

Saturday last, most providentially before the rising of a severe gale which blew on that day. Upon musterian the crew 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 energy, unwavering perseverance, and most superior seamanship, could have succeeded in bringing the vessel into port.—N. F. Ledger.

FURTHER PARTICULARS OF THE LOSS OF THE ARCTIC.

The New York Herald says:

It has never devolved upon this journal to record so awful a catastrophe as that which has appeared in our columns. In the whole history of shipwrecks, the loss of the steamer Arctic stands without a parallel. There have no doubt been cases where the loss of life was greater, or where scenes of horror were more thickly crowded together; but these we can only picture in the imagination; we can only dream as in a frightful nightmare, of the awful hour in which the last survivors of the President and the City of Glasgow sink beneath the wave. Among the narratives of maritime disasters which have reached us in the authentic form, none can barrow the feelings like the one we publish this morning. In every point of view, it is unprecedented. The collision took place at mid-day, in calm weather, in the broad Atlantic, forty miles from land: a thousand years might elapse and no two vessels again pass over that fatal spot.

So unexpected was the shock as to paralyze the whole city yesterday. Business was stopped.—Such was the anxiety to learn the particulars of the disaster that seventy-two thousand copies of our edition of yesterday were sold without exhausting the demand. Men had no thought but for the unfortunates, who in the midst of their pleasures, and on the eve of a return to their homes, were suddenly thrust into the jaws of death. No steamer had arrived here for months freighted with so many of our leading citizens. Names familiar to us all from childhood follow each other in sad succession in the list of passengers.—So goodly a company is seldom offered to the hungry waves.

Out of the whole two hundred and twenty-six, we only know of twenty persons, and not one female, that has been saved. For our part, however, we will not yet relinquish hope for some portion of the remainder. At least three boats may be still above water with human beings in them, and if so we have every reason to believe they may be picked up. Besides there is still a chance that some vessel may have rescued stray passengers from portions of the wreck. It is certain—deeply grieved are we to say it—that the family of Mr. Collins, together with most of the ladies, perished before the steamer began to sink, in consequence of the tackle of their boat giving way. We know also that seventy-one men and four females died miserably on the raft during the night of the 27th.

We regret that the Arctic should have been running thirteen miles an hour in a dense fog; and we wish we had heard that some means had been employed to signal her approach. It would moreover be a deep source of consolation to the survivors could they congratulate themselves on having saved at least some of the women and children; or, at all events, on the number of passengers saved bearing some closer proportion to that of the seamen and firemen. No military achievement ever reflected such undying fame on British soldiers as their conduct at the wreck of the Birkenhead, when every woman and child was saved, and a whole regiment stood steady in the ranks as the ship went down with all on board.—Let us hope that further accounts will relieve the men of the Arctic from all suspicion.

It only remains, now, for us to offer our sincere sympathy to those whom the awful catastrophe has bereaved of a friend or a relative. To him especially, whose enterprise conceived and energy carried the plan of the steamship line, now bereft of one of its noblest vessels—and who loses not only a ship he loved such as men love their creations, but all who were dearest to him—wife, son, and daughter—we would offer whatever solace a knowledge of our heartfelt sympathy can bestow. Some consolation it must be, in this hour of bitter trial, to remember that the last act of the son who is no more was one of memorable heroism; that he threw from him a proffered life-preserver, as the ship sunk in the water, and bade him who tendered it carry it at once to the ladies. What nobler death could he have died?

The Boston Daily Advertiser says:

Among the shipwrecked passengers of the Arctic who came through from Halifax to this city in the Europa last night, were Messrs C. T. Mitchell of Charleston, and Mr. Dupassein of New Orleans. These gentlemen feel sure, that the Brown and Collins families were lost. It is true that they were placed in one of the boats by Capt. Luce himself, who stationed men to prevent the entrance of any body until a party of ladies were provided with places: but the tackle giving way, the boat upset and they felt out into the water and were lost before the eyes of our informants.—The boat was recovered, but immediately a crowd of firemen, waiters, and sailors rushed in and filled it up. Mr. Mitchell succeeded then in getting on board. This boat was met soon afterwards by Mr. Balam's boat which relieved it of part of its load. Both boats were filled to their

utmost capacity. Our informants estimate the boats as able to hold on an average but 25, so that but 150 could have been saved at most. Had there been more boats, there was time enough, the water was smooth and the land near enough, for the whole number to have been saved.—Mr. Mitchell is of the opinion that not one woman escaped. He speaks of the conduct of the crew and firemen as unruly and selfish; but Captain Luce behaved admirably, and did everything in his power to aid in saving his passengers.

