heroic intrepidity against an army so superior in number when the French troops arrived in all haste, and joining themselves to the English with an admirable spirit of fraternization, opposed to the enemy a body of about 3,000 men, who charged the Russian masses one against five, and repulsed them with irresistible impetuosity."

The Battle of Inkerman admits of no description. It was a series of dreadful deeds of daring, of sanguinary hand-to-hand fights, of despairing rallies, of desperate assaults—in glens and valleys, in brushwood glades and remote dells, hidden from all human eyes, and from which the conquerors, Russian or British, issued only to engage fresh foes, till our old supremacy, so rudely assailed, was triumphantly asserted, and the battalions of the Czar gave way before our steady courage and the chivalrous fire of France. No one, however, could have witnessed even a small portion of the doings of this eventful day—for the vapours, fog, and drizzling mist obscured the ground where the struggle took place, to such an extent as to render it impossible to see what was going on at a distance of a few yards. Besides this, the irregular nature of the ground, the rapid fall of the hill towards Inkerman where the deadliest fight took place, would have prevented one, under the most favourable circumstances, seeing more than a very insignificant detail of the terrible work below.—Correspondent of London Times.

In confirming the intelligence of the battle of Inkerman, General Canrobert states that the battle was most obstinate and bloody, and that the Russian loss was enormous.

The Russians continue on the Pruth with their patrols on the Turkish bank of that river.

Gen. Pachoudiaff is advancing with his army towards Bessarabia to support Prince Gortschakoff.

The blockade of Odessa has been renewed.

The Russians are fortifying it by sea and land. Suliman Pacha, who commanded the Turks in the Crimea, has been degraded to the rank of a private soldier for the bad behaviour of his troops on the 5th of Nov.

The Czar's sons, Michael and Nicholas, have returned to Kichenoff from Sebastopol.

The Hospodar of Wallachia has announced that the free exportation of corn will be permitted from the Danubian Principalities, next spring.

Mohammed Pacha, the Turkish Ex-Minister of Marine, is banished from Turkey.

It was reported at Kiel on the 23d, that on the 19th or 20th, a portion of the Russian fleet left Helsingfors, and captured two British cruisers in the Gulf of Finland.

The departure of the British fleet had been further postponed till Dec. 4.

The navigation of the Gulf of Finland is still open, and there is very little ice from Sweaberg to Cronstadt.

THE ALAND ISLANDS.—The Russians have re-occupied the Aland Islands, and are restoring the fortress of Bomarsund.

A despatch from Berlin of the 28th says:—

The Russian answer to the Prussian note expresses the willingness of the Emperor to treat on the following terms: 1st. Upon the guarantee of the five powers of the rights of the Christian subjects of the Ottoman Porte without distinction as to profession. 2nd. A common protectorate of the Principalities to be exercised by the five powers on the terms of the now existing treaties between Russia and the Porte. 3rd. A revision of the treaty of 1841. 4th. A free navigation of the Danube.

A despatch from Vienna, on the evening of the 26th, to the London Times, says that it is now positively affirmed that Austria has accepted, with some slight modification, the propositions contained in the Russian note of Nov. 15th.

A day or two since, Bavaria announced her accession to the policy of Austria on the Oriental question, and promised their support in the German diet. If this be correct, the policy of Austria can hardly be that of the western powers.

On 15th or 20th, the ministers of England & France at Vienna had interviews with Count Buel for the purpose of communicating to the Austrian government, that, with England and France, the four points no longer exist as a basis of negotiation. At a suitable moment, France and England will say how they will treat.

A similar communication has been made by the ministers at Berlin to the Prussian government. The allies refuse to treat on the old basis.

GREAT BRITAIN.—Parliament was summoned to assemble on the 12th of December instead of the 14th.

Ominous rumors are prevalent of a ten million pound sterling loan, and a ten per cent. income tax.

Increased powers will also be asked for the embodiment of the whole militia of the kingdom, by compulsory ballot, if required.

Real Admiral Bruce is appointed commander-in-chief of the British squadron on the Pacific station, and leaves England December 10th for New York, to communicate with the British Minister at Washington, previous to crossing overland.

