

in accordance with the spirit of the age, and as well might we attempt to roll back the rushing tides of the Bay of Fundy as to stop its progress. ONWARD, ONWARD is its motto, until it shall every where prevail.

We beg to remind our friends who are in arrears that the Printer's demands are urgent and must be met.

We are indebted to Col. Favor's Express for the latest news from the United States.

[COMMUNICATED.]

Bazaar and Tea Meeting at Carleton.

Mr. Emerson.—Your readers will be glad to learn that the Bazaar for the purpose of raising funds to complete the Baptist Chapel in Carleton is likely to realise quite as much as its friends anticipated—the particulars of which we hope to furnish next week. The soiree in connexion with the Bazaar came off very satisfactorily. The addresses on the occasion by the Rev. Messrs Knight, Burton, Francis and Sely, of Carleton; Rev. I. E. Bill of St. John; Mr. Hoben, and Alexander Sime, Esq., of Portland, with the Chairman's, J. Oliver, Esq., as well as the performance of the Choir, were unusually interesting. The proceedings of the evening were happily terminated by the Choir singing the Doxology, in which the whole congregation cordially united. The ladies and friends generally, who so nobly aided the object have justly merited the thanks of the whole community. Their liberality and toil will not fail to be rewarded by him who has said "The liberal soul deviseth liberal things, and by liberal things shall he stand."

Our friends to whom circulars have been addressed will be waited upon by a deputation of ladies in the course of next week, who will thankfully receive their contributions.

Correspondence.

[FOR THE CHRISTIAN VISITOR.]

Sheffield, Little River, Oct. 12, 1854.

DEAR BROTHER BILL,

I have closed my three months mission with Brother Hoben under the direction of the M. Board, in which time I have laboured in the following places, Muquappit Lake, Scotchtown, Keyhole, Siphers Settlement, New Castle, Salmon Creek and Forks, New Zion, and Little River, where God has blessed my unworthy labours in reviving his work, in reclaiming backsliders, and in the conversion of sinners. I have the pleasure of burying seven willing converts with Christ in Apostolic Baptism, in New Zion and New Castle. God has revived his work also. The third meeting I had there, a brother asked me if I knew I had been the means of doing any good there? I told him nothing particular. He said that he and another brother had been at variance for some time and God had blessed my first sermon to them both, and they had settled their difficulty—shortly after one of these Brethren came twelve miles to hear me, and told me that one of his daughters, a young woman was under such concern of mind about her soul's salvation, that she could neither work nor eat, I visited her as soon as possible, conversed and prayed with her—she is deeply convicted, but has not yet obtained peace in believing. A number here are enquiring the way to God. Some of the friends here were rather displeased at what I said in my first letter about the use of intoxicating liquors when I came here, I did not intend to offend any one, but to show the necessity of missionary labour. I believe there is only one person selling here now. A false report has gone out, saying that Esquire Hoben was making money by employing me as a missionary, that I collect more than my mission came too and he gets the benefit of it. Nothing could be more untrue. He has paid the three months mission which is \$25, and what I have collected goes into the Missionary Fund. I have travelled 700 miles, preached 80 sermons, made 191 visits, put in circulation 7,000 pages of gospel and temperance tracts. Received \$25 from Esquire Hoben, and collected \$6; viz. \$4 8s. 4d. from Little River; Scotchtown, 9s. 5d.; Keyhole, 2s.; Muquappit Lake, 2s.; New Castle, 18s. I request your prayers. And remain yours, JAMES BLAKNEY.

[FOR THE CHRISTIAN VISITOR.]

Gondolno Point, Oct. 16th.

DEAR BROTHER BILL,

Since my last communication the blessing of the Lord has been manifested in our midst and sinners are coming to Jesus. Two interesting young sisters have obeyed the sacred commands of Jesus in believing, and being baptized, and uniting with this branch of our Zion, and others give clear evidence of following the Saviour's example, and a deep and general attention to the Gospel is manifest by the congregation. Brethren pray that this good work may spread the world over.