The Boston Traveller remarks—

"The main fact in relation to the collision by which the Arctic was so suddenly destroyed, is that she was running in a dense fog at the rate of thirteen knots an hour! There appears to be no dispute as to this fact. Was this doing all that vigilant foresight could suggest to avert a calamity, which on such a crowded highway as the Atlantic, might have been anticipated? It also appears that although the Arctic was provided with a steam whistle, it was not sounded as the steamer ploughed through the frightful and threatening darkness; nor was a gun fired, nor a bell rung, so far as we learn from any testimony which has been given. Prudent foresight would have suggested safeguards like these. Nothing but culpable carelessness would have neglected them.

Another circumstance, in connection with this disaster, will not fail to attract attention, and to elicit anything but commendation from a reflecting public. We refer to the fact that so large a portion—something like a hundred as now appears—of the Arctic's crew were saved, and that so few of the passengers seem to have had even an opportunity to preserve their lives."

Captain Luce comported himself, under the terrible circumstances, with a calmness and intrepidity which deserved a better fate. No thought of self for a moment intervened to wean away his cares for his parishioners. 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 eventually 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, the Birkenhead, on the coast of Africa, where every woman and child on board was passed into the boats and saved, the men remaining to meet their death with unquivering firmness—in comparison we must denounce the conduct of the Arctic's crew as unworthy and dishonorable.

Officers, engineers, sailors, firemen and waiters, had a monopoly of safety; while the gallant captain alone refused to desert his post, and remained to share the fate of his vessel and of the hundreds of noble hearts whose last throbs beat upon her submerged deck. Mr. Dorian, the 3d officer of the Arctic, was the only one of the officers and sailing hands of the ship that remained with the captain up to the last fearful moment. The others had left the ship long before.

He was engaged up to that time in constructing the raft, actively assisted by many of the passengers. Mr. Dorian himself had no idea of self preservation when he stepped into the boat, and had the painter cut loose. It was a necessary act in the discharge of his duty, and to save the lives of others. But his own life was saved by it. While he was still within some twenty yards of the vessel, she disappeared from his sight, sinking by the stern, at an angle of about twenty-five degrees.—N. Y. Herald.

Among the families in New York most afflicted by this calamity are E. K. Collins, and James Brown, of Brown, Brothers & Co. Mr. Collins has lost his wife, his only daughter, and a son. Mr. Brown has lost his son, W. B. Brown, with his wife and child; his daughter, Mrs. George F. Allan, with her husband and child; and his daughter, Miss Maria Brown, aged about 18. It is seldom we have to record so many victims of death in one family. The sympathies of the whole community are deeply toward these afflicted families, as well as aroused toward all who have lost relatives and friends by this terrible disaster.

Mr. Collins returned on Tuesday night from Washington, and the sad intelligence was communicated to him as he was crossing from Jersey City, at about four o'clock, A. M., on his way home. Overwhelmed by the extent of this calamity, he immediately left the city for his residence in West Chester county.

The total number of persons who escaped from the wreck of the Arctic were between 75 and 100—nearly all of whom belonged to the crew, officers, seamen, firemen, &c.; a few male passengers, but not one woman or child!

The flags on the Exchange, Corn Exchange, City Hall, on the Hotels and the Shipping in the harbour, were at half mast throughout the day. Business was neglected, and the whole city bore on its outward features evidence of the sorrow within. The two former institutions were draped in black.

The Arctic was built four years ago, and had always been under the command of Capt. Luce, who had a high reputation as a skilful and experienced shipmaster. The Arctic was 2655 tons, and 285 feet long.

The value of the Arctic, ship and furniture, as recorded on the books of the Atlantic Insurance

Company at New York, was \$295,000; value of engine and boiler, \$245,000—total, \$540,000. Insured in England for \$60,000 sterling; in America, \$318,000, making up the full value of the ship.

Captain Luce of the Arctic Saved.

A Telegraphic Despatch received at the News Room, from Quebec, on Saturday evening, announces that Capt. Luce, with several other passengers, were picked up at sea, floating on a piece of the wreck, by the Cambria, bound from Glasgow to Montreal, and were safely conveyed to Quebec. Capt. Luce's little boy was killed. The Captain states that he saw the Arctic go down at a quarter to 5 o'clock P. M. of the day of the disaster.—News.

