

THE NEW BRUNSWICK BAPTIST,

AND CHRISTIAN VISITOR.

The Organ of the Eastern and Western New Brunswick Baptist Associated Churches.

Glory to Go in the Highest, and on Earth Peace, Good Will toward Men.

VOLUME XV.

ST. JOHN, NEW-BRUNSWICK (THURSDAY, OCT. 30, 1862.

NO 41

(From late English Papers.)

THE BELLIGERENTS ON THE HIGH SEAS. Some of our cotemporaries, who cannot see any thing very wrong in Admiral Wilkes' outrageous conduct at St. George, Bermuda, are nevertheless terribly exercised about the destruction of a few Yankee whalers by the "Alabama"...

The Belligerents on the High Seas.

Some of our cotemporaries, who cannot see any thing very wrong in Admiral Wilkes' outrageous conduct at St. George, Bermuda, are nevertheless terribly exercised about the destruction of a few Yankee whalers by the "Alabama"...

On the morning of the 3d of October, at 4 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.

On arriving on board the ship Emily Farnham, I was called upon with the rest of the Brilliant crew, to sign a parole drawn up, specifying the obligations of the signers not to take up arms against the Southern confederacy, and in case we refused to comply with such arrangements, to be retained as prisoners on board the Alabama...

On board the Emily Farnham were the captain, officers, and crews of the wailing bark Virginia and Elisha Dunbar, which vessels had been captured and burned at sea by the pirates, and they remained as prisoners on board the Alabama until then, some seventeen days during which time they were kept in irons and compelled to remain in the most exposed positions and parts of the deck...

On Monday a fresh breeze sprang up to the southward, and two vessels were seen to the southeast. One was a ship under all sail, headed eastward, and the other a hermaphrodite brig bound westward. Signals were made for the brig to approach and speak, which she did, the captain consenting to take six of us, though he was short of water...

On arriving on board the ship Emily Farnham, I was called upon with the rest of the Brilliant crew, to sign a parole drawn up, specifying the obligations of the signers not to take up arms against the Southern confederacy, and in case we refused to comply with such arrangements, to be retained as prisoners on board the Alabama...

On board the Emily Farnham were the captain, officers, and crews of the wailing bark Virginia and Elisha Dunbar, which vessels had been captured and burned at sea by the pirates, and they remained as prisoners on board the Alabama until then, some seventeen days during which time they were kept in irons and compelled to remain in the most exposed positions and parts of the deck...

On board the Emily Farnham were the captain, officers, and crews of the wailing bark Virginia and Elisha Dunbar, which vessels had been captured and burned at sea by the pirates, and they remained as prisoners on board the Alabama until then, some seventeen days during which time they were kept in irons and compelled to remain in the most exposed positions and parts of the deck...

Saturday passed and nothing more was seen during the day. On Monday a fresh breeze sprang up to the southward, and two vessels were seen to the southeast. One was a ship under all sail, headed eastward, and the other a hermaphrodite brig bound westward...

On Monday a fresh breeze sprang up to the southward, and two vessels were seen to the southeast. One was a ship under all sail, headed eastward, and the other a hermaphrodite brig bound westward. Signals were made for the brig to approach and speak, which she did, the captain consenting to take six of us, though he was short of water...

On Monday a fresh breeze sprang up to the southward, and two vessels were seen to the southeast. One was a ship under all sail, headed eastward, and the other a hermaphrodite brig bound westward. Signals were made for the brig to approach and speak, which she did, the captain consenting to take six of us, though he was short of water...

Saturday passed and nothing more was seen during the day. On Monday a fresh breeze sprang up to the southward, and two vessels were seen to the southeast. One was a ship under all sail, headed eastward, and the other a hermaphrodite brig bound westward...

The following important letter of General Scott to President Lincoln just before his inauguration has been made public by John Van 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 outlast so obviously the wise and just course—to let the succeeding States go in peace...

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 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 our (so late) happy and glorious Union. To meet the extraordinary exigencies of the time, it seems to me that I am guilty of an arrogance in limiting the President's field of selection to one of the four plans of procedure subjoined:

I. Throw off the old and assume a new designation—the Union Party. Adopt the conciliatory measures proposed by Mr. Crittenden or the peace convention, and my life upon it we shall have no new case of secession; but on the contrary, an early return of many, if not all of the states which have already broken off from the Union. Without some equally benign measure, the remaining slaveholding states will probably join the Montgomery confederacy in less than sixty days; when this city, being included in a foreign country, would require a permanent garrison of at least thirty-five thousand troops to protect the government within it.

The New York Tribune, commenting on the intention of the U. S. Government to commence privateering, and the actual despatch of a 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) breaches 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 sent out privateers, our New York cotemporaries 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.

THREE DAYS LATER FROM EUROPE.

Arrival of the Bavaria off Cape Race.

CAPE RACE, Oct. 20.—Steamship Bavaria, from Southampton Stn, 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 offered him the command of the Federal forces.

The Times says the emancipation proclamation is a political concession to the Abolitionist wing of the Republican party. When the Union existed the Constitution gave no right either to the President or to the President and Congress combined, to abolish slavery.

FRANCE.—Vera Cruz offers a different account of the state of affairs in Mexico from what the French papers have published. Juarez is far from giving up the contest, and is preparing a desperate resistance to the French. The city of Mexico is strongly fortified, and the road from Orizaba will be defended by inches.

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.

PORTUGAL.—The Queen has arrived at Lisbon.

SPAIN.—The Spanish "escorcheron" has been torn down in Mexico.

PURUSSIA.—The Crown Prince and Princess are about to proceed on a tour through Switzerland and Italy.

JAPAN.—Affairs were quiet, but an outbreak against the party favorable to foreigners was imminent. The Yedo Government was doing its utmost to maintain order.

JERUSALEM.—Ten thousand pounds more have been remitted for the Lancashire operatives.

A frightful inundation had occurred, and the damage was immense.

Lamburg, the explorer, has returned after successfully crossing the Australia continent. Her reports favorably.

COMMERCIAL.—Liverpool Cotton Market.—The sales for two days were 17,000 bales, including 12,000 to speculators and exporters. The market closed buoyant at an advance of 3-4 a lb for American, and 1/4 a lb for Surat.

TRADE REPORT.—The advices from Manchester are favorable, the market closing firm.

LIVERPOOL BREADSTUFFS MARKET.—Flour quiet but steady. Wheat steady. Corn quiet and steady.

LIVERPOOL PROVISION MARKET.—Beef heavy. Pork dull. Bacon declining. Lard inactive. Tallow declining.

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

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

LONDON MONEY MARKET.—Consols closed at 94 1/2 a 94 1/4 for money.

Bk Telegraph to News Room.

Boston, Oct. 25th.

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

The London Police have prohibited further Garibaldi meetings in Hyde Park.

Overdue Steamer Oleopatra lost off the African Coast, with several lives.

Liverpool Breadstuffs generally easier and quiet; Provisions declining.