Allan America : Repusede

AND CHRISTIAN VISITOR.

The Organ of the Eastern and Western Mew Brunswick Baptist Associated Churches,

Glory to Go in the Highest, and on Earth Peace, Good Will toward Men." | and sensmines blande aw Indianal leaw a

VOLUME XV.

ST. JOHN, NEW-BRUNSWICK THURSDAY, OCT. 30, 1862. 30, 1862. A TOO YAGEAUNO 41



the road from Orizaba will be defended by

The Paris Bourse was excited, and rentes had declined a per cent., being quoted at 75f.

ITALY.—The King has signed a decree granting an amnesty to all persons concerned in the acts and attempts which lately took place in the southern provinces, with the exception of deserters from the army. The Sicilians had been disarmed,

quence of numerous assassinations. PORTUGAL.-The Queen has arrived at

SPAIN .- The Spanish " escorheron" has been torn down in Mexico.

PRUSSIA,-The Crown Prince and Princess are about to proceed on a tour through Swit-The budget is still under discussion in the

Berlin Chamber. The Hanoverian government has declined

to join a treaty of commerce with France. Seamoyski has been banished from the whole of Russia.

TURKEY .- The domolition of the Belgrad barricades has commenced. CHINA .- The rebels are moving to obstruct

the conveyance of silk.

Col. Ward has captured three cities.

A treaty has been concluded between China and Belgium.

JAPAN.—Affairs were quiet, but an outbreak against the party favorable to foreigners was imminent. The Yeddo Government was do-

ing its utmost to maintain order.
The British and French legations have been AUSTRALIA.—Ten thousand pounds more have been remitted for the Lancashire opera-

A frightful inundation had occurred, and the damage was immense. Lunburg, the explorer, has returned after

successfully crossing the Australiaa continent. Her reports favorably.

Commercial.—Liverpool Cotton Market.—
The sales for two days were 17,000 bales, in-

cluding 12,000 to speculators and exporters. The market closed buoyant at an advance of 3-4 a 1d for American, and 1 a 1 for Surat. chester are favorable, the market closing firm. LIVERPOOL BREADSTUFFS MARKET .- Flour quiet but steady. Wheat steady. Corn quiet

LIVERPOOL PROVISION MARKET. heavy. Pork dull. beacon declining. Lard inactive. Tailow declining.

LIVERPOOL PRODUCE MARKET .-- Ashe steady. Sugar quiet. Coffee steady. Rice quiet and steady. Rosin dull at 28s. Spirits Turpentine nominal at 120.

LONDON MARKET.—Sugar heavy. Toaquiet. Tallow quiet. Rice steady. Coffee

LONDON MONEY MARKET. - Consols close

at 94 1 a 941 for money.

Bh Telegraph To News Room. Boston, Oct. 25th.

The " Australasian" arrived last night, no political news of importance.

The London Police have prohibited fur-ther Garibaldian meetings in Hyde Park. Overdue Steamer Gleopatra lost off the African Coast, with several lives.

Liverpool Breadstuffs generally easier and quiet; Provisions declining.

(From late English Papers.)

SIR ARCHIAGO ALLISON ON THE AMERICAN WAR.—At a meeting at Glasgow to consider the condition of its unemployed cotton operatives, Sir Architisid Alison said—I. for one, beg to protest against the idea that the distress which we now see will be of short duration. I think the distress will not be short. I think the contest between the rival powers in America will be of long duration, and I shall not be surprised if it goes on for a number of years to come.— THREE DAYS LATER FROM EUROPE.

Arrival of the Bavaria off Cape
Race.

Cape Race, Oct. 20.—Steamship Bavaria, from Southsmpton 8th, for New York, passed this point at 4.30 p. M. yesterday (Sunday) and was intercepted by the news yacht.

The Bavaria experienced heavy westerly gales during the entire passage.

The steamship Bohemian, from Quebec, arrived out on the 8th.

Great Britain.—The steamer Iona, for Mobile, heavily laden with stores for the Confederates, was run into and sunk in the Clyde.

Gen. Changarnier denies that Mr. Lincoln has effected him the contents of the Roden.

