THE CHRISTIAN VISITOR. Is Published every THURSDAY, by

BARNES & Co.,

AT THEIR OFFICE. 58 Prince William Street, SAINT JOHN, N. B.

TERMS :- Cash in Advance. Advertisements inserted at the usual rates.

THE CHRISTIAN VISITOR affords an excellent medium for advertising.

FIRST PRIZE CABINET ORGANS PROVINCIAL EXPOSITION, Oct. 13, 1867.

The first and only prizes for Cabinet Organs was awarded to A. LAURILLIARD.

READ THE JUDGES REPORT:

Tr. LAURILLIARD exhibits a fine toned large Cabinet Organ, with two banks of Keys, Eight Stops,

FIRST PRIZE.

Mr. L. also shows a Cabinet Organ in Rosewood Case, Double Reed, with Knee Stop and Automatic Swell, of great power and purity of tone, which is entitled to Honorable Also, an Organ in Native Wood, and one in Black Walnut, without Stops. FIRST PRIZE.

These Instruments are equal in every respect to the best American makers, and will be sold at 20 per cent. less than can be importeed.

Every Instrument fully warranted. An inspection respectfully solicited.
PIANO WAREROOM—Sheffield House, No. 5, Market
Square.
(Oct. 17.)
A. LAURILLIARD. PHOTOGRAPHS!

SPECIAL NOTICE.

Right on the Corner King and Germain Streets. MR. MARSTERS thanks the public for their very liberal appatronage in the past, and begs to say that having just thoroughly Renovated, Enlarged and Improved his Establishment, and increased his facilities for producing First Class Work, he is determined to merit a largely in

creased patronage.

He has now the finest rooms and best skylights in the City, and is enabled, by long experience and practic, to proomse his patrons a style of work that is not surpassed anywhere, with perfect confidence.

Notwithstanding the present low prices, he will use only the Best Materials, having made ample arrangements to procure them.

A newly fitted up Ladies' Dressing Boom, which is entirely private, has been added for the convenience of his

All kinds of work furnished at short notice. All kinds of work furnished at short notice.

Miniature, Magascopic and Stereoscopic in Photograph,

Improtype or Gil.

N. B.—Having in possession the Negatives of his predesor, Mr. J. N. Durland, copies can be furnished.

Remember, right on the Corner King and Germain Sts

May 30.

J. D. MARSTERS.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY, Of EDINBURGH AND LONDON.

ESTABLISHED IN 1809.

CAPITAL, \$2,000,000 Sterling.

Invested Funds (1864), \$22,304,512 7 10 Stg.

Annual Revenue, 564,468 16 2 Stg.

FIRE DEPARTMENT. THIS COMPANY Insures against loss or damage by Fire—Dwellings, Household Furniture, Farm Property, Stores, Merchandise, Vessels on Stocks or in Harbour, and other Insurable Property, on the most favorable terms. Claims settled promptly without reference to the Head Office.

LIFE DEPARTMENT. Ninety per cent. of the Profits are allocated to those Assured on the Participating Scale. INDISPUTABILITY.

After a Policy has been five years in existence it shall be held to be indisputable and free from extra premiums, even if the assured should remove to an unhealthy climate after that time.

For Rates and other information apply at the Office of

the Company, on the corner of Princess and Canterbury streets.

March 26.

General Agent. Royal Insurance Company.

FIRE.

MODERATE PREMIUMS.

Prompt and Liberal Settlement fof Losses. LOSS AND DAMAGE BY

EXPLOSION OF GAS MADE GOOD.

LIFE BONUSES

Hitherto among the Largest ever Declared b any Office.

RESOLUTION OF DIRECTORS, 1867, To increase further the Proportion of Profits

PROFITS DIVIDED EVERY FIVE YEARS, To Policies then in existence, Two entire Years.

CAPITAL. TWO MILLIONS Sterling, (TEN MILLIONS DOLLARS),

And Large Reserve Fund.

ANNUAL INCOME, nearly 2800,000 Sterling. Deposited at Ottawa in Dominion Securities, \$150,000. AGENT FOR NEW BRUNSWICK.

JAMES J. KAYE, Savings Bank Building. St. John, N. B., April 2, 1869, VALPEY & BROTHER MANUFACTURER AND WHOLESALE DEALER IN

BOOTS and SHOES, of every description, 70, Prince William Street,

FIRST GOLD MEDAL AWARDED TO MASON & HAMLIN, PARIS EXPOSITION 1857.

PARIS EXPOSITION 1857.