I have received since my last report for the mission in this place, as follows:—Mrs. Jas. S. Kierstead, 10s; Mrs. Mary Armstrong, 5s; Mr. Wm. Crandall, Salisbury, 5s; (in two collections, 16s); Mrs. Ephram Carpenter, 5s; Mrs. Sarah Vincen, 5s; Mrs. Margaret Ketchum, 5s; Miss Sarah Ann Vincen, 5s. When Jesus Christ and him crucified is enjoyed in the hearts of the people, they will give in support of his cause.

Respectfully, yours,

D. CRANDALL.

P. S.—The people here prize the Visitor as a most valuable medium of intelligence and enlightenment. When I came here only two copies were taken, and now our bundle contains 12 copies. D. C.

General Intelligence.

News by the Steamer Baltic, from Liverpool.

SEBASTOPOL TAKEN!

THE WAR.—Eight hours after the Europa sailed from Liverpool on the 30th ult., official news was received of a great battle at the river Alma in the Crimea. On the 21st, the Allies stormed the Russian entrenchments, and after four hours' hard fighting, carried them. The English and French lost 2,800 killed and wounded, while the Russians lost 6,000. Private despatches supply the further particulars; namely, that the Russians, under Menshikoff in person, rallied at the river Katecha on the 23d, and again gave battle to the Allies. He was again defeated and driven into his entrenchments behind Sebastopol, where he again rallied and fought a third battle on the 24th, and was a third time utterly defeated. He then fled with the remnant of his troops into Sebastopol, which was beleaguered by sea and stormed by land. The Russian fleet in the harbor of Sebastopol was then burned. Ten ships had sunk. The Russians lost 18,000 men killed and wounded, when the garrison of 22,000 men capitulated, and were made prisoners. Menshikoff, with the shattered remains of his army, fell back and barricaded the inner harbour, refusing to surrender. Six hours were allowed him to consider the matter, and it is reported, though not officially, that he surrendered at the expiration of that time.

Great rejoicings had taken place in Great Britain and France on account of these glorious victories. An attack on Cronstadt is seriously menaced.

Another account says that Fort Constantine was infested by sea and land on the 25th, and after an obstinate resistance was carried by storm. The Allies then bombarded the city and the fleet, and 10 Russian ships were burned and sunk. The remaining forts were carried one after another until 800 guns were silenced. No less than 22,000 prisoners were taken.

The Russian loss in dead and disabled is not less than 18,000 men in Sebastopol alone. Menshikoff, with the shattered remains of his army, retired into a position in the inner harbor, threatening to fire the town and blow up the remaining ships unless the victors should grant him an honorable capitulation. The allied generals demanded his unconditional surrender, and, in the name of humanity, granted him six hours for consideration.

The latest despatch says, that Menshikoff has surrendered, and the British and French flags now wave over the walls of Sebastopol.

The entrenched camp of the Russians on the heights of the river Alma, contained 50,000 men, with a very numerous force of artillery and cavalry, and was carried at the point of the bayonet, after a severe conflict of four hours duration. No general officer of the British was wounded. Marshal St. Arnaud and Lord Raglan personally commanded their respective troops. The French general Thomasson is thought to be fatally wounded. Gen. Canrobert was wounded in the shoulder.

The second engagement, on the plains of the "Kalakhtai," lasted several hours, was very sanguinary, and ended in the total defeat of the Russians, who were pursued to their entrenchments before Sebastopol.

Other despatches state that the garrison of Sebastopol were offered a free withdrawal, but they concluded to surrender as prisoners of war.

The despatches concerning Sebastopol are very conflicting, and one dated Berlin, Oct. 3, says:—A telegraphic despatch has been received here, direct from St. Petersburg, to the effect that Mensch-

koff had telegraphed, under date of 25th, that he had withdrawn his troops, unmolested, from before Sebastopol towards Baktshi, on the river Sere, where he will await reinforcements. He adds that Sebastopol had not been attacked up to the 24th.

The Russian accounts do not conceal the facts of severe reverses on the part of Russia in the Crimea.