Gen. Changarnier denies that Mr. Lincoln has effected him the contents of the Southern for independence. It is the same contest as was waged between England and Scotland, between the Plantagenets and Edwards on the one side, and Waliace and Bruce on the other. The one party contends for dominion, which like the Itomans of old, would ultimately subdue and conquer the earth: the other fights to maintain for themselves independence. It is a great question, which involves principles and the interests of vast bodies of men. Vast bodies of men are arrayed on both sides, immense efforts are made, armies are collected as great as Napoleon could bring around his standard at the close of his career, and the courage and spirit den. Changarnier denies that Mr. Lincoln has offered him the command of the Federal forces.

The Times says the emancipation proclamation is a political concession in the Abolitionist wing of the Republicant to the President to the President to the President and Congress rembined, to sholish slavery. Emancipation of the South at a blow, which he has assumed the right to launch; but he is without power to enforce the decree. The North must conquer every square mile of the South before it can make the proclamation more than waste paper.

The Times also says commercial advices from New York show a strong impression among the leading merchants that the termination of the Landing merchants that the termination of the Landing merchants that the termination of the leading merchants that the termination of the landing merchants that the termination of the leading merchants in the Close of his career, and the courage and spirit which are manifested forbids the idea that the contest will be speedily brought to a conclusion. Their passions are equally aroused, and each party can appeal to generous feelings in our nature that it is impossible that the contest will be speedily brought to a conclusion. Their passions are could bring around his standard at the close of his career, and the course of his career, and the course of the confidence of both sides, and that they will be speedily brought to a conclusion. Their passions are could be speedily brought to a conclusion. Their passions are could be speedily brought to a conclusion. Their passions are could be speedily brou

The Times also says commercial advices from New York show a strong impression among the leading merchants that the termination of the war will ultimately occur from the crisis of confusion in the North.

France.—Vera Cruz letters give a different account of the state of affairs in Mexico from what the French papers have published. Juarez is far from giving up the comest, and is preparing a desperate resistance to the French. The city of Mexico is strongly fortified, and total deficiency is £349. On the half year there is a net increase of £11,061, although the decrease in the Excise from the repea of duties was £902,000. On the year the decrease is £120,620, although the decrease in the Excise is £1,194,009, and in the property tax £601,000. Free trade manifests its power In the quarter just ended the Customs yielded £210,000; in the year, £375,000.— Stamps and miscellaneous show a considerable increase. The state of the national finances however, call for the exercise of great economy in the Chancellor of the Exchaquer.

Keewledge is no longer pursued under difficulties. A Social Science Congress has just terminated at Brussels, and the British Association is now in full vigor in pursuit of novelties in science or in the publication of scientific facts recently made known. The agricultural meetings and dinners dot the country here and there ; but, as we observed last week, the oratory feels the influence of the occasion, and has been particularly dull .-Liverpool Journal, 4th, Oct.

CONFEDERATE STEAMER LOST .- The Glasgow Daily Mail of the 4th instant, contains an account of the total loss of the steamer "lona" in Gourack Bay on the 3d inst. The Iona was recently purchased for the Confederate Government at £47,000 sterling, and had on board when lost a most valuable cargo of merenandize, arms, powder, &c., for the Confederate army. She was ready to sail on the 4th inst. for Charleston. On the night of the 3d inst. the steamer Chanticleer, while entering the harbor, struck the Iona midships, cutting her down, and in less than 6 minutes she sans in 25 fatroms water. The Iona was Clyde built. 250 horse power, had a speed of 18 miles, and was considered one of the fastest of Scottish steamers. The loss of vessel and cargo is said to exceed £120,000 stg.

The agent for the steamer Iona, which was run down in the Clyde on Thursday, states that the ship had not been purchased by the Confederate Government, although her desti-nation was America, and that she did not carry any cargo. She had only on board from 130 to 135 tons of eoal, to serve for her consumption during her voyage to Maderia.—Manchester Guardian, Oct. 6th.

SUBSTITUTES FOR COTTON .- Attention continues to be directed to the question of the application of Zostera marina as a substitute for cotton. One objection urged against it is that, whatever may be the quantity of the fibre obtained, the carriage of the refuse will prove a serious item of expense; but, in reply, Mr. Harben points out that although for the purposes of the first experiments the grass must be taken to the mills, ultimately the machine for desicuation must be taken to the grass. "America," he remarks, "does not send the whole cotton tree, but merely the part usable in manufactures." Should the plant be found available, it will always have one recommendation not common to any other materialely, that it can be obtained indifferently from every shore. Messrs. Koning and Co. of Texel, Holland, write that Zostera marine has been dealt in by them for some time, that has been usalt in by them for some time, that it grows extensively on the Zuyder Zee, and that the collecting of it gives employment to many poor people. The grass is cut twice a year, and they have in existence a systematic mode of operations. Some traders in this country have been in the habit of obtaining it from the Baltie.—London Times.

Some of our cotemporaries, who cannot see any thing very wrong in Admiral-Wilkes outrageous conduct at St. Georges, Bermuda, are nevertheless terribly exercised about the destruction of a few Yan-

kee whalers by the "Pirate"—" Buca-neer"—Semmes, of the Confederate war Steamer Alabama. It is certainly a new doctrine under the sun that enemies ships—private as well as public—are not lawful prizes to a belligerent cruiser. And lawful prizes to a belligerent cruiser. And the United States are not in a position to say a word against privateering which, but for their own opposition, would have been abolished before the present civil war broke out. As to the destruction of whalers we out. As to the destruction of whalers we think the base uses to which that class of vessels were applied at Charleston quite shuts them out from any claim to exemption and the Confederates are perfectly justified in using every means to prevent the repetition of such an atrocious mode of warfare. The following account of the captures made by the "Alabama" will be

found very interesting :-On the morning of the 3d of October, at A. M., I came on deck to stand my watch. Soon after I discovered light on our port quarter, standing in the same direction with us. At daylight a large ship appeared, under hove topsails and main topgallant sails, steering, like us, about southest on

the wind. About 8 A. M., another vessel was discovered on our port bow, which proved in a short time to be a steamer, bark rigged, under easy sail, steering to the westward, and heading about for the ship on our port quarter, with the St. George's cross flying at her peak. In short time she was within close range of the above seip when she fired a gun and hoisted the confederate flag in place of the English one, and sent up a signal for her to heave to, which she immediately did, when a boat from the steamer boarded her and the steamer's head pointed for us. She kept shortening the distance between us very sapidly, and with the assistance of sails alone, although we had all sails set at 'he time, she soon came within a short

distance astern, when she fired a gun as

signal for us to heave to, which we did

knowing that escape was impossible. At

12, noon, she was on our port quarter when she sent a boat alongside with two officers and a boat's crew, all armed with pistols and cutlasses. Coming on board they immediately took possession of the ship as a prize to the confederate steamer Alabama, Captain Semmes, and ordered Captain Hagar to proceed with all his papers on board the steamer in a boat, which he did, there remaining on board one officer and three men until he return ed back to the ship. In the course of an hour Captain Hagar returned, accompanied by the first lieutenent of the steamer Mr. Kell. Immediately on arriving, the first lieutenent took charge. I was then ordered to assist with the ship's crew, in getting eur two boats over the side and loading them with the ship's stores and

ordered to pack up and take one bag, and only one, of clothing, and return to the steamer as a prisoner. Soon after, we were all ordered to do likewise. I assisted, as directed by the first lieutenent in getting our boats into the water, when I was ordered to have all our bags of clothing on board the Alabama until then, some sevenplaced in them and proceed alongside the steamer. Captain Hagar was now order to go on board the steamer in the boat with myself, and I was to return to the

such of the cargo as they felt disposed to

take for their own use, as they were going

to burn the ship. Captain Hagar was

back to the ship I found that the pirates had commenced their work of plunder and depredation, prior to her final destruction. I found two officers busy ransacking and overhauling all the drawers, desks, chests, trunks and locks in the cabin, and helping themselves very freely to all articles of any value that they could lay their hands on. Some of the men were ship and then soon after forward. The ship employed aloft getting and securing all

the patent blocks they could while others

were overhaultag every part of the ship

other ship with the boats. On arriving

for plunder. I was now ordered to take one of the Brilliant's boats with the remains of our clothes, and all the plunder not taken possesssion of by the pirates, and all the ship's crew, and go on board the Emily Parnnam, not to return. Thus we left the ship an unobstructed prey to the plundering pirates, and to her final destruction. The Brilliant was about two years

old and would carry 1,700 tons. Everything about her rigging and hull was in the very best of order. She was well built and expressly adapted to the European trade. She had a complete fit out of everything sumstances. Freights were good, and saw them last.

Saturday passed and nothing more was seen freign for a ship of her size, and would have bade, under a continuation of ordinary on sumatances, a profitable voyage for her owners and all concerned. As it has happened, she will be a total lose, as nothing was insured at a war risk. Captain Hagar loses, besides his share in the ship, about \$500 wouth of private property, including his chronometer, baremeter, sextant, quadrant, a large box of charts, and, in fact, all his nautical instruments, besides in fact, all his nautical instruments, besides as a projection from the weather. I had glean the following intelligence touching the some conversation with the first lieutenant, doings of the notorious Admiral Wilkes:— Mr. Kell while the work of plundering was

proceeding before my eyes. I asked him if he thought he was doing right to thus wantonly destroy so much private property without any provocation whatever. His answer was that in doing so their motive must be ipparent to all, to cripple the energies of he North, and deprive us of the heratofore unobstructed prosperity of our extensive commerce with Europe, but "as for provocation," said he, "I could

relate numerous instances where your northern traies have, without the least provocation, burned and destroyed the private property of the people of the South. You have plutlered, and burned our houses, you have turned and stolen large quantities

lings of the North," as he expressed it "At the South," said he, " you will find the true spirit of the American people, and never, as long as there is one man left to defend her rights and privileges, will she submit to those so inferior in every respect."

On arriving on board the ship Emily Farnham, I was called upon with the rest of the Brilliant's crew, to sign a parole drawn up, specifying the obligations of the signers no to take up arms against the Southern confederacy, and n case we refused to comply with uch arrangements, to be retained as prisoners on board he Alabama. We all chose the former. The second lieutenant, Mr. Armstrong, who had charge of the Emily Farnbam during all this time, now gave us to understand that if any of us should be caught with arms in opposition to the southern contederacy, we would be liable to be shot or hung. Captain Simes, of the Mary Farnham, (it will be observed that Captain Simes, of the Mary Farnham, and Captain Semmes, of the Alabama, are altogether distinct and different persons,) was now ordered to fill away and stand on his course. The pirates here left us is one of the Brilliant's boats, taking three of our crew, besides two others with them, who all had voluntered to join the pirates for the inducement held out to them.

of plunder and rich booty and a regular monthly pay of \$22. On board the Emily Farnham were the captains, officers, and crews of the wnaling barks Virginia and Elisha Dunbar, which vessels had been captured and burned at sea by the pirates, and they retained as prisoners teen days during which time they were kept in irons and compelled to remain in the most exposed positions and parts of the deck, where they were constantly wet to the skin by the sea that continually washed over the steamer's decks. Their sufferings were intense.

There were now on board the Emily Farnham sixty-eight persons in all, independent of our own crew. We now stood away to the northeast, in hopes of falling in with some vessel homeward bound, but made very little progress, if any, it being nearly calm at the time, and continued so all night. At 7 P. M. we discovered the Brilliant on fire, the flames commencing in the after part of the was soon all on fire, the flames ascending from the hull, rigging, and sails, and finally extend-ing in one broad sheet of five over all parts of the ship making a most impressive spectacle. | iniaid with gold; mirrors, of ivory; the sofas

ext morning, Saturday morning was clear and beautiful, with a little breath of air from the westward. Away to the southward we could still see the pirate steamer, and close to her a large ship under all sail steering directly athwart her but probably drawn there during the night by the flames of the burning ship to assist those who might be in distress. The wind being very light, they approached each other slowly, and were lost to our sight just before noon. necessary for a vessel of her class. The The following night the reflection of a large voyage had commenced under favorable fire was distinctly visible in the direction we

Later from Bermuda.

By the arrival at Halifax of the brigt. Jabez, we are in receipt of Bermuda papers to 7th inst. From the Royal Gazette of that date we glean the following intelligence touching the

The arrival of Admiral Wilkes and his squadron was duly announced in our last, and as a great many rumors of a highly conflicting, amusing, and incorrect nature have been our readers a short account of the proceedings of this well known gentleman during his stay in our waters.

Admiral Wilkes with his Flag Ship and two relate nimerous instances where your northern trmies have, without the least provocation, burned and destroyed the private property of the people of the South. You have plurilered, and burned our houses, you have turned and stolen large quantities of cotton it New Orleans and on the Missing of cotton it New Orleans and on the Missing of cotton it New Orleans and on the Missing of cotton it New Orleans and on the Missing of cotton it New Orleans and on the Missing of cotton it New Orleans and on the Missing of cotton it New Orleans and on the Missing of cotton it New Orleans and on the Missing of cotton it New Orleans and on the Missing of cotton it New Orleans and on the Missing of cotton it New Orleans and on the Missing of the New Orleans and on the Missing of the New Orleans and on the Missing of the stay of the vest sels under his command. We understand that the object of this visit was to obtain coal, but as the ships were only 4 days from Hampton Roads, his supplies could not have run out to any extent hardly we think to incapacitate his feture to his nearest port. The coaling, ander some pietext, did not commence until Monday afternoon, when a few tons were put two or three years by a young and able general to any emergency by reason of superiority in every sense to the "low-born hire-limes of the North" as he accessed in the form of St. George, with the Warning in the channel. The Admiration on the Union. Without some called on His Excellency the Governor on Sale and the Missing in the Canding as we are information as laid down in Her Majesty's Proclamation as laid down in Her Maje

occurring to the machinery of the Flag Ship, again delayed the departure of the squadron. In the meantime the Sonoma was eng ged in cruising about outside, and on the Wednesday morning she came in to coal and repair a mishap which had happened to her machinery. now, when or where we are not in a position to state. On the Wednesday morning the Tioga went out and relieved the Sonoma, lowing the same course of proceeding as her consort, cruising about in the channel, and anchoring near the chequered buoy at night, blocking up the entrance, and preventing the ingress and egress of all vessels. The Wachusett left on Thursday morning, and in the afternoon the Sonoma went out; t'e Admiral bore away to the Eastward and was out of sight at night. The two gunboats being left craising outside, a piece of recreation which

time of our going to press.
The ostensible object of obtaining coal is, we conceive, but a little scheme to see how far it might be possible for American pluck to drive through the rules of neutrality laid down by the British Government. The delaying from Monday to Thursday, the cruising within our waters, the anchoring within our channels, the landing of armed sentries, the boarding of British vessels, the taking on board of un-limited coal, and the subsequent proceedings of the gunboats evidently prove that there must have been some peculiar and particu-larly private reas as which have given us the onor of this influx of United States heroes. The Mail Steamer was boarded this morn

ing, and boats have been engaged in sound-ing the channels and reefs at the West End. We are not anxious for a row, nor do we wish to come across the peculiar ties of Americans in their present excited and perhaps exasperated and unreasonable condition : but we do submit whether these breaches committed in the very teeth of the Royal instructions, in the face of justice, right, and national law ought to receive such a check as to put an end to the chance of that flag which is supposed to have braved a thousand years the battle and the breeze being deliberately and grossly insulted.

THE EMPRESS EUGENIE'S BOUDOIR -Luxurious, and yet elegant splendor, most refined judgment, and a poetic temperament are revealed in the arrangements of the bondoir of the Empless Eugenie. The door-are made of ivory, inlaid with gold; the furinture of rosewood, of graceful shape, an There being scarcely a breath of air, the ship continued to burn all night, the flames slowly diminishing toward morning, though it was seen burning brightly just before daylight the next morning.

and chairs are covered with pale red silk; the walls are hung with dark paper, and the ceiling is an elagant freeco. A magnificent Syrian carpet voluptuously deadens the sound of foctnext morning. ings of the old masters, borrowed from the Louvre Gallery and Versailles, as well as two family pertraits in oil, overshadowed by palms. ododendra, and catallias. The window-louges are constantly adorned with fresh flowers; Great Britain that a repetition of such acts as and on the writing-desk he splended particles, the burning of the Britliant by vessels fitted and books bound in tortoise shell iniaid with out in Great Britain, and manned by Brigold. Nothing is wanting which a sense of tish seamen, cannot fail to produce the most complete luxury can devise, not even the wide-spread exasperation in this country, and toning of the light. The red silk curtains, hence they invoke the influence of all men who heavily edged with black velvet, throws a subdued hue over every object, and any one who to prevent the departure of other vessels of the enters the rooms may imagine that he is incharacter referred to from their ports, and so to a vert the calamity of war.—N. V. Tribune.

Buren, son of an Ex President, of the United States. It is gratifying to find that so great an authority recommended a course to the President which was to outsiders so obviously the wise and just course—to let the acceeding States go in peace. What blood and tressure rupted States: hos : nerwofivevo of flui

WASHINGTON, March 2, 1861.

DEAR SIR :- Hoping that in a day or two the new President will have happily passed through all personal dangers, and find himself through all personal dangers, and find himself installed an honorable successor of the great Washington, with you as the chief of his Cabinet, I beg leave to repeat in writing, what I have before said to you orally—this supplement to my printed "views" (dated in October last)—on the highly disordered condition of

one of the four plans of procedure subjoined:

L. Throw off the old and assume a new designation—the Union Party. Adopt the concitratory measures proposed by Mr. Critten-Gunboats arrived off the Islands on Friday the den or the peace convention, and my life upon 26th ult., and on the tolowing morning entered the Harbor of St. George, with the Wa-cousett and Tioga, the Sonoma being left out-and all of the states which have already side cruising in the channel. The Admiral proken off from the Union. Without some

night and Wednesday, and then an accident skirmishes, sieges, battles, and southern fevers. The destruction of life and property on the other side would be frightful, however perfect the moral discipline of the invader.

The conquest completed at that enormous waste of human life to the North and Northwest-with at least \$250,000,000 added thereto, and cui bono? Fifteen devastated provinces! not to ue brought into harmony with their conquerors, to be held for generations by heavy garrisons, at an expense quadruple the nett duties or taxes which it would be possible to extert from them, followed by a protector or an emperor.

IV. Say to the seceded states wayward sisters, depart in peace.

Very truly yours. WINFIELD SCOTT. Hon. WM. H. SEWARD, &c., &c.

The New York Albion, commenting on the intention of the U. S. Government to commence privateering, and the actual despatch of person proved to be so discreet and learned in the laws of nations as Com. Wilkes, to cruise in the West Indian Seas, against Confederate commerce, (where it is known the confederates have no commerce) broaches the theory that the manifest intention is to get up an altercation with some foreign power, in order to let the South go in the confusion, seeing that the Washington Government have come to the conclusion that they cannot conquer it. Whatever may be the value of this theory, now that the Federal Government have eent out privateers, our New York contemporaries must moderate their thunders against the Confederate privateers, and cease to call them pirates. Our own opinion is that privateering is inconsistent with the requirements of modern commerce and civilization.

"Donald McKay (says the World,) the well-known American ship-builder, has just returned from a visit to England and France, where he personally inspected the iron-clad fleets now building in those countries. In a letter describing them he doubts the propriety of our constructing so many vessels of the Monitor pattern, as he evidently regards them as inferior to the large vessels building abroad for offensive purposes. Their lowness in the them at the mercy of the buge rams, for such they all are, that compose the European fleets.
The Ironsides, and the great ram building by Mr. Webb, he thinks, will be the only two elfective vessels in our navy for deep water purposes. Mr. McKay is high authority, and what he says should be heeded by the Navy Department." hoog but had aned or

Resolutions were passed by the Chamber of Commerce yesterday severely denounc-ing the conduct of Great Britain in tacitly permitting the building and fitting out of vessels muer ports to plunder and destroy American commerce, and they warn the merchants of