CAPTAIN LUCE'S STATEMENT.

When Capt. Luce felt that the "Arctic" must go down, he with the passengers (for all the seamen had gone in the life boats, the second officer excepted,) lost no time in lashing spars together to form a raft. Only one life-boat was left, and to construct the raft it was necessary to get this into the water; but the oars were left in the Arctic to prevent its being taken away. Capt. Luce happened (?) to get the women and children in the remaining boat, but the alarm was given that the ship was sinking when the life-boat was taken off hurriedly without oars or any thing else to help themselves with. When this boat had got off about an eighth of a mile the Arctic sank. This was about a quarter to 5 P. M. Capt. Luce took farewell of Mrs. Collins, son and daughter just as the ship was going down. He found himself soon after on the surface with his own child in his arms, but found himself immediately impelled downwards. When he reached the surface a second time he was so exhausted that he almost gave up all hope, and nearly lost the grasp of his child. Immediately after a large piece of paddle-box came up beside him with awful force grazing his head and struck with all force on the breast of his own dear child. In a moment after he saw his child a corpse on the water. Capt. Luce, with eleven others, got on the top of this piece of paddle-box, but finding it to sink some of them got on another piece of wreck. They were up to their necks in the water and suffered severely from cold. They were in this position about 50 hours. On the morning of the 29th, at daybreak, they saw the light of a vessel, and summoned up all their remaining courage to hail her. The mist had not cleared off and they were not noticed. Early on the same day the mist cleared quickly away, and they saw a vessel far away. This vessel proved to be the Cambria, bound from Glasgow to Montreal. The mate of the Cambria, at a little distance from his vessel saw a man on a raft and plunged overboard with a rope to the man, who was a Frenchman, and who had come alone. He gave an account of the wreck, and after 5 o'clock that afternoon Capt. Luce and his party were taken on board the Cambria.

Of the party who arrived here, J. F. Allan, of the Novelty Works, New York; Mr. Smith of Jackson County; and a young German, named Ferdinand Hayes, were passengers in the Arctic. The others belonged to the French steamer.

Domestic.

MUNIFICENT TESTIMONIAL.—The Roman Catholics of this City last week presented their Bishop, the Rt. Rev. Dr. Connolly, with a superb carriage and silver-mounted harness, as a token of their appreciation of his religious zeal, and of their personal esteem. The carriage is valued at £162 10s. and the harness at £30. Other denominations might well imitate the zealous benevolence of the Catholics, towards their pastors and their Churches, in more ways than one.

At St. Malachi's Church, last Sunday, £1475 was subscribed in aid of the Cathedral, which sum has since been considerably increased.

STEAMBOAT DISASTER.—Yesterday, the Steamer *Magnet*, after being engaged during the day in raft-towing, was approaching the wharf at Indian Town, when it was discovered that from some extraordinary negligence, her boiler was empty; and although necessarily therefore overheated, the men incautiously pumped cold water into it. The consequence was the boiler instantly burst, severely scalding the Captain of the boat, the Engineer and several of the hands, some of whom are dangerously injured. The Steamer became a complete wreck, and sank immediately.

NEW VESSELS.—We have to notice the arrival in our harbour this week of a fine looking new ship called the *John Owens*. She was towed over from Digby, where she was built by El. J. Budd, Esq., under the superintendence of Mr. Francis Smith, and measures 1236 tons, N. M., and 1200 tons, O. M. She has been constructed of the best materials, under the survey of Mr. Tucker, Lloyd's Surveyor for this port, and is owned by Messrs. J. & B. Reed, of this City, who intend placing her as a packet ship in their Black Ball Line between St. John and Liverpool, the packets of which line have already been so successful and have established their reputation for rapid voyages. She will be commanded by Captain Isaac W. Doane, and is named after our worthy and respected townsman John Owens, Esq., of the firm of Owens and Duncan of this City, and we believe will prove a credit to her enterprising owners, who have already done much for the accommodation of the importers of St. John.—*Courier*.

MONIES RECEIVED.—By Rev. Willard Parker, Hardley Parker, 7s. 6d.; Wm. Ebbott, 7s. 6d.; Thos. Hicks, 15s.; Isaac Wilber, 7s. 6d.; Alex. Brown, credited on the book, June 4th, per Rev. J. Towzer, 7s. 6d. Bro. Brown will please keep this as his receipt.