A despatch from Berlin, dated 20th, says that the return of the French fleet from the Baltic had been countermanded; and a despatch from Kiel, dated 2d inst., states that the French fleet had left that harbor on that day, to join Sir Charles Napier in the Baltic. Admiral Napier was before Revel on the 23d.

Bucharest, Sept. 30.—It is again asserted that there are 30,000 Russians in the Dubradsha, and that Gen. Luders is constantly receiving reinforcements. Omar Pacha was only awaiting the orders of Marshal St. Arnaud to attack Bossarabia. All the arrangements of the Turkish Army indicate a winter campaign. The Russians are concentrated in the neighbourhood of Ismael.

The details of the fall of Sebastopol were not expected by the British Government before the 6th inst.

The Turks were hastening through Bulgaria by forced marches for the sea coast.

The Austrian Ambassador at Paris has called upon M. Drouyn de l'Huys to express the satisfaction of his government at the success of the Allied armies.

Further information respecting the Arctic.

The fate of this splendid Steamer furnishes one of the most melancholy chapters in the whole history of marine disasters. When the painful intelligence reached New York it created a most profound sensation, and spread a general gloom over the entire City. The feeling was so intense that business operations were suspended, and the terrible catastrophe became the theme of general remark. As our readers will naturally feel deeply interested in hearing the particulars of this disastrous event, we furnish the following extracts gleaned from American papers:—

Mr. Burns's Statement.

The steamship Arctic, with 226 passengers, exclusive of children, 175 employees, a valuable cargo, and a heavy mail, is lost. Of the more than four hundred souls who left Liverpool on the 20th ult., full of hope, gaiety and health, many returning from a European tour of pleasure, only thirty-two are known to have been saved, and certainly not more than one hundred can, by any possibility, have escaped a watery grave. In addition to all this, another large steamer, freighted with human beings, has, in all probability, met a like fate. The details of the horrible disaster are as follows:—

On Wednesday, September 27, precisely at 12 o'clock M., in a dense fog, we came in contact with a bark rigged iron propeller, with black hull, salmon colored bottom, lead colored poop and boats, and black pipe. She was bound eastward, and had all sail set, with a strong, fair wind. The speed of the Arctic at the time, was about thirteen knots an hour. The shock to us appeared slight, but the damage to the other vessel was frightful. Capt. Luce instantly ordered the quarter boats cleared away, and the chief mate, boatswain and three sailors went to her relief; before other boats left, the order was countermanded. The Arctic then described a circle twice around the wreck, during which time I caught a glimpse of more than two hundred people clustered on her hurricane deck.

At this juncture it was first ascertained that we had sustained injury, and the water was pouring in at our bows. When the first officer came alongside to report, the captain was unable to take him up, but headed N. N. W. in the hope of making land. Our position on the previous day, at 12 o'clock was latitude 48° 39', longitude 45° 27'. We had run about three hundred and ten miles from the time of this observation until the moment of collision, and were supposed to be forty miles from Cape Race. The pumps were vigorously worked, and an anchor chain thrown overboard; but, in spite of all exertion, the engines stopped, and the water extinguished the fires. Four of the five other life boats, believed to have been well provisioned, containing the engineers, sailors, a few passengers and all the officers except the captain and third mate, left the ship at an early stage. The majority of the passengers were working at the pumps—some firing the signal guns, and others launching spars, under the direction of Captain Luce and Mr. Dorian, the third mate, to form a raft.

In order to facilitate this latter work the sixth and last boat was lowered. Dorian, one or two firemen, three of the other passengers saved and myself were busily engaged lashing water casks and settees to the main yard, two topgallant yards and several smaller spars—the Captain, with a number of gentlemen, protecting the work by keeping back the crowd—when a panic seized all on board, a rush was made, passengers and firemen precipitated themselves headlong over the bulwarks on to the raft, and in a moment our little

boat was full, and in imminent danger of being sunk. In this emergency, Dorian ordered the rope which held us to the steamer to be cut and with our hands and axes we paddled from the raft's side. The mate, who throughout preserved great presence of mind, and labored with heroic energy, cried out, "For God's sake Captain, clear the raft, so that we can work. I won't desert the ship while there's a timber above water."