Baring Bros. & Co. advertise, as usual, to pay the Russian 4 1-2 per cents.

John Bright has been burned in effigy at Manchester.

John Gibson Lockhart, the son-in-law of Sir Walter Scott, died recently, of paralysis, at Abbotsford.

At a meeting of the creditors of James McHenry, held at Liverpool, the Accountant represented that the creditors might expect 1s 6d on the pound, still hopes are entertained of 2s or 3s. Bad debts in the United States are said to have created the deficiency of £307,850.

A builder at Portsmouth, England, has contracted to construct wooden barracks sufficient to shelter 20,000 men for the winter to be sent to the Crimea in parts, jointed, numbered, and ready for erection,—to be ready for shipment by the 2d of December. Four millions of Minie rifle ball cartridges were forwarded from Woolwich, Nov. 17th, for use in the Crimea.

Lord Dudley Stuart, a member of Parliament, and known as a zealous advocate of the cause of the Poles and the Hungarians, died lately at Stockholm, after a long illness.

Of the seventeen great London breweries, the House of Truman, Hanbury, Buxton & Co., stood last year at the top of the list, having consumed 140,000 quarters of malt, and paid to the excise £120,000.—It is said to have been the most economical at the usual cost of a thousand pounds a gun.

AUSTRALIA.—Milk was selling in Melbourne in June at 50 cents per quart, and butter \$1.25 per lb., flour at wholesale £34 stg. pr ton; turkeys \$7.58; eggs pr doz. \$2.25; hay £30 stg pr ton, and Irish butter brought 2s 10d (70c) pr lb.

The list of letters advertised in the Melbourne Argus makes seventeen columns in small type. The Melbourne Argus, a daily paper of eight pages, one half as large as the New York Herald, contains an average of two pages of new advertisements every morning, one half of which are notices of auction sales, besides a page of auction advertisements continued from the paper of the previous day.

DOMESTIC.

SHIPWRECK AND LOSS OF LIFE.—The brig Vixen, Capt. Petch, hence for Surinam, on the night of the 10th October, in a hurricane, was thrown on her beams, and filled with water, her masts being carried away, but the vessel afterwards righted. The sea carried away the round-house, bulwarks, boats, &c. Two of the crew were drowned in the fore-castle and round-house, and two others were swept off by the sea, while the vessel lay on her beam-ends. The Capt. and the remainder of the crew remained on the wreck for 26 days, subsisting on some bread which they managed to get out of the hold, and whatever rain-water they were able to catch. At length the wreck was fallen in with by the brig Leader, of Yarmouth, N. S., Capt. Crosby, and Capt. Petch, his two mates, and the remaining four of his crew were taken off, and carried into Barbadoes on the 14th Nov. When taken off, they were much exhausted, saving only the clothes which they had on; but through the humane attentions of Capt. C. they had much recovered. The Vixen was owned by Edward Allison, Esq., of this City, and the vessel and cargo were insured for £4,700.—Nbr.

The Directors of the Fishery for 1855, (appointed by the Common Council on Friday last,) will commence taking in the names of Froemier and others entitled to a draft, on Monday the first day of January, in Saint John and Carleton,—the books to remain open daily until Saturday the 6th, and will finally close on that day at six o'clock. The draft to take place on Monday the 15th Jan.

PATRIOTIC FUND.—The Legislature of Canada has contributed \$100,000 in aid of the Patriotic Fund for the relief of the families of those of England's soldiers and sailors who fall in the present war. The Nova Scotia Legislature has voted £2,000 to the same fund. The Bank of British North America, at Quebec, has also given £2,000 for the same object.

COLONIAL.

GRAND TRUNK RAILWAY OF CANADA.—Extensive as are the preparations for the transaction of business at Portland, they appear quite insignificant in comparison with those at Montreal. The Company have purchased for their depot grounds at Point St. Charles, over a hundred acres in one extended flat or plain, upon which they are now erecting engineer and car works on a most extended scale, and upon which station houses for passengers and freight, are already in progress.