INFORMATION WANTED about JAMES NEVINS, who, Twenty years ago left New Battle, near Edinburgh, Scotland, for Canada, North America; since which time he has been heard of in Ohio, United States. If this notice should meet his eye, he is requested to write to his father or brother William, at Charlottetown, Prince Edward Island.

Charlottetown, P. E. Island, Sept. 1854.

(Ohio papers please copy.)

Will all persons who have in their possession manuscript of Poetry composed by the late Rev. Samuel Elder, have the kindness to forward them to the Rev. Charles Spurgeon, Fredericton, at their earliest convenience, as the practical ability of publishing his poems is being considered.

A. H. ESTER.

NOTICE.

A letter from Bro. Goldrup, of the 11th ult., informs us that he is encouraged in his Mission, and that he is fully satisfied that he is in the path of duty. He wishes us to acknowledge the following sums received by him:—

Elijah Eastabrooks, Grand Falls, 20s.; Moses W. Wright, Arctook, 26s. 3d.; Sutton Armstrong, Tobique, 10s.; Joseph Rideout, Brighton, 7s. 6d.

Received by Rev. Mr. Jackson, from Mr. Joseph Pickles, of Norton, one years instalment for A. P. B. Society, 20s. Wm. BURTON, Agent.

ON SUCH SUBJECTS THE TESTIMONY of Woman Should be Conclusive.

NEW YORK, August 2, 1852.

Mrs. Clute, of No. 272 Second street, believing her child, about three years old, to be troubled with worms, purchased one bottle of Dr. McLane's Celebrated Vermifuge, and gave it two tea spoonfull, which had the effect of causing the child to discharge a large number of worms. The child is now enjoying good health. We would advise all parent who may suspect their children to be troubled with worms to lose no time, but immediately purchase and administer Dr. McLane's Celebrated Vermifuge. It will cure. The money will be refunded in all cases where it does not give satisfaction.

P. S. Dr. McLane's Celebrated Vermifuge, also Dr. McLane's Liver Pills, can now be had at all the respectable Drug Stores in this city.

Purchasers will please be careful to ask for, and take none but Dr. McLane's Vermifuge. All others, in comparison, are worthless.

Married.

In Brussels-Street Church, on the 12th inst., by the Rev. Samuel Robinson, Mr. Elisha Payson, of Hillsborough, to Miss Susan, fourth daughter of the late John G. Thomson, Esq., of Chester, N. S.

At Sussex Vale, on Tuesday evening last, by the Rev. E. McLeod, Mr. Wm. Ronch, to Miss Julia Ann, eldest daughter of Mr. John McMonagle, all of Sussex.

On the 5th inst., by the Rev. B. Herrett, at the residence of the bride's father, Mr. F. Nobles Downey, to Miss Mary Jane, youngest daughter of Mr. Levi Jones, all of Springfield, K. C.

On the 12th inst., by Rev. Wm. Ferris, A. M., Mr. Wm. Little, of the parish of Portland, to Miss Margaret Morrison, of the same place.

On the 15th inst., at the residence of the Bride's father, by Rev. W. A. Coleman, Mr. Elijah Eastabrooks, to Cynthia, daughter of Mr. Jeremiah Sears, all of Sackville.

Died.

Suddenly, on Thursday night, of apoplexy, Charles Browns, Esquire, in the 51st year of his age.

On Monday the 9th inst., after a lingering illness, Eliza, eldest daughter of the late George Davison, in the 20th year of her age.

On Saturday morning last, Catherine, youngest daughter of Mr. Jeremiah Shanahan, aged 12 months.

In Charlton, on Friday morning, after an illness of 12 months, Charles Peter, fifth son of Peter Smith (of Kingston-upon-Hull, Yorkshire, England), aged 25 years. His end was peace.

At Dorchester, on the 10th inst., in the 31st year of his age, Samuel Osborne, son of Mr. Robert Moore, of that place.

Fall Goods.

RECEIVED per Royal Mail Steamers, and Packet Ships, our usual supply of FANCY AND STAPLE DRY GOODS.

Wholesale and Retail Purchasers are respectfully invited to call.

JAMES GREEN & CO.

Oct. 20. Golden Fleece, Prince Wm. Street.

THE BOOK.—Just published by BARRY & McMillan, of Philadelphia, "THE BOOK AND ITS STORY," a narrative for the Young, on occasion of the Jubilee of the British and Foreign Bible Society. For sale wholesale and retail, by J. & A. McMillan.

This work has reached its 19th edition in England, and the demand for it continues unabated. 22d sept.—91.