But the sea was now flush with the dead-lights. In less than three minutes from the time he spoke, the stern sunk—the foam went boiling over the tumbling heap of human beings—many were dashed forward against the pipe. I heard one wild yell, (still ringing in my ears,) and saw the Arctic and the struggling mass rapidly engulfed. Numbers yet clung to the imperfectly constructed raft; but, alas, we could render them no aid. Our own situation was no less precarious; and cruel as it seemed, we were forced to abandon them to fate. Heaven forbid that I should ever witness such another scene. We however picked up two more men, and then, with an overloaded boat, without oars, tholepins, food or drink, avoiding with difficulty the fragments of the wreck, and passing many dead females, prepared for a night upon the ocean. We secured a floating pumpkin and cabbage to guard against immediate starvation, lashed a spar to the bow of our boat to keep her head to the wind and sea, and thus drifted until daylight; the night was cold and foggy, with a heavy swell, and in a cramped, drenched and half naked condition, we suffered terribly.

Without dwelling upon our miseries, alleviated much by the consciousness that we had endeavored to do our duty to our fellow men, suffice it to say that at five o'clock on the afternoon of the 28th we espied a sail, and raised a handkerchief to attract attention. We were successful. With the rude substitute for oars which we had constructed during the day by lashing planks to capstain bars, with a view of attempting to gain land when the sea subsided, we pulled toward the ship. On our way we passed the remnant of the raft with one man on it apparently alive.

The bark proved to be the Huron, of St. Andrews. N. B., Capt. A. Wall, bound for Quebec. Our men safe on board, the noble hearted Dorian, with some of the Huron's crew, returned to the raft and rescued the poor fellow who for twenty-six hours had clung to the spars. He states that after the steamship sunk, he counted seventy-two men and four women on the raft, but at 8 o'clock he was the only one alive. In the morning two bodies were beside him, much eaten by fishes, and at the time he saw our boat he was on the point of voluntary dropping into the sea to end his agony. Coming from the raft Dorian encountered and examined the life car of Arctic. It contained a bottle of water, some cheese and a lady's garment.

By the humane captain of the Huron and Mr. Wellington Cameron, a son of the owner, we were received with great kindness, our wounds dressed, fires kindled, food and clothing provided in abundance. During the night of the 28th, Capt. Wall hung out extra lights, fired rockets, and kept a horn blowing in hopes of falling in with the remainder of the boats. But his endeavors were fruitless. On the evening of the 29th he spoke the ship Lebanon, Capt. Story, bound for New York, by whom eighteen of our number were taken off, kindly welcomed and well treated. We have this moment reached New York, by pilot boat Christian Berg, No. 16, to which we were transferred from the Lebanon, and to the crew of which we are under great obligations.

New York, Oct. 11.—Mr. Burns, of Philadelphia, who was a passenger in the Arctic, and was picked up in one of the boats, says that the Arctic went down at 4 o'clock on the afternoon of the 27th ult. Previous to this time only a few of the passengers were aware of the danger in which they stood, and when the truth broke upon them they were panic struck, and it was, consequently, the more difficult to save any of them. The ship went down stern first: at this time Mr. Burns recognized on deck Mr. and Mrs. Mahlon Day, who went down with the ship. Capt. Luce was seen standing on deck at the same time. Mr. Burns seemed positive in his assertion that Mrs. Collins and son were on the deck a few minutes before the ship went down.

THE VESTA.

St. John's, N. F., Oct. 3.—The French Screw Steamer Vesta arrived at this port on the 30th, having lost foremast and bow shattered to pieces. She had been in contact with the Collins steamer Arctic. The Vesta lost 13 passengers. Providentially the bulkhead of the forecabin was not started by the collision, which the Captain (Duchesse) noticed as affording a chance of safety. He immediately, with the utmost promptitude gave orders for lightening the vessel by the head, which was readily obeyed by throwing overboard all the fish, cargo, baggage of the passengers, &c., which was in the rare part of the vessel, and which raised her bows 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 about the safety partition, over which were thrown sails, backed by boards and planks, the whole being secured by cables well and firmly strapped round all. The foremast, 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

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