The amount of money actually expended by the Grand Trunk Company, including the capital paid in on the Quebec and Richmond, and the St. Lawrence and Atlantic lines, which are now consolidated into it is £3,721,900, or \$18,051,215. To this should be added the cost of the line from Portland to Island Pond, amounting to about \$6,000,000 more, including the large expenditures in Portland for stations, wharf accommodations, &c., at the India-street Station.

But the most imposing, as well as the most attractive of all the works of the Company, and, in fact, the most observable object at Montreal, is the work already done on the Victoria Bridge. £200,000 will be expended on it this present year; and it is intended to expend from £200,000 to £250,000, each year during its construction. All the preliminary arrangements for carrying out the work have been organized, and Pier No. 1, next to the northern abutment, is finished. It is 90 feet long, 15 feet wide, and 36 feet above the summer level of the river.—No. 2 is progressing very satisfactorily. The Northern abutment, which is 242 feet long by 90 feet wide, is already brought nearly as high as the winter level of the St. Lawrence, and is to be carried 34 feet above the bed of the river. From this abutment to the North shore of the St. Lawrence, there is a solid stone embankment, faced with rough masonry, toward the current 1,200 feet in length, and is so far finished as to be occupied by a rail track, over which the stone for the piers is now transported. The Titanic proportions of the works already executed, involuntarily excite the strongest emotions of wonder and admiration.

The bridge will consist of twenty-five spans or spaces for navigation between the twenty-four piers (exclusive of the two abutments) for the support of the tubes. The centre span will be 330 feet wide, and each of the other spans will be 242 feet wide. The clear distance of the ordinary summer level of the St. Lawrence and the under surface of the centre tube is to be 60 feet, and the height diminishes towards either side, with a grade at the rate of 1 in 130 or 140 feet in the mile, so that at the outer or river edge of each abutment the height is 36 feet above the summer level.

The bridge is so located as to be in full view from all parts of the city of Montreal, and will always remain the greatest object of attraction to the pleasure tourist and the lover of art,—throwing far into the shade the most renowned of all the works of ancient or modern times—not excepting even the Pyramids of Egypt, the Parthenon of Athens, or the Roman Coliseum.—State of Maine.

A GOOD SIGN.—Since the passage of the Grand Trunk Railway Bill, by the Canadian Parliament, and the announcement of the payment of the January dividend, the stock on that road has advanced from 10 to 11 per cent. in Canada.

The Hamilton Gazette earnestly entreats Her Gracious Majesty Queen Victoria, to pay a visit to her dominions in Canada.

CANADIAN AFFAIRS.—A despatch from Montreal, on the 12th inst., states that the Ministry had just announced that the Provincial Parliament would adjourn on Friday the 15th inst.—Lord Elgin will give his assent to the bills for the Secularization of the Clergy Reserves, and for abolishing the Feudal Tenure; and immediately afterwards will resign the reins of government to his successor, Sir Edmund W. Head. Lord Elgin is expected to leave America in the steamship which sails from New York on or about the 29th of December.—[State of Maine.]

United States.

REDUCTION OF WAGES.—One of the lamentable consequences of the stagnation of business, occasioned by the scarcity of money, is the throwing out of employ of vast numbers of persons who have no other means of subsistence than the wages of their own labor, and another is the inability of those who employ labor to pay the recently increased rates of wages. The only remedy for such an unfortunate state of things is for those who cannot find employment at a rate of wages proportioned to the recently enhanced prices of most of the products of labor, to take such employment as they can find at a reduced price, as a necessary step towards a reduction of the price of those products. Some difficulty has just arisen in New York from a reduction in the wages of coal heavers on board steamboats from \$30 a month to \$20, the price before the strike last spring; and those of firemen from \$40 to \$30, many men were ready to accept the reduced wages.—Boston U. Adv.

There are at the present time upwards of five hundred persons out of employment in the city of New York.

Tar Coast.—The Secretary of the U. States has ordered all the revenue cutters on the Atlantic coast to begin their usual winter cruising to prevent shipwreck and relieve disabled vessels.