Line of the two most celebrated maker, the world, viz., Mason & Hamin's Cabinet Organs, and Chickering & Son's Planofortes.

A Large Stock of the above on hand. Please call and examine, or send for an illustrated Circular. As the whole of the above stock has been personally selected by the Subscriber, and being a Piacoforte maker himself, he can warrant every instrument with confidence.

Planofortes and Melodeons Tuned and Repaired, taken in Exchange and to Rent.

(Established 21 years.) No. 120 Germain St., St. John, N. B

LIVERPOOL AND LONDON AND GLOBE FIRE AND LIFE INSURANCE COMPANY!

Fund paid up and invested . . . £3,212,343 5s. 1d. stg. Premiums received in Fire Risks, 1864, £743,674 stg.
Losses paid in Fire Risks, 1864, . 520,459

Premiums in Life Risks, in 1864, . 235,248

Losses paid in Life Risks, in 1864, . 143,197

In addition to the above large paid up capital, the Share olders of the Company are personally responsible formula. In addition to the above large paid up capital, the Share-holders of the Company are personally responsible for all Policies issued.

EDWARD ALLISON,

AGENCY. HAVING recently, and at considerable expense, fitted up the necessary machinery and appliances for the successful carrying on of the manufacture of VENE-TIAN BLINDS, parties in want of BLINDS of this

Orders for any style of VENETIAN BLINDS received at the Clock and Picture Frame Establishment of T. H. KEUHAN, 21 Germain street, or at the Manufactory, where ers have always on hand-Doors, Sasues,

Our personal attention is given to every variety of Carentering, House Building and General Jobbing, and moerate charges made.

A. CHRISTIE & CO.,
April 4.

Dooley's Building, Waterloo St.

M. FRANCIS & SONS, New Brunswick Boot and Shoe Manufactory,

88 Prince William Street. WE have been manufacturing very extensively during the winter, and are now prepared to meet our Wholesale and Retail customers with an assortment not to be surpassed. We now der THREE HUNDRED and FITTY CASES of the usual assortment, embracing all

lisses' and Childrens' Serge, Kid, Goat, Calf, membership, 646. 'ebled Calf and Grain, in Balmoral, Congress, Imitation Balmoral, Imitation Button and all the newest styles made. Men's, Boys' and Youths Wellington BOOTS; Balmoral, Congress, Oxford Ties and Brogans, suitable for Spring and Summer wear, made of the best English, French and Congestic manufacture.

The above Stock will be sold as low as any other establishment in this City.

Wholesale and retail buyers will please call and judge for themselves in regard to quality and prices.

The Goods recommended in this establishment can be relied on—strict orders being given to the salesmen not to misrepresent goods. Terms CASH.

April 18.

M. FRANCIS & SONS.

Christian Disilor.

"Hold fast the form of sound words."-2d Timothy, i. 13

New Series, Vol. VII., No. 41. Whole No. 353.

Some Notes in the British Provinces.

Under this caption, our friend and brother in Christ, N. P. Kemp, Esq., of Boston, who was present at the recent Baptist Convention in Halifax, writes to the Watchman and Reflector as follows. Beginning with

ACADIA COLLEGE. This institution is the first subject which, by the Constitution claims the attention of this Convention, and its consideration to some extent, necessarily opens the whole question of literary and theological instruction. From the report of the Governors and Treasurer, and from other sources, we gather various interesting facts relating to the condition and prospects in this, the only Baptist college or theological seminary in the Maritime Provinces. Rev. J. M. Cramp, D. D., the most highly esteemed and successful President,—who has been connected with the College for the past eighteen years, - owing to the advancing age and necessary attention to private affairs, resigned his office early last spring, but consented to continue in the performance of its duties until relieved by the appointment of a successor. The Governors felt constrained for the reasons given to accept the resignation, and with entire unanimity made choice of Rev. A. W. Sawyer, D. D., of New London, N. H., -a former professor in the College,as his successor. Dr. Sawyer has accepted the office, and entered upon the discharge of his du-

ties the first of September. The friends of a liberal education in the Provinces feel that a generous endowment is now very much needed, in order properly to sustain a competent corps of instructors, and meet other necessary expenses required to enable the College to maintain its appropriate rank among the leading educational institutions of the day. The Baptists of the Provinces are regarded as abundantly able to supply all funds demanded to place Acadia College in that position which will command public attention, attract to it young men from all denominations and classes of society, and furnish them, at home, with as thorough an education, for business or professional life, as can be obtained either in England or in the United States.

The present endowment fund is about thirty thousand dollars; the interest of which is used to meet current expenses; and the balance needed each year is obtained by individual subscriptions and collections in the churches. The Board of Governors are very solicitous that an additional sum of fifty thousand dollars shall be obtained and added to the endowment at the earliest possible day; but we hope they will ask and receive an amount sufficient to have a well invested fund of one hundred thousand dollars, and we think that nothing less than this should satisfy the more than twenty-seven thousand Baptist church members in these Provinces.

FOREIGN MISSIONS

This is the second object named in the Constitution which is to be considered and legislated upon in these annual meetings. The venerable Rev. Charles Tupper, D. D., is, and has long been, the devoted and indefatigable secretary of the Board of Foreign Missious, and dates his warm interest in the work of preaching the Gospel among the heathen to the earlier years of Dr. Judson's labors in Bormah.

While the Provinces have this home organiza tion, they have no distinct and separate mission in the foreign field, but work harmoniously in con nection with the Missionary Union. Tho Board remit funds to our treasury - or in some cases di rectly to the missionaries-for the support of Miss De Wolf, and during the last year to sustain twenty-seven native teachers. The receipts into the home treasury were \$2,796.49, and expenditures, \$2,509.50. Their funds have been expended, and their native preachers superintended in past years by Rev. A. A. R. Crawley, but since his return to this country this service has been acceptably performed by Rev. Dr. Stevens, Rev. J. L. Douglass and Rev. D. A. W. Smith. The Board reported, for the sanction of the Convention, the appointment of Rev. Mr. George and wife as missionaries to labor in Burmah; and this action was approved. They also reported in favor of separating from their connection with the Missionary Union, and establishing an independent mission, believing that such a course, if adopted and carried forward with fraternal kindness, would develop far greater interest in the foreign mission work in the Provinces, and largely increase the resources for carrying it forward. The Board were very decided in their views on this point, saying, "We earnestly desire to proceed in perfect harmony with them (the Missionary Union) but it must be distinctly understood that ours is an independent mission." This proposition was discussed with much earnestness, but in a kindly spirit, during Tuesday afternoon-resumed again in the evening, and continued until after ten o'clock. On the vote being taken, after this unnsually long and free discussion, a very large majority was found to be-for the present certainly -against an independent mission, and in favor of

closer and better defined relations with the Missionary Union. All present seemed to sympathize with the venerable Secretary, Dr. Tupper, in his great disappointment in failing to secure what had evidently been the cherished hope of his heart for many years, and for which he had labored and prayed with a devotion as sincere and unselfish as it was carnest and persistent. It appeared to us that he regarded the establishment of a successful independent foreign mission station under his secretaryship as the crowning act of his long and useful life, and that now was the "set time," if ever, to inaugurate this long-desired project,—hence his serrow in view of the adverse decision of the

The annual sermon was delivered on Tuesday forenoon, at ten o'clock, by Rev. G. M. W. Carcy, of St. Joho, N. B., from i Cor. 1: 24, " Christ the power of God." It was a very elaborate and profound discourse, perhaps better adapted to interest and to please a learned few than to meet the wants of a promiscuous audience.

STATE OF THE DENOMINATION. The report of the Committee upon this subject

resents the following summary: Nova Scotta.—Churches, 149; baptisms the last year, 887; present membership, 17,295.

New Brunswick.—Churches, 131; baptisms, 404; present membership, 9,473.

PRINCE EDWARD ISLAND .- Churches, 14; bap tisms, 81: present membership, 693. Total in the three Provinces: Churches, 294; baptisms, 1,372; present membership, 27,461. Net increase of

Two brethren in Nova Scotia, Brunswick and one in Prince Edward Island have

SAINT JOHN, N. B., THURSDAY, OCTOBER 14, 1869.

tian Association, and a response in reply to their saw the doomed vessel drift to her fate, but the address, the passage of a resolution favoring the establishment by the government of an "Inebriate Asylum," and the usual votes of thanks. At the up and down the rocks, point clearly to the fact meeting on Monday evening Drs. Warren and that with one great effort she was overturned and

introduced his successor in the presidential office -Rev. Dr. Sawyer. Dr. S. responded quite briefly, expressing his inteerest in the Provinces. and in the important work of education. During the discussion on the report of the Foreign Mission Board Dr. Warren was called upon to express his views both in the afternoon and evening. Rev. A. A. R. Crawley, our well-known missionary, and Rev. William George, previously

tional matters, and Dr. Cramp very felicitously

referred to as recently appointed to the foreign field, with other brethren, gave excellent addresses in reference to the great missionary work in The Board of Governors honored themselves and manifested their respect and love for Dr. Oramp by electing him to an Emeritus Professor-

ship in Acadia College. Our attendance at this Convention has only confirmed still more strongly the views heretofore expressed that our brethren in the Provinces " use hospitality one to another without grudging," and also in the most enlarged sense towards all their visiting friends. We yet cling to the conviction that a more frequent and extended interchange of delegations to our religious associations, and the enjoyment of fraternal intercourse and home hospitality with each other would not only prove a personal pleasure and benefit, but result in more kindly and intimate christian relations, a larger increase of denominational strength, and more comprehensive and effective efforts for the spread of the Gospel among the people of every nation, tribe and tongue throughout the whole earth.

Disastrous Results of the Storm.

New Brunswick has suffered severely by the tempest reported in our last issue. The wide spread destruction of wharves, vessels, of divers sorts; houses, barns, shops, fences, trees, cattle, sheep, and we regret to add of human life, indicates most decisively that no storm of equal magnitude has visited this country during the present century. The wonder is that when so much havor was made of property, so few lives comparatively were lost. We extract from the secular press such details as will especially interest our readers, beginning with the

WRECK OF THE "GENII" AT NEW RIVER. The special reporter of the Telegraph and Journal of Thursday describes this sad catastrophe

Perhaps one of the most appalling disasters which the storm of Monday night brought about, is the loss of the new barque Genii, 500 tons Register, at New River. This yessel was built at comparatively sheltered in that land-locked har St. Andrew's by Messrs. Glenn & Co., for Captain Duncan Robertson, Robert Robinson, Esq., of Canterbury, and E. R. Burpee, Esq., and launched some three weeks since. She sailed in ballast from St. Andrews on Friday last, and arrived at New River on Saturday morning to load deals for Liverpool, under charter of J. E. Knight, Esq., together with the saloon and the whole of her essee of the mills of Messrs. Prescott & Lawrence at that place. There were some 60,000 feet of deals rafted and ready to be put on board on lashed, would have, with the crowd of passengers Monday. The raft being completed, it was placed that was gathered there, been swept hopelessly under the lee of the breakwater which, it was into the sea. The sight now was fearfully appal thought, would offer it ample security from the effects of the coming storm. The pilot of the ship, Captain James Clarke, of St. Andrews, had been of the male passengers were clothing themselves dores, Messrs. George and Peter McVicker, had manly portion of her passengers, who perceived nen who were lost :

Charles Bayley of Westport, Brier Island, John M. Straton of Fredericton, Mate.

James McGill of St. Andrews, 2nd Mate. John Wilson, a Portuguese, Steward. The names of the Stevedores, all of whom be-McVicker, Eben Green, Harvey McNichol, Daniel Hoyt, John Roix and George Henderson.

Point Lepreaux, and there is no spot on our line New York, Mr. Graham, who, with Capt. Winof seaboard more exposed than it to the fury of a chester, exposed himself on the top of the hurrisouth-easterly or southerly storm.

Captain James Meeiey of the schooner Linnet lives, and where it was impossible to work, motion was lying under Georges Island at nightfall within being only possible by clinging with all their a short distance of the Genii, she on his weather power to the railing around the hurricane deck) bow. Both large anchors were down and one specially displayed itself. By management which seemed to be well ahead, while the other, having been more recently let go, was about half way er was controlled in a manner that is almost im-between the ship and the first one. When the possible to understand, ontil, at length, at pregale commenced and darkness had come thickly cisely twelve o'clock, midnight, the steamer, with down, Captain Meeley says he observed that the most consummate skill, was laid in safety along-Genii, which lay about midway between the Island and the shore, was "kedging." She went about one third of the distance slowly and the steamer has been discharged, and preparations then somewhat faster to when the anchors seem- are being made to refit a new rudder to the good ed to hold, as the lights were visible to those on steamer, so that by Thursday morning we will board the schooner. At this juncture the gale increased and the schooner broke ground and her crew were busily engaged for the next half hour in paying out hawser and saving themselves and their vessel from the inevitable destruction which awaited them on the foam washed rocks to leeward. After they had looked to themselves, their next thought was the ship, and, turning their eyes to where she should be, no light was visible, and the dread thought came to them that she had gone upon the coast where no human aid could to day. Yours, very respectfully, J. T.

reach them. The glassy black bottom of the Genii as it now lies beyond the reach of the waves tells too well the story of how she yielded to destruction. From the spot where all that remains of her is, about two hundreds yards to the east, is the New River Ledge, a black frowning rock just cropping above an ordinary high water surface. When the blast drove down upon her she dragged and was beaten over this and dashed broadside on, up the ragged and precipitous cliff. The wind and the inside of the huge wave which landed her there must have listed her in toward the land and when the rocks were bared as the waters rushed back, she rolled engineers, and the other officers of the steamer, breaking shronds, stays and masts like straws, and were executed by their assistants and crew, that been ordained to the Gospel ministry; one church has been formed in Nova Scotia and one in Prince has been formed in Nova Scotia and on

bottom unchased and the top ground away on one side to the tops of the floor timbers as she worked

The body of the captain was found on New River beach, about three quarters of a mile from the wreck, and near it that of Harvey McNichol. Eben Green's and John Wilson's bodies were found in the river below the mill, and the others, except those of James McGill, John Roix and George Henderson were found near the wreck. An inquest was held by Coroner Valentine of St. George, on all the bodies found except that of the captain. The captain is not much disfigured, having only one cut on the forehead, and, beyond a slight discoloration, the face of Mr. Straton looks quite natural. The bodies of the men who belonged to Mascarine were taken away to that place yesterday, and when the Inquest is held on the remains of the captain, he and Wilson will be buried at Lepreaux. Mr. Geo. McSorley and Mr. John Campbell are sending the body of Mr. Straton to Fredericton, and it will reach the boat at Indiantown this afternoon. It is to be hoped that the other three bodies will be recovered to-

The Genii was insured for \$15,000 by St. John Underwriters, and in Mr. Ranney's offices.

THE STORM AT EASTPORT. Nearly all the wharves and all the vessels lyng at them are total wrecks. A whole range of houses along the wharf is all blown down, and the harbor is filled with barrels and lumber stuff of every description. I counted in one place to-day nine trees torn up by the roots, and there is terrible destruction all over the town. A large number of vessels lie wrecked just within sight. One large schooner is blown up high and dry on the

The steamer New York was in fearful peril. A letter from J. T. to the Associated Press thus describes her danger and escape :

The steamer New York, Captain Winchester,

which left St. John on Monday morning, arrived at Eastport about 12.30 P. M. of that day, having experienced not unfavorable weather. On her arrival a telegram was received intimating that at Boston the wind was blowing a gale, and, a little later in the day another telegram was received, saving that the gale was furious in its intensity, and instructing Capt. Winchester to leave Eastport and seek a more sheltered harbor. The steamer was, accordingly, got under way and steamed to a harbour where she would be sheltered by the high surrounding hills, at a place called Rumery's Bay. On the way there the gale sprang up, increasing to a perfect hurricane, driving, despite all their endeavors and assistance of anchors and steam, before the gale; and although bour, she carried away, simultaneously, both her anchors, after some forty-five fathoms of chain had been paid out in vain; she dragging along against their resistance at the rate of some ten knots an hour. The fearful blast that parted her chains, also started, en masse, her hurricane deck, which, top gear, but for the admirable precautions of put ashore, and it was intended that he should be up, three deep, with life preservers, out of which taken on board again toward night. The Stevecome from Mascarene, bringing their crews, six the evil that this unworthy display was having in number, with them, and thus all except the pilot, Captain Clarke, were on board when night The night was intensely dark, rendering it imposcame on. The following are the names of the sible to tell where we were being driven, but the greatness of the peril soon became evident when the steamer went grinding over the rocks, until, at length, to the great relief of all on board, she was driven on the shore in a place of safety at Lubec neck. We remained there for about an hour and a half, when the harricane having become less furious, although the wind was still onged to Mascarene, were Peter McVicker, Geo. blowing heavy, the steamer was got under way again before the retiring tide should leave her high and dry; and, after making a start, it was The first mate, Mr. Straton, was the son of F. discovered that her rudder had been torn away A. H. Straton, Esq., of Fredericton, and the se- by the rocks over which we passed, leaving the cond mate was the son of the late Captain McGill, steamer without anchor and rudderless in the of St. Andrews. Captain Bayley leaves a wife and family resident in Westport, Brier Island. midst of that fearful gale. It was here that, even greater than before, the cool judgment and manand family resident in Westport, Brier Island.

The place where the ship was lost, known as New Harbor, is about thirty-five miles from St.

The place where the ship was lost, known as bis assistants (among whom special mention must John and ten or eleven miles to the W. S. W. be made of the manly and obliging clerk of the

> again be able to test the qualities of our noble The destruction of property in this vicinity has been enormous. Wharves have been swept away, buildings blown down, some twenty vessels have been wrecked within sight, and damage in all, in subjoin the official report, from the local papers here, of the proceedings on board the New York

cane deck at the most imminent risk of their

Eastport, 5th October, 1869. At a meeting of the passengers held on board the International Steamship Company's steamer New York, at Eastport, during her voyage from St. John to Boston, after having left Eastport to anchor in a place of safety, and after having re-

der the blessing of God, has resulted in our safety and preservation from what seemed inevita-

Old Series, Vol. XXII., No. 41.

ble destruction. And on motion of Henry Whiteside, Esq., seconded by John Mullin, Esq., it was

Further Resolved, unanimously, That from the fearful severity of the gale, causing the loss of both the steamer's anchors, her rudder, and threatening the destruction of the entire steamer, we have to express our confidence in the strength and splendid sea qualities of the steamer, and the power of her engine, which, directed and controlled by the wisdom that was manifested in her management and government, enabled us to reach a place of safety, and calls upon us to manifest, as we hereby do, the hearty satisfaction we feel in the qualities of the steamer, as well as the judicious management of her officers and J. TRAVIS, Sec'y, &c.

AT SAINT ANDREWS the gale was fearfully destructive. A correspon-

dent of the Telegraph reports:

The carpenter's shop adjoining the machine shop of the New Brunswick and Canada Railroad was blown down and totally destroyed. 'A large part of the roof was blown from the engine house : the freight house was blown down, the roof being lifted off in two pieces, the building demolished and cases of goods broken open. The blacksmith's shop and shed in Edgar's shipyard was destroyed. Two cars loaded with bark were propelled along the rails by the wind, and precipitated over the extension; and a roof blown off the

A great number of barns belonging to different parties destroyed.

Nearly all the fences are down; trees innumerable were torn up by the roots. The Telegraph wires are down. The operator here sent out a large crew early this morning to repair damages; they had only got two miles out of town at 2 o' clock. The havoc in window glass is very great. Chimney tops are demoralized in all directions.

In the immediate vicinity of the town there has been a great destruction of barns and cattle. In fact, barns, outbuildings, fences and trees, all over the country, are down.

Waweig bridge is gone. A man was crossing with a horse and wagon, and when he got near the St. Stephen end of the bridge found the covering was gone. He turned about, but before he reached the other end the covering was gone there also; he made fast the horse to a rail of the bridge, and succeeded, himself, in reaching the main road, and proceeded to Hitching's for assistance; but when they got back, bridge and horse and waggon were all gone. There is no record of such fearful havoc having ever before been committed by a storm in this country.

THE STORM IN ST. ANDREWS HARBOR. Monday morning was cloudy and overcast, wind blowing fresh from sou west to sou east, increasing during the day. When the flood tide began to make, it blew almost a harricane, raining hard most of the time. The Harbor master, Captain Balson, seeing a violent storm was approaching, warned all the masters of vessels to see to their anchors and make their vessels secure; but notwithstanding all the precautions taken, the following vessels dragged their anchors and went ashore, viz., the Utica, Calvin, Ellen Frances, Julia Clinch. The Truro's mainsail got adrift, and was blown into pieces, the vessel otherwise damaged. Schrs. Emma Pemberton, Harrie. Mary Budd, and Elizabeth Bowley, received considerable damage by breaking adrift and thumping against the wharf. The sloop Matilda, Saint Stephen packet, was floated up on top of the wharf, where she now lies high and dry, bilged.

The wharves in the upper part of the harbor known as Raits, John Wilson's and Edward and Joseph Wilson's with the stores thereon, are gone; the public wharves are very much injured. A large vessel either dismasted or bottom up is adrift in the bay; no communication can be had with her from the town, as it is blowing a fresh gale, but at this present writing-2 p. m., a schooner appears to have her in tow.

The harbor of St. Andrews presents a very desolate appearance, the beach all round being strewed with the debris of the wharves-and the remains of small boats broken up in the gale. A great number of barns belonging to different

parties destroyed. THE STORM AT ST. STEPHEN AND CALAIS.

The gale was at its highest pitch on the St. Croix at 8 o'clock on Monday night. Great destruction has been done to property around the wharves and Railway Stations, one fourth of the barns in the country is blown down, and many cattle killed. Ships on the stocks, as well as vessels in the river, and stores, without number, have been injured. Mr. James Thompson's barn is blown down and several of his cattle killed.

The tower of the Episcopal Church was blown down, and the plaister much injured. The Universalist Church at Milltown, St. Stephen, a very fine and costly structure, has been blown down. and the organ destroyed. The roof was blown off the new Methodist Church, now in progress of construction, and the brick walls injured. The Railway bridge, on the Calais and Baring

Railroad, at Salmon Falls, has been carried away and it is reported that the Railway bridge at Sprague Falls is also destroyed. The car sheds of the Calais and Baring Railroad, and of the St. Stephen Branch Railroad have been blown down, Other buildings in great numbers are down. Five dwelling houses in Calais and one in St. Stephen are in ruins, and many others are more or less injured. Deming's new store windows, and those of Ross Bros., adjoining Mr. Main's new Courier buildings, sheds, sign fixtures, fences, &c., injured and windows beyond calculation.

The shade trees, and the trees generally in and this immediate vicinity, has been done to the amount, estimated roughly here at \$135,000. I around Calais and St. Stephen are much injured. extent of \$1,000. Several mills on the St. Stephen side of the river are blown down and seriously injured, and their chimneys are down and their windows smashed. The barn of Mr. Samuel Pike of Calais was blown down and it was reported that he was killed, but the statement has since been contradicted. The barns of Mr. Thompson, Mr. Rich, Mr. McCloskey and others at St. Stephen are blown down.

Mr. John Boyd of Little Ridge was badly hurt by a house blowing down.

Boards from the wharves were driven through the Railway Depot. They were flying round in all directions making pedestrian locomotion very dangerous.

The Emma and the Georgie Todd, the former with cargo in, were driven ashore in the river. Todd is all right. The new barque in Chipman and Bolton's yard had her spars aloft, but they double-shored her all round.

The Telegraph reports that at St. George or Magaguadavic the casualties have been numerous

have been dedicated, but on this latter point the returns were not complete.

This closed the business of the Convention, except some incidental matters, such as the reception of a delegation from the Young Men's Christian in the deck upon which they had stood they were dashed down against the rocks and the returning wave mingled heartfelt thanks to Captain E. B. Winchester, the heartfelt thanks to Captain E. B. Winchester, the heartfelt thanks to Captain E. B. Winchester, the pilots, the engineers, and the other officers of the steamer, their assistants and crew, for the exertion of a delegation from the Young Men's Christian in the deck upon which they had stood they were dashed down against the rocks and the returning wave mingled heartfelt thanks to Captain E. B. Winchester, the pilots, the engineers, and the other officers of the steamer, their assistants and crew, for the exertion of the captain E. B. Winchester, the pilots, the engineers, and the other officers of the steamer, their assistants and crew, for the exertion of the captain E. B. Winchester, the pilots, the engineers, and the other officers of the steamer, their assistants and crew, for the exertion of the captain E. B. Winchester, the pilots, the engineers, and the other officers of the steamer, their assistants and crew, for the exertion of the captain E. B. Winchester, the pilots, the engineers, and the other officers of the steamer, their assistants and crew, for the exertion of the captain E. B. Winchester, the pilots, the engineers of the captain E. B. Winchester, the pilots, the captain E. B. Winchester, the pilots, the engineers of the captain E. B. Winchester, the pilots, the captain E. B. Winchester, the

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in consequence of the quantities of boards and light lumber, bricks from chimneys, &c., which were the sport of the winds. The ravages are of the usual kind, barns, stores and sheds blown down, houses carried out of their places, houses gutted, roofs carried clear away, &c. The volunteers have suffered the loss of the principal contents of their armory, owing to this cause. After the roof was carried off, all moveables speedily were driven before the wind. The Episcopal Parsonage is badly wrecked in every respect. Fences, window shutters, windows, signs have been dashed about in the utmost confusion.

BEAVER HARBOR, &c., shares in the general destruction. Three or four vessels have been driven ashore and several lives are reported lost at that port and L'Etang. From Bliss Harbor we have advices of similar damages to several small vessels which got ashore there. A youth, a son of Captain Wm. McLeod of St. George, is reported drowned.

OTHER CASUALTIES ON THE CHARLOTTE COAST. Our special messenger who went to New River yesterday, learned the following facts with refe-

rence to the effects of the storm in that quarter: At New River Messrs. Pescott and Lawrence's mills and property are damaged to a great extent. Their Breakwater, about 300 feet in length, is entirely demolished, and nothing is left to mark where it stood save the ballasting. Just inside of it there was a large two-story warehouse and a wharf, which have been swept away and dashed to pieces amid the general dritting wreck and rnin along the beach. Their Mill Railway, some 250 feet in length, was torn up and carried down below the dam; and the mill itself, though a little wrecked, is comparatively uninjured. Two of their large barns and one dwelling house are blown completely down, and another dwelling house is uprooted. One of the workshops is also laid level, and smaller structures, with fences, &c., are either blown over or launched into the millpond. The Musquash roads skirting the dykes had about four feet of water over it in some parts. and yesterday morning when our Special passed over it the tide was above the axles of the waggon. Mrs. Carman's barn was upset, and the hay

Two fishing vessels were ashore near the Narrows, Musquash Harbor, and two men from each were drowned.

left exposed to the storm-most of the hav being

uninjured. On Price's and Hayburn's marshes

the stacks were overturned and the hay floated

The road from Musquash, back into the country to where Mr. Clinch's men are at work building a dam-say 17 miles-is strewn with fallen trees; 22 men have been at work ever since Tuesday clearing their way and are not near through yet.

at Ragged Point; she was upset outside. Her crew of five men were saved by clinging to her. They lost their clothing which was torn from their Lodies by the sca, and were thrown ashore almost naked. They sailed from Big Salmon River.

A Nova Scotia vessel, laden with spars, is ashore

The lower covered bridge at Magaguadavic had the covering stripped off. The upper bridge moved several feet. A schooner which went ashore at Little Le-

preaux is a total wreck—crew saved. The Mary Maria went ashore at Big Lepreaux and was much damaged. The Margaret Ann, Capt. Whelply went ashore

at Big Lepreaux; no damage. Four men were drowned at Beaver harbor and three vessels are ashore. Mr. Oscar Hanson's Mill at Little Lepreaux was

nearly entirely unroofed, and the blacksmith shop was lifted bodily and carried into the adjacent At LeEtang harbor, a son of Captain William

McLeod. of St. George, was drowned from his vessel, which went ashore. At St. George, the brick house of Mr. George McKenzie, the honses of Frank Morin and Thos.

Keating, and the old balm of gilead tree opposite the Post Office, were blown down. Elder Garraty, of this city, who has just returned overland from Bangor, states that between Calais

and St. George he saw some 25 or 30 barns un-

rocfed or blown down; and the trees uprooted or

bent for miles of the way, many of them having been thrown across the road. INCIDENTS OF THE GREAT STORM.

The bell-tower on Partridge Island was blown down at 81 P.M. Monday; one of the glass panes of the lighthouse was blown out; the doors of the Fog Whistle honse blown off and carried a distance of 200 feet; the graveyard fence, and that belonging to the Quarantine Department blown down. About high water the wharf and crane, put up by Mr. Wilson about nine years ago, together with the steps and his boats also, were washed away. These steps require to be replaced immediately, otherwise a landing cannot be cffected. Quite a number of trees were torn up by the roots on the island, and others broken off near the ground. The banks were completely covered by the tide, and a considerable portion

washed away. At the Beacon Light, Mr. Smith, in the absence of the Light-keeper, Mr. Earle, who received some slight injuries during the storm of Monday, spent the night on the Lighthouse on. Tuesday. The light being injured, it had to be replaced by another, which kept Mr. Smith pretty well employed during the night trimming it. When the Empress entered the harbor, the light being out, our Lighthouse keeper had to ring the

QUACO.

The wharves have suffered considerable damage, the tide being high and the coast greatly exposed. Several slight buildings have been prostrated, and no little commotion caused in the shipyards. Mr. Mosher's new vessel was blown down, the shoring being insufficient, and a small schooner driven ashore at Vaughan's Creek.

THE STORM IN WESTMORLAND AND ALBERT. The Eastern Extension Railway has been a reat sufferer. Despatches state that most of the bridges on the line have been injured more or less severely, and communication has been interrupted for the present. Along the Marsh, the action of the tide was most severe, washing away for a considerable distance the rails with the sleepers attached, and carrying them in some

cases one hundred feet off the line, The large bridge over the Peticodiac River at Moncton, costing over \$20,000 was carried away in the recent gale, and large pieces of it striking the Railway Bridge at Jonathan's Creek, partly

destroyed the latter. About six and a half miles of Eastern Exter sion railway track floated away. The Station Master at Dorchester, it is said, lost

the most of his furniture. The track to the wharf at Moneton is greatly damaged, and the wharves and buildings along the branch are nearly destroyed.

It is said that a large vessel at Hillsboro was thrown over the dyke into a field, and that a lady and gentleman, driving from Hillsboro to Mone-

the work of destruction accomplished. Hovey were specially invited to speak on educa-