

he present time : but much more remains to be done.

The business of the Session having been brought to a close, the Convention adjourned to meet with the Baptist Church in the town of Liverpool, N. S., the third Saturday in September, 1855.

In conclusion, we will only add that the chair was ably filled by the Moderator, the business of the Session conducted with much harmony and Christian feeling, and all who gave their attendance felt that it was both good and pleasant for brethren to dwell together in unity.

General Intelligence.

Seven Days Later from England.

INTERESTING WAR NEWS.

The steamship *Europa* arrived at Halifax yesterday morning at 7 o'clock, with Liverpool papers to the 30th of Sept.

The San Jacinto left Southampton on the 27th with a Deal pilot on board, for the Baltic, hoping to be in time to witness the bombardment of Revel.

The Liverpool markets generally were unchanged. Cotton was lower. Breadstuffs had advanced; Wheat being 3d dearer: Flour 1s to 1s 6d, and Corn 2s to 3s. Freight tending upwards.

LATEST INTELLIGENCE.

VIENNA. Friday evening.—It is rumoured in Greek merchant circles that the Allies have obtained a signal advantage. Funds have risen in consequence.

PARIS. Friday evening, 9 P. M.—Further telegraph messages from Vienna confirm the accounts of the favourable disposition manifested towards the Allies by the Tartar population of the Crimea. The sanitary condition of the army was excellent.

An official bulletin communicated to the Ambassadors at Constantinople, and dated from the Bivonnac at Old Fort, on the 16th, announces that the Allies had intended the next day to attack the entrenched camp of 10,000 Russians, posted in the direction of Sebastopol, but the camp had been raised in the night, and the Russians had fallen back upon the town.

Twelve thousand Tartars had offered themselves to the Allies as volunteers, and their services had been accepted. It was reported that the attack upon Sebastopol had been fixed for the 25th. The Russian fleet had been reconnoitred in the port of Sebastopol by the French steamer Napoleon.

The Russians are entrenching winter quarters, along the line of the Pruth.

THE BALTIC.—The bombardment of Revel is daily expected. The English press consider it would be impolitic at this late season, and in the absence of the French fleet. At the latest accounts the larger portion of the Allied fleets were at Ledsund, but British would shortly leave for Baro Sound and Margon. Plumridge's squadron

The Russian fleet at Helsingfors consists of 9 ships, 780 guns; at Cronstadt are 21 ships, 1688 guns; besides 6 steamers were striking topmasts and preparing for winter.

On the 19th, the French and British fleets separated. The French, under Admiral Deschères returning home.

SIEGE OF SEBASTOPOL.—It is confirmed that on the 13th, Eupatoria was occupied by 2000 Turks, 1000 French and 1000 English. The Russian Garrison numbering 400, surrendered at discretion. The advanced guard was under the command of Prince Napoleon; on the 14th, the main army landed unopposed half-way between Eupatoria and Sebastopol; the troops, horse artillery and ammunitions all safely. The Russians retired, in good order as the allies landed. Menschikoff, who had his head quarters at Simpheropol, immediately advanced to Bonnlivuk, on the river Alina, where he awaits reinforcements to give battle to the allies.

It was confidently stated on the Paris Bourse, that on the 19th, the allies and the Russians met and a battle ensued. The French Divisions came first into action; the English soon came up, and the Russians retired, with much loss. If true, this on the 19th could only be a skirmish, not a battle of the main army. The Russian Embassy at Vienna had received a despatch dated the 22d, from the Crimea. All that had transpired was that it contained news unfavorable to the Russians.

THE WAR IN THE BALTIC.—Her Majesty's cruiser having towed the French ships and British transports, with the troops on board, returning back to France out of the Baltic, returned to their cruising ground immediately. In the Gulf of Finland and Bothnia a number of Dutch vessels sought to enter the blockaded ports; they were, however, speedily intercepted, and her Majesty's ship Anchor sent one, the Minima, into Meinel; she is laden with hollands, cheese, and miscellaneous produce, and, with her charge, will be sent home to England for condemnation.

In London the cholera was abating. The deaths for the week ending on the 16th were 1549—a decrease of 501 on the previous week.—The total number since the commencement of the epidemic had been 7669.

Cholera is committing dreadful ravages at Messina. All the Consuls except Mr. Kehu, American, had fled from the City.

INDIA.—From Bombay, Aug. 28th, trade was reported dull.

It is stated that the discontent of the Russian population is increasing, and even threaten to bring on a revolution.

CHINA.—Dates from Canton are to Aug. 5th; from Shanghai to July 25; Amoy, 29th; and Singapore, Aug. 13th. Canton was in a state of siege; all business was suspended, and in a few days would be in the hands of the insurgents.

TIMBER MARKET.—Only retail sales of St. John Yellow Pine, Spruce Deals £9 7s. 6d to £9 12s. 6d.

COLLISION AT SEA!

LOSS OF THE AMERICAN STEAMER "ARCTIC," AND AN UNKNOWN STEAMER!

Tremendous sacrifice of Human Life!!

The following report of the fearful catastrophe which has befallen the "Arctic," appeared first in an Extra of the Newfoundland Ledger, as furnished by Mr. Baahlam, second officer. This awful calamity will pierce many hearts with unutterable anguish:—

"On Wednesday the 27th Sept., at noon, Cape Race bearing N. W. by W. 65 miles distant, while running in a very thick fog, were struck on the starboard bow, about 60 feet abaft the cutwater, by an iron steamer, which made three large holes in the ship, two below the water, one of which was about 5½ feet in length and 1 or 1½ in depth, leaving the whole cutwater and stem of the iron steamer clean through the Arctic's side. So dense was the fog that the vessel could not be seen a minute before the collision. The wheel was put hard to starboard, the engine stopped instantly, and backed at full speed until clear of the other steamer, which occupied a couple of minutes. The French steamer seemed to be sinking bow first. Capt. Luce immediately gave orders to clear away the quarter boats, which was done, and Mr. Gourley, the chief officer, left the ship in charge of the starboard boat, and on lowering the port boat, the Capt. exclaimed, 'hoist up that boat again, Mr. Baahlam,' and beckoned me to go to him; upon doing so, he ordered me to go over the bow to ascertain, if possible, what damage had been done. I then found the holes above mentioned. Upon informing him of the fact, he gave orders to get sails up to try to get them round the bow, to endeavour to stop the leak, which was promptly done, but to no advantage whatever, so much of the bow and iron broken off from the other steamer projecting, that the sails could not be brought close to the vessel's side. The carpenter was then lowered down, and pillows and mattresses passed down to him, to try if possible to force them in, but the leak was found to be so far below the water-line that they could not be got in, and every exertion to stop the leak proved unavailing. Capt. Luce then ordered the ship's head to be kept for the land, which bore N. W. by W. By this time we had lost sight of the chief officer's boat and the other steamer, which we supposed had sunk. We had not been on our course more than 4 or 5 minutes before we ran over a boat and crew belonging to the other vessel, all of whom perished, with the exception of one, who caught hold of a rope hanging over the bow. Directly the boat was seen, orders were given to stop the engine, which the chief engineer said could not be done, as the ship was fast sinking. In about 30 minutes, all the lower fires were out, and at last there were six feet of water in the ship, fore and aft. By this time the confusion amongst the passengers was very great, but they used all efforts to assist the crew in keeping the deck pumps going, and in lightening the ship forward, for the purpose of endeavouring to get at the leak from the inside, which was found to be useless, and numbers of them going into the boats, which were still hanging to the davits. In 45 minutes after the collision, I came up from the fore hold, and informed the Captain that the water was on a level with the lower dock beams. I then asked him what he thought would likely be the fate of the ship, when he stated his belief to me that there was no hope of saving her. He then told me to see to my boats. On going to those on the port side, I found them completely filled with men and women, and no probability of getting near them. I immediately went to the starboard guard boat, and asked the Captain what his intentions were; who replied that the ship's fate should be his. I then asked him if he would allow his son to go with me, as I intended to take a boat, but he returned me the answer that he should share his fate. It was soon discovered, however, that there was little hope of saving the Arctic, and the lady, daughter and son of Mr. E. K. Collins, with several ladies, were put on board a boat in the act of lowering, when one of the tackles gave way, and all except one lady, who clung to a sailor holding fast to the boat, were precipitated into the sea and lost.

I then jumped into a boat, and was ordered by the Capt. to cut away the tackle falls and drop under the stern. I did so; at which time about 20 persons, as I supposed, jumped overboard, of whom 17 or 18 were picked up. Fell in with another boat which had been lowered from the other side, and lightened her of part of her complement, leaving 19 in her, and 26 in my own boat. The last sight we had of the ship her yards were level with the water, and the surface of the

sea strewed with human beings, who had jumped or fallen overboard, to whom however it was impossible to render any assistance, and we soon lost sight of all, as the fog continued to be very dense. I then asked the boat's crews whether they were willing to be governed by me, which was unanimously assented to, and I was put in complete command of both boats. We were then about 60 miles S. E. of Cape Race. Deeming it my duty for the safety of all to take the nearest course for the land, and after pulling 42 hours with nothing to guide us but the run of the sea, which I took to be heaving from the southward, and in a thick fog, which lasted all the time, we reached Broad Cove, some 12 miles north of Cape Race. We then proceeded by land to Renew's, which we reached on Friday last. I there obtained and took charge of a small schooner, which was hired by the purser and myself, and proceeded in her in search of the wreck or her boats. We cruised around in a strong gale of wind from the north-east, but could find no trace of the ship or her boats. I sent word to Capt. Leich, of the steamer City of Philadelphia, acquainting him with the catastrophe, who I am informed sent off two vessels which he had employed about his own ship. Mr. Allan Goodridge, of Renew's, also sent away a vessel on Saturday evening; but she has not yet returned. It is with the greatest regret I have to report that no trace of the Arctic or her other boats could be found, but as there were very many vessels in the neighbourhood when the disaster occurred, it is not at all improbable that many lives may have been saved."

LATEST NEWS OF THE ARCTIC.—We received a telegraph despatch last night from New York, which states that the vessel which ran into the steamship Arctic was a steam propeller bound East. Part of the crew had been picked up and carried into New York. The Arctic had on board 226 passengers and a crew of 175. The loss of the wife and family of Mr. Collins is confirmed.

The Boston Journal says:—"The trade between New England and the British Provinces is steadily increasing, and under the influence of the new treaty, will grow to great importance. The arrivals from the Provinces at this port only for the past two days, number fifty-seven vessels, all of which bring cargoes of coal, lumber, wood, fish, plaster, &c., and in return, they will take more or less of our productions. The trade is one of profit to both parties, and is yearly extending to new points of intercourse along the coast of New England."

A gentleman just from Canada informs us that the ratification of the Reciprocity Treaty had already given an impulse to business, although it has not yet gone into operation. An excellent feeling everywhere prevails towards the United States."

A LONG ABSENCE.—A man formerly belonging to this city, says the Salem Evening Journal, returned home on Tuesday, after an absence of forty-two years. He left a wife, and a child one year old, behind, and when he returned he found his daughter the mother of twelve children, some of whom are married. His wife lived a widow, as she supposed, over twenty years, and married again some twenty years since, and now resides in Salem.—Gleason's Pictorial.

CALEB CUSHING ON THE RECIPROCITY TREATY.—Washington, Oct. 3.—The Union of this morning publishes the opinion of Attorney General Cushing on the Reciprocity Treaty. It is four columns long, and in substance declares that the President cannot issue his proclamation until he has received satisfactory evidence of the enactment by the Imperial Parliament and by the Provincial Parliaments of all four Provinces, Canada, New Brunswick, Nova Scotia and Prince Edward Island, of special laws, to give full effect to the treaty, according to the terms of the act of Congress.

THE HARPERS' NEW BUILDINGS.—The new edifice of Harper and Brothers in Cliff street, on lots Nos. 82, 84, 86 and 88, is now nearly completed, and will be ready for occupation in about a month. The building is composed of brick and iron, fire-proof throughout, and is a model structure. The plans are new, and were designed by Mr. J. B. Corlies, who has the contract for erecting this building as well as one of a similar description on Pearl street, adjoining the above in the rear. The structure on Cliff street is 112 feet in length, 62 feet in depth, and is 6 stories in height, besides the basement. Iron girders and iron beams, support each floor, which is of brick, and arched. The window sashes are of iron, with a simple mode of ventilation attached. No wood of any consequence has been used in the work and should the contents burn a score of times, the fire would scarcely have any material effect upon the main building. However, in the event of a fire occurring in any one of the 6 stories, it could not possibly communicate to the others, as there are no stairs nor well-holes in the interior. These conveniences are abundantly provided outside, there being a spiral stairway leading from the yard, about the centre of the rear, running the entire height of the structure—85 feet. This has a landing and entrance at each story, and to prevent accidents, the whole is encased by a circular piece of brick work. The stairs are iron, with iron steps and iron raisers. Besides this stairway in the yard is an elevator for hoisting heavy articles to either of the stories. The yard is 120 feet long by 28 feet wide, and contains the boiler, so that in the

event of an explosion the result could not be very serious. The engine, which is new and fifty horse power, will be situated in the basement. The building is one of the strongest we have ever seen, and when finished it will be quite a curiosity.

The structure on the Pearl street side has just been commenced, and will be similar to the one briefly described above, except that it will have an under cellar and be five stories in height. The length is 130 feet and width 75 feet. This building will be completed and ready for occupation about the first of January next, when the Messrs. Harpers will be prepared to conduct the business of their house on a more extensive scale than ever.—N. Y. Courier and Enquirer.

The Steamer E. K. Collins, from St. Maria for Cleveland, took fire on Lake Erie, on the night of the 8th inst. Twenty-two persons were lost by fire or drowning. The boat was totally destroyed; the passengers who were saved lost everything they possessed.

DOMESTIC.

A SHORT SESSION.—A Royal Gazette extra was issued on Saturday last, summoning the Legislature to meet for despatch of business, on Thursday, the 19th inst. The object of this special session is to discuss, and accept or reject the Reciprocity Treaty; which measure cannot go into operation, without the assent of all the British Legislatures concerned therein.—Obs.

Dr. Robb, Professor in King's College, Fredericton, has addressed an important letter to the inhabitants of Carlton, (published in last Saturday's Courier,) pointing out the imminent danger to human health in that portion of the city, from its imperfect drainage, and the permeation of that noxious drainage through the immense accumulations of sawdust in Carleton. The letter is a valuable document, and worthy of mature consideration. We have long been of opinion, that the use of sawdust in making roads must be extremely dangerous to human health; inasmuch as the noxious gases constantly arising from such masses of decomposing vegetable matter, must impregnate the atmosphere with the most fatal effluvia; and this timely letter fully confirms our opinion. It is evident, therefore, that wherever sawdust is used, or wherever it is piled, without being thickly covered with gravel or earth, epidemic diseases will always have their favorite locality; and this fact demands the most serious attention of all concerned.

The Nova Scotia Industrial Exhibition was opened at Halifax, on Wednesday last, with much ceremony. The city was filled with visitors on the occasion. The Fire Engine Companies, the Freemasons, the Sons of Temperance, the National Societies, &c., all united in great numbers, and formed a procession of immense length, which marched through the principal streets, before arriving at the Exhibition Building; where after the usual ceremonial preliminaries, His Excellency the Lieut. Governor declared the Exhibition opened.

We have information from the most reliable source, that the Equitable Fire Insurance Company of London, through the agent at St. Stephen has met the demands upon said company occasioned by the late fire here, in the most prompt and cheering manner.—St. Stephen's Patriot.

EMIGRANTS.—25,759 emigrants arrived at New York during the month of Sept.—14,000 being Germans, 6000 Irish, and the remainder English, Scotch and French. Many of them, however, are already returning to Europe.

SHOCKING OCCURRENCE.—On Sunday night last, a miserable drunkard named Sullivan, residing in Cooper's alley, was given in charge to the police by his wife and friends, for their own protection against his violence. He was in a horrible state of drunken madness, and was extremely violent for some time after being locked up; but finally becoming quiet, it was supposed he had fallen asleep. On opening the cell in the morning, however, the wretched creature's body was found crumpled in a corner, where he had met with a drunkard's awful death.—Id.

We are informed that the wages of laborers generally, in consequence of the short days and the fall in provisions, have been considerably reduced within the last week or two. The laborers at the Gas Works receive now only 4s. per day, and we learn that on the Railway both at the Bend and in the neighbourhood of the City, 4s. are now paid.—News.

A FIRE broke out about noon yesterday in the Parish of Portland, on the road leading to the Straight Shore, and nearly opposite the ship yard of Mr. Briggs. Two houses were destroyed and a third badly injured. The city Engines rendered good service.—New Brunswick.

Previously to the departure of the 71st Highlanders for Quebec, a large number of this distinguished corps, by the hand of Sergeant Major Ross, presented the Rev. Mr. Clarke, Minister of "Chalmers Church," with "an elegant Silver Tea Equipage," in recognition of the Rev. Gentleman's "unwearied efforts, in winter as well as summer, visiting the men in Garrison."

The receipts of the Great Western Railway, in Canada, for the week ending Sept. 23, were £29,766.