

men having been promptly admitted to the in-shore fisheries of the Province, and to all the benefits of the present fishing season.—Mr. Perley has managed his negotiations skillfully and successfully. He now goes to Quebec on other business connected with the treaty, which, it is expected, will finally be completed in a few weeks, satisfactory information having been received from New Brunswick and Nova Scotia.

WRECK OF THE ARCTIC.—GREAT EXCITEMENT IN NEW YORK.

The Tribune of Friday says:—The excitement and sorrow in New York yesterday, were beyond all expression. Thousands of our citizens are bereaved of relatives, and tens of thousands have lost friends and acquaintances.

Early in the morning the Tribune and the other newspaper offices, and the offices of the steamship company, were thronged with anxious inquirers for further news, and all day long the crowds were kept up by fresh arrivals.

The flags on the City Hall, on the Hotel and the Shipping in the harbour, were all half-mast through the day. Business was neglected, and the whole city bore on its outward features evidence of the sorrow within.

Yesterday morning there were hundreds of persons crowding Adams & Co's office, waiting their several turns to see Mr. Burns, and each concerned to ascertain whether there was not some possible chance that a belated brother or sister or friend in the Arctic had escaped. Old men as well as young were sobbing like children, and telling their grief to the passers-by, with that absence of all reserve which so overpowering a misfortune is apt to produce.

NEW BRUNSWICK.

The City appears to be infested with a gang of burglars, and it behoves all persons to see that their premises are properly secured. Several stores have been entered, and property stolen therefrom, but as yet no traces of the ruffians have been discovered. Mr. Aaron Armstrong fired on a man and boy who were attempting to break into his store in Dock Street on Sunday night, but without effect. This may operate as a warning.—*St. John Witness.*

Our new Governor, the Hon. J. Henry T. Manners Sutton, arrived here on Thursday last, and proceeded to Fredericton on the following morning. On Saturday, in the Council Chamber, he presented his commission as Lieutenant Governor of the province, took the usual oath, and assumed the administration of the Government.—*St. John Paper.*

ATTEMPTED MASSACRE.

A most diabolical attempt at a sweeping destruction of Protestants is recorded in the English journals received by the last mail as having been made in Tyrone. A number of the Protestants of Enniskillen, it appears, the Earl of Enniskillen among them, accepted an invitation to Derry, and having proceeded thither in a railway excursion train, were returning home when the engine came in collision with two successive heaps of stones, placed on the railroad, and ran off the line over a steep embankment. One of the engineers was killed, and two other servants of the company seriously maimed. To the providence of God alone is it to be attributed, that the most appalling loss of life did not result. The ruffians who had conspired against the lives of their countrymen carefully selected the spot which they conceived most favourable to the consummation of their horrid design. It was just where the road passed over a dangerous embankment that they placed the fragments of rock destined in their imagination, to overwhelm with sudden destruction nearly a thousand of their fellow-beings. It is remarkable, observes a reporter of proceedings taken to investigate this matter, that Armstrong the engine-driver, from some cause, could not get his engine in working order, from the time the train left Dromore road. When asked could he assign any reason for this he replied, "None, unless the interposition of God, for this greatly lessened the speed of the train." Scarcely any of the country people would render assistance, although one fellow was paid liberally for bringing a little water, and another was paid to bring a door to carry off the sufferers; they did not return. Lord Enniskillen took up his abode in a peasant's house for the night. Isaac Collins, the engine-driver, lay for some time senseless on the ground after leaping from the engine. When he recovered he asked some of the navvies to procure him a drink of water. They replied "they did not know where to get it," and moved about with their hands in their pockets, perfectly unconcerned.

Lord Enniskillen's conduct at the time of the occurrence is described as most heroic—

"His Lordship had stood by the driver of the engine from the time it left Enniskillen until it was thrown down, and his limbs were caught under the iron railing of the engine that was driven down upon them, so that he could not extricate himself; he was in much danger of being scalded to death by the rushing

out of steam, one of the passengers ran to his assistance. His Lordship at this moment of peril—the danger of the bursting of the boiler being imminent—exhibited a devotedness to humanity and a sustaining courage which are only to be found in exalted minds. "No," said he, "no; there are others more dangerously wounded than I am, go and assist them." By a desperate effort he straightened the rail that held him bound down, and was then taken out of his perilous position.

"The engine drivers are sadly wounded; one of them has his leg broken in two places. On examining the line at the spot the engine encountered the shock, two large stones were found which had been placed there a few minutes before by some miscreants, with the diabolical intention of destