

RESOLVED by the New Brunswick Baptist Western Association, at its Annual Session, at Keswick, Sept. 24th 1862.

WHEREAS—The Christian Visitor has been for years recognized as the denominational Organ of the Associated Churches of the Eastern and Western New Brunswick Baptist Associations, therefore:

Resolved—That said recognition be continued by the Churches of this Association.

Our friends would oblige us by sending in their contributions early in the week as on account of Mail arrangements it is desirable we should, hereafter, go to press on Wednesday evening.

New Brunswick Baptist AND CHRISTIAN VISITOR.

ST. JOHN, N. B., THURSDAY, SEP. 25, 1862

The Western Association.

Returning from the ordination of Bro. Lawrence, at Upper Kingsclear, on Wednesday, the 16th inst., in company with the Rev. George Burns, of Macquack, to whose kindness and liberality I am greatly indebted, and which I hereby most gratefully acknowledge, we proceeded at once from Fredericton to Newcastle, via Little River. But little need be said of this route, further than that it lies for the most part through a dense wilderness, where for many miles together not a living object is to be seen, save a solitary squirrel, or perchance a bird, whose form and departing look seemed to indicate that for some crime unknown to us, they had been banished for life from the society of their species. The road itself is neither the best nor the worst which I have seen. Upon the whole it is quite passable, and may, at some future date, be pronounced a very good road indeed. Reaching our destination on Thursday morning, we found that quite a number of ministers and delegates from various points had arrived by the boat on the previous evening. As our meeting did not take place till 2 o'clock, the forenoon was very pleasantly occupied in visiting the Coal Mines, and other places of interest in the vicinity. By our Religious Editor was one of our number, he will doubtless furnish you with a far more extended and satisfactory account of more than could be expected to the meeting house and attend to matters which are going on there. At 2 o'clock a large audience convened. The services were opened in due form by the Rev. Dr. Spurgeon, moderator of last year. The usual time was then occupied in religious exercises, in which a considerable number of brethren took part. The speeches were warm, earnest, and to the point. A good feeling pervaded the whole meeting, and many felt that it was indeed good to be there.

This being over, the brethren proceeded to the election of Officers for the present year, which resulted as follows:—Rev. J. C. Hurd, Moderator; Rev. Dr. Spurgeon, Secretary; Rev. J. G. Harvey, Assistant Secretary; and Bro. G. Bally, Treasurer. A list of delegates was made out, and the usual Committees appointed, after which a number of the letters from the churches were read. By a majority of them nothing of unusual interest was reported. A good degree of harmony seems to prevail in the most of them, while in some considerable progress has been realized during the year. In the evening a large congregation assembled to hear a sermon from our venerable and esteemed Father Harris. He selected, as he said, a good text, and the Lord enabled him to preach a good sermon. He was listened to with marked attention, and I trust we were all profited, as well as pleased. After the sermon some more of the letters were read, and the meeting adjourned till 10 o'clock on Friday morning, when the Introductory Sermon was preached by the Rev. S. Robinson, of St. John. The Rev. Mr. Crawley being absent, and his alternate, Bro. Bily, being unable to preach. With regard to the sermon I need say nothing. Brother Robinson's ability and influence in the denomination are too well known to require any eulogium from me. Having been unanimously requested by the body to prepare a copy of the sermon for publication in your columns, I hope your readers will soon have an opportunity of judging for themselves. After the sermon the Association proceeded to the despatch of business. The next meeting was appointed to take place with the church at Lower Kingsclear. The Rev. P. O. Rees, to preach the sermon, the Rev. B. Hughes to be his alternate. The Moderator of the present year to write the Circular Letter. The Reports on Union Societies and Foreign Missions were received and adopted. On the latter subject admirable speeches were delivered by Rev. S. Robinson, Rev. S. Besse, of Maine, and others. The Circular Letter on Ministerial support was read by its author, the Rev. J. G. Harvey. It was an able production, and will be received. The writer was requested to prepare a copy of it for the Visitor, as well as for the Minutes, it will therefore, in all probability, be given to your readers in due time. The afternoon Session was devoted to the discussion of the Reports of the Committees on Home Missions, Temperance, Ordinances, and the Christian Visitor. On the subject last named, a report similar to that adopted by the Eastern Association was passed unanimously, after some good and earnest speeches by several of the Brethren. The Evening Session was devoted to the subject of Home Missions. The Report of the Se-

cretary was read by the Corresponding Secretary, Rev. E. C. Cady, after which the claims of the cause were ably presented by the several speakers on the occasion. A collection was taken up for the object, and the meeting adjourned, to meet on Saturday morning, at 10 o'clock, when the services were opened by a good sermon from the Rev. S. Besse, of Maine, formed on the words—"ye are the light of the world." The subject of Education was then introduced. The Reports being presented, a warm and animated discussion ensued until the hour of 12 o'clock, when by the appointment of Rev. E. C. Cady to the chair, I obtained leave of absence in order to return home for the Sabbath. All further information respecting the remainder of the Session, will doubtless be furnished by Bro. Bily. I can only say that up to the time when I left, it was one of the most interesting and harmonious Sessions that it has been my happiness to witness in this Province or elsewhere. I returned again via Little in company with Bro. W. P. Tomkins, of Northampton, to whose kindness I am indebted for a quick and pleasant passage to Fredericton.

Thus, as requested, I have endeavored to give a brief, and imperfect sketch of the proceedings of the Western Association, which, I think, as far as it goes, will be found correct.

J. C. HURD.

Fredericton, Sept. 22nd, 1862.

Recent Association Sabbath Services.

The interesting report in our present issue by Dr. Hurd, furnishes a full sketch of the proceedings of the assembled delegates at Newcastle up to the time of his leaving on Saturday. Some matters of local interest were discussed, and the usual votes of thanks passed after he left, and the Association adjourned to meet at Kingsclear the third Thursday in October, at 2 o'clock, P. M., 1863. Some of the brethren thought Wednesday, and others thought Saturday would be a better day for commencement than Thursday; but the majority decided that it was better to give our present arrangement a fair trial.

On Saturday evening Rev. B. F. Rattray, of the Free Baptist Church, preached by the request of the body to a densely crowded congregation. We had not the pleasure of hearing the sermon, but we were informed that our brother delivered faithfully the Lord's message. He came amongst us not as a delegate from his denomination, but simply as a visiting brother. He was most cordially received, and we hope his visit was as pleasant to him as it was to us. We have long anxiously desired a free interchange at our Anniversaries with our brethren of the Free Baptist faith. The plain truth is, the real Baptist family should be one. "There is one Lord, one faith, and one baptism." There was a large accession of visitors by the steamer Union on Saturday evening, and the congregation on the Sabbath was far in advance of the dimensions of the Sanctuary. It became necessary, therefore, for brethren Harvey and Hughes to preach to the people in a beautiful grove near by, while brethren Spurgeon and Cady were preaching in the house crowded with attentive listeners. It is said that in the afternoon there were as many in the grove as in the house. The evening congregation, which was packed almost to suffocation, was addressed by Bro. Wm. Howe, the former pastor of the Newcastle church. Everybody was delighted with the whole-hearted hospitality of the good people of Newcastle. The McManns and the Billes certainly spared neither labor nor expense in making ample provision to supply the wants of all.

We have only to add in conclusion that we left Newcastle deeply impressed with the unrivalled kindness of the people and full of the idea that our Association from first to last was of the model type. God grant that a rich blessing may attend the sermons preached, the exhortations given, the prayers offered, and the decisions made!—Paul plants, Apollos waters, God gives the increase.

We purpose (D. V.) attending the Quarterly Meeting at Jacksonville, commencing on Friday, the 3rd October, after which we hope to be able to spend a few weeks in visiting the Western Churches.

DEDICATION.—The new Baptist Meeting House recently erected in Kars, near John Vauwarta's, will be opened for divine service, (D. V.) on Sabbath, October 12th. Ministering brethren and others are invited to attend. W. A. CONLEY.

Springfield, Sept. 23d, 1862.

For the Baptist and Visitor.

Received from O. B. Rideout, Bay Side, \$3, for the Union Society—\$4 from Dea. Russell, and \$1 from O. B. Rideout.

From Upper Gagetown, Wm. T. Estabrooks, Sec. Treas.—Collected by Miss Elias Ann Chase—L. P. Estabrooks, \$1.50; Mrs. Mary Estabrooks, 50c; Wm. T. Estabrooks, \$1.00; Thos. Babbitt, 98c; H. D. Chase, 50c; A. Friend, 10c—Total \$4.58.

Collected by Miss Lydia N. Coy—John Curry, \$1; Miss Lavinia Weston, 25c; R. W. 25c; James Fox, 25c; Joseph Coy, 12c; A. C. 20c—Total from both Collectors, \$6.65.

Kingsclear—Wm. Moffat, Jr., \$1.

FIRES.—The valuable Saw Mill belonging to Messrs. Robert Golpitts, Sr. & Sons, on the Pollitt River, in Elgin, A. C., was totally destroyed by fire on the night of the 2nd Sept. The fire is supposed to have originated from friction of the circular machinery, which was probably set in

motion by an unexpected rise in the water during the night, the Pond being drained the previous day for the purpose of repairs, the gate being opened by some little boys, and innocently left so, unknown to the owners. Loss about \$2,000,—no insurance.

For the Baptist and Visitor.

The realities of eternity are too often lost sight of by those who profess to live by faith, which is shown by great anxiety about the affairs of this life, and deep trouble concerning worldly prospects. Before the eye of faith these sorrows banish like the mist on the mountain top, and heaven presents itself with the glorious company of saints and angels surrounding God's throne, casting their crowns at his feet, and praising him with loud hosannas. And while the child of God really believes that in a very short time he will certainly join that blessed company, he views the afflictions of this life as nothing in comparison with that eternal weight of glory he is soon to experience. And when the mind reverts to the miseries of the lost in hell, and a conviction of the truth of God's word in relation to their deplorable condition fastens upon the mind as an awful reality, the true believer losing sight of earthly pleasures, wealth or fame, hastens at once to warn sinners to fly to Christ Jesus as the only way of salvation from sin and its awful consequences beyond the grave. We may then know whether we have little or much faith according to the anxiety we manifest about worldly concerns, or the interest we feel in the salvation of sinners. When we feel the cares of this life and anxiety about what we shall eat or what we shall drink to be increasing, we may be sure our faith is growing weak. We are losing our confidence in God's word, and have need to listen to the injunction of the apostle, "To day, if ye will have his voice, harden not your hearts," as the Israelites did, by not believing the good report of the promised land. Let us therefore fear, lest a promise being left us of entering into his rest, any of us should seem to come short, and through unbelief go back again to the beggarly elements of this world, seeking for pleasure, or riches, or honor in this life, when we should be seeking for durable riches and righteousness in the world to come.

FRERE.

The Bi-Centenary Movement.

Last Sunday the 200th anniversary of the secession of 2,000 ministers from the Church of England was commemorated in most of the English dissenting chapels. Mr. Binney, one of the principal dissenting ministers in London, had an overwhelming congregation at the Weigh-house Chapel, the first pastor of which was one of the Bartholomew Confessors. The reverend gentleman traced at great length the circumstances of the times prior to the passing of the Act of Uniformity, which he contended contained propositions which could not be accepted by the clergy without infamy and dishonor. The Act of Uniformity involved the denial of everything of moment which had been struggled for; large numbers of the clergy, therefore, gave up everything they had, and many of them, in addition to these privations, suffered severe penal consequences. A wrong principle was common to both parties at that time, namely, a desire that the secular arm should be called in to enforce the provisions of a creed. The lesson to be learnt from the Nonconformists of those days should not be lost sight of, especially at the present day, when the secret seemed to be possessed by some how subscription might be harmonized with a denial of almost everything subscribed. The reverend gentleman concluded by saying that there never could be unanimity of knowledge on religious matters, that was, in the sense of scientific demonstrations, but there might be unanimity of love, and the cultivation of that feeling he strongly counselled amongst all denominations of Christians. In connection with the Bi-Centenary movement a sum of costs totaling more than £100,000 has been raised. Many of the High Church clergy who dwell upon the same subject, taking, of course, a very different view of the matter to that urged by Mr. Binney. They contended that the seceding clergy had no right to the benefices of which they had possession at the Restoration; that their own conduct provoked hard measures, and that with the "two thousand" of 1662 the D-seceders of the present day could have no legitimate sympathy.—English paper, 30th ult.

RELIGIOUS REVOLUTION AMONG THE NATIVES OF INDIA.

An interesting letter from the Rev. G. Shrewsbury is given in the London Missionary Society's *Chronicle* for the current month. He has just made a tour in India, and bears testimony to a general anticipation of a religious revolution among the natives. He says:—"Another thing which struck me was the notion which the people entertain of a coming change. We shall all be Christians, soon, was an expression heard in many places, and there seems to be an expectation, perhaps a hope, of an entire revolution in the religion of the country. It may be that this is only idle talk, perhaps the remains of some tradition which has long been floating about, and it may be wholly ineffectual to induce a reception of Christianity; but such is the feeling; and we have heard many say, 'What is the use of embracing Christianity now, when it will certainly bring so much trouble? Let us wait; by and by all will be Christians, and then it will be much easier.' At one place a Brahmin, after stoutly contending for some time against

Christianity, said suddenly, 'The worship of our gods is at an end; everybody will now embrace this new religion.'

THE UTILITY OF THE INTERCOLONIAL RAILWAY.

Pending fuller and more authentic information of what the Delegates at Quebec have really agreed to, before expressing our opinions thereon, we copy from the *London Shipping Gazette* the following article, as shewing the state of feeling in England, with reference to the INTERCOLONIAL RAILROAD.

"The province of Canada is isolated from the other provinces of British North America during one half of the year, except by despatching mails and goods through the Federal State of Maine. If a line of railway were made across the Colony of Nova Scotia to join the Grand Trunk line, there would be facilities for communicating with the interior of Canada without touching any territory of the United States. Who is to make this connecting link? If a line of railway were wanted in England to complete a means of conveying passengers and merchandise from an open seaport to inland towns, a company would be formed to carry out the undertaking, and we should not apply to the Colonies for a guarantee to work them to subsidize the enterprise. But Canada is a young country, and, though she has a population of over three millions, her capitalists are few, and the funded property of the inhabitants comparatively small. One thousand six hundred miles of railway have been constructed in Canada at an expense of near upon twenty millions sterling. The greater part of this capital has been subscribed in England; but less British capital than has been expended on railways and canals in the United States. The failure of the Grand Trunk at present as a paying speculation forbids any attempt to raise money here, unless on safe guarantee. The Colonial Secretary (the Duke of Newcastle), therefore, on behalf of the Home Government, offers the Colonies of Nova Scotia, New Brunswick, and Canada an Imperial guarantee of interest, towards enabling them to raise by public loan, if they should desire it, at a moderate rate, the requisite funds for constructing a railway which is to unite the seaboard Port of Halifax with Quebec. This offer of agreement, with the Colonies, will no doubt be submitted to Parliament, and thereupon there may, perhaps, be a strong show of opposition, though we trust, in such an important matter, party feeling will be suppressed. This Anglo-Saxon question admits of discussion on political and commercial grounds. The intercolonial railway connection is worth thirdly, by reiteration of the same arguments and calculations, and there is positively nothing new to be said for or against the Home Government taking a share in the responsibility of raising money for its construction. If two things could be assured—namely, perpetual peace with the United States, or the State of Maine casting in her lot with the Colonies—there would be no necessity for any Ministerial interference on our part with the domestic affairs of the Colonies; but there is no prospect of a millennium, and the people of Maine, whose harbor of Portland is open in summer and winter, may not secede, and make Poland the rival of New York. Heavy taxation, and the opening of a competing line, may show the inhabitants which way their interests lie, and ultimately secession principles may become popular in the Border State; but we have no right to calculate on this revolutionary doctrine; whilst, on the other hand, we ought to take into consideration the possibility of a separation of the Colonies from the Imperial Government. The latter may be as likely as the former. But we must take things as they are, without speculating too largely on future probabilities. On political grounds we are right to afford assistance to the Colonies in making this very important railway communication. The Hon. G. J. Goschen, Lord Darbington, an official document, was this—'If, for great political objects, it ever became necessary or advisable to state all the British provinces under one legislative Government, then there would be found on this side of the Atlantic one powerful British State which, supported by the Imperial power of the mother country, may bid defiance to all the United States of America.' The means to the end, the first great step to its accomplishment, is the construction of the Halifax and Quebec Railway."

The Trent difficulty demonstrates the necessity of possessing a means of transporting troops and war material to Quebec, Montreal, and Toronto during the winter, when the great artery, the St. Lawrence, is inaccessible. In a commercial point of view, the opening up of New Brunswick and Canada from Halifax, across Nova Scotia, is a question of great magnitude. The shipping trade to British North America is now confined to the summer season, but if the interior provinces were opened up by railway, there would be no longer any dependence on river navigation; consequently there would be a regular trade throughout the year through Halifax. This would feed the Grand Trunk line, and the increased traffic might enable this colonial railway, now in difficulties, and worked under disadvantages, to meet all liabilities, and even to pay a dividend on ordinary stock."

Halifax is nearer Europe than New York, and five years hence the Atlantic and the Pacific ports will be brought into communication by a railway running through British territory. From Quebec there is a railway to the western boundary of Canada on Lake Huron. Where the railway terminates there is a good water communication by steamboat to Port William, on Lake Superior. The Colonial Secretary reports that there are no engineering difficulties of magnitude to conquer in making a railway to British Columbia. In due course of time there will be settlements in Colombia whose wants will cause the development of an overland route from Canada. First there will be a track, then a made road, and finally a railway. The stimulus to an overland route will be given by linking Halifax with the Canadian railroads. There are, no doubt, very plausible reasons why the Imperial Government should not be saddled with £20,000,000 per annum. It has been urged that the proposed line will not pay its expenses, that in the event of war it could not be kept open from the State of Maine being wedged in towards the St. Lawrence, and, lastly, that the colonies may set up on their own account as an independent State, and that we should be bound as capitalists to pay the dividends to British capitalists for the maintenance of a military road belonging to a foreign power. There is some force in these objections; but as there is seldom a rose without a thorn, we must cultivate

the tree as it stands, and secure the roots of the sapling. In the construction of the line of railway to which we have referred, there is the certainty of present advantages and the extension of commerce in the uniting of three British Colonies for defence and trading. It will enrich the provinces by the outlay of money in making the line; and should the traffic be too small to support the working—which is urged by the adversaries of the scheme; a new field for emigration will be opened up which must prove beneficial to British manufactures in the conversion of emigrants of food into producers of wealth. Outspoken, free discussion gives a healthy tone to these questions, and the Colonists must be prepared to hear both sides. It is asked here—what has Canada done for us? The Canada may reply that they have colonized an immense region and sent us timber and food in return for manufactured goods; they found an outlet for our surplus population, thousands of whom might have been, were it not for the Canadian, paupers in our poor houses. We point to the four millions of whites in the Southern States, and hold up the efforts of the Confederates as an example for imitation in preparing for defence. The Canadians have a densely wooded country, easily defensible, in which large forces of men could be cut off in the snows of winter from their sources of supply; and they feel satisfied that, should their home be invaded, the climate would be worth half a million of fighting men. An enemy might intercept a railway, but could not prevent its use, or the forwarding of troops to the parts so intercepted. Canada is a large country, and it would require a large army to conquer and hold it. The Federals have found this question of snare to be embarrassing in the South; they would share a worse fate by attacking the hardy, accustomed Britishers in the North. We ought, then, to aid the Colonists in developing their resources, and supplying them with a sea terminus to their network of railways. By this means, if ever an emergency arose, the Canadians might dispatch a body of volunteers in winter to any far England should their services be required; for it must not be taken for granted that all the danger lies in an attack from the Federals, and that we are secure for ever from European combinations."

INTERCOLONIAL TRADE.

It will be seen by the following which we copy from the *Quebec Chronicle* of the 12th inst., that the Delegates have taken up the question of Intercolonial trade. The "*Chronicle*" says:—"The delegates from New Brunswick and Nova Scotia have arrived, and the labors of the convention, on matters concerning the mutual welfare of Canada and the Lower Provinces, have actually commenced. Yesterday morning, the representatives of the Provinces, met actively to work, and a prolonged conference on the subject of the Intercolonial Railway had, we understand, resulted in the satisfactory settlement of preliminaries. It is understood that the proportion of the burth of the work to be borne by each of the three Provinces, has been agreed upon, and the result is that Canada will assume the responsibility of seven-twelfths of the necessary expenditure. It is confidently believed that the Imperial guarantee will enable the three Colonies, under present circumstances, with so much unemployed capital available in the mother country, to obtain the necessary funds at three per cent. Such is the result of the labors of the representatives, and we believe we are correct in stating that it meets with the entire approval of His Excellency the Governor-General and their Excellencies of Nova Scotia and New Brunswick. We further learn that the subject of Intercolonial trade will be thoroughly discussed at the conference, to-day, with a view to the future consideration of this important matter in the legislatures of the three Provinces."

THE GREAT BATTLE.

We publish to-day a graphic account of the great battle (the greatest of the war) copied from the Boston papers received by Hanford's and Turner's express. The papers also contain a detailed account of the battle at Harper's Ferry, which it appears that "Stonewall" Jackson captured 15,500 prisoners and six batteries. 33 guns were taken and rations for 12,000 men for six days. The papers also state that Harper's Ferry has been evacuated by the Confederates. These important corrections could not, of course, be noticed by the Agent of our Associated Press, who is about as fair a specimen of the "Organized Lying Society" as can be found out of New Brunswick.

The despatches received to-day are the greatest batch of contradictions received yet. It is understood that no official Government announcement has been made.

Referring to the *World's* report of the rise of water in the Potomac, which we published in our last, it will be seen that the Federals have not, according to their own showing, believed the great victory which the *World* expected as the result of that important circumstance. It remains to be seen whether they have been victorious or defeated.

HEADQUARTERS, ARMY OF THE POTOMAC.

Sept. 17, VIA FREDERICK, 1862.

This has been an eventful day in the history of the rebellion. A battle has taken place in which the army of the Potomac has again been victorious, and which exceeded in extent any battle hitherto fought on this continent. At the dawn of day the battle was moved on the centre and right by General Hooker and Sumner, who, after a sharp contest of two hours, drove the enemy about one mile. The rebels rallied shortly afterward, and with terrible loss, regained most of the ground they had lost.

At this time the *War* and *Indomitable* Hooker received a shot in the ankle, and was carried from the field. The command of his troops now devolved upon Gen. Sumner. Gen. Richardson, commanding a division, was severely wounded at the same time.

Gen. Sumner determined to take the lost ground, and ordered the troops to advance, which they did with a will, driving the rebels before them with great slaughter. They not only retook the ground, but drove them in a quarter of a mile beyond. In this action Gen. Mansell was shot through the lungs and died soon after.

During this time the troops under Gens. Burnside and Porter had not been idle. They drove the rebels from the line of the Antietam Creek on the main road to Sharpsburg, built a bridge—the old one having been destroyed, and occupied the opposite bank. The loss here was considerable. The troops now held both banks of the Creek. To get possession of the ridge of hills on the right and left-hand sides of the road, from which the rebels were thundering away with artillery, was a task not easily accomplished.

Gen. Sykes' Brigade, with the assistance of Gen. Sumner, carried the ridge on the right hand side, after considerable trouble and loss, the rebels running in all directions.

It is now 6 o'clock, and all the enemy's positions have been carried, except the one on the left hand side of the road. Toldo this Gen. Burnside was assigned.

The artillery opened, and the infantry advanced. The point was carried, at a charge, but we were forced to retire before a superior force. Knowing that if they lost this ridge a complete route of their army would be the result, they fought with great desperation. Darkness now overtook the two armies and hostilities ceased as though by mutual consent.

The battle lasted from five o'clock in the morning until seven o'clock at night, without a moment's cessation.

The conduct of all the troops without exception was all that any General could wish. Several regiments of new troops who were in action for the first time behaved admirably.

Hundred of Marylanders were present to witness the battle, which could be seen from many of the surrounding hills. The sharp rattle of 50,000 muskets, and the thunder of 100 pieces of artillery, is not often witnessed.

It is impossible at this writing to form any correct idea of our loss or that of the enemy. It is heavy on both sides. Ours will probably be less in killed and wounded, 10,000. That of the enemy will not exceed 15,000. The enemy's dead, which nearly all fell into our hands, were thickly strewn over the field. In many places lying in heaps. Our wounded were immediately carried from the field, and the best possible attention given them.

When Gen. Hooker fell, Gen. McClellan immediately proceeded to the right, where he was enthusiastically received, and by his presence added much to our successes in recovering the ground lost. He was in the centre and at the left as well, anxiously watching the progress of the battle and giving directions as to the manner of attack. He is in his tent to-night for the first time since he left Frederick City.

THE BATTLE OF SHARPSBURG.

The New York *World* of Friday sums up the results of the late battle as follows:

A great battle has taken place at Sharpsburg—great in the numbers engaged, in the issues involved, and in the leadership and bravery of both armies. The stake on one side was a lodgment in Maryland, an invasion of Pennsylvania, and perhaps the capture of Washington; on the other, the complete destruction of the main rebel army, which would end forever the dream of a southern confederacy. To decide those issues not less than two hundred and fifty thousand men were engaged in deadly strife last Wednesday. Tenthousand men have been killed and wounded on the national side, and perhaps an equal number on the confederate side, but with all this carnage, no decisive result has been arrived at. True, we have won the field. The enemy was driven from every point save one on the left, but that one happened to be the most important of all, as had Gen. Burnside succeeded in carrying it, the rebel army would have been cut off. As it is, Lee and Jackson, with their armies, are still upon Maryland soil, ready to resist an attack which it seems Gen. McClellan did not see fit to make up to yesterday noon.

It is now very evident that the country was mistaken in supposing that the whole rebel army was in Maryland previous to the taking of Harper's Ferry. This was not so. The capture of that point, so humiliating to our arms, enabled the Confederate not only to save the remnant of Longstreet's army which was defeated at South Mountain, but also to send across the back of the rebel forces from bank of the Potomac. Hence the indecisive battle of Wednesday. The report that Harper's Ferry was repossessed by our troops is not confirmed, nor do we see how it can be true under any circumstances, and if the rebels are defeated when the battle is resumed they can safely retreat across the Potomac under the guns of that strong position, unless indeed, arrangements have been made for cutting them off on the south side.

Our immediate future is, however, full of encouragement. Our army has been victorious. It has won two great battles. The rebels are defeated still, but they hug the shore of the Potomac. They are checked—their invasion need no longer be feared, and they must soon be seriously embarrassed by their wounded. Meanwhile immense reinforcements are hurrying forward to General M. McClellan. He will receive new regiments for the rebellion. By this time he ought to have thirty thousand men from Pennsylvania and many new troops from Washington. If the rebels hold their position, and no battle was fought yesterday afternoon, an entirely fresh army may be launched upon them to-day. We are very much cheered, however, that the next news will be the safe retreat of the Confederates to the south bank of the Potomac, with a view to a fall back on Winchester as a base for further operations.

All that the telegrams received since the battle referred to, reveal is that the *World's* fears have been fully realized by the safe retreat of the Confederates to Winchester.

LATEST!

Boston papers received by Turner's and Hanford's Expresses yesterday, give full details of the great battle of Sharpsburg or Antietam, (pronounced An-lee-tam) as most of the papers name it. From these accounts which are very full and graphically interesting, it appears to have been a desperately fought battle on both sides, and notwithstanding the half starved and naked condition of the Confederates (as represented by the Federals) they, the Confederates, fought with a bravery and determination quite equal if not superior to the Northern troops.

The Federal army must have (according to their own accounts) greatly outnumbered the Confederates—perhaps two to one soon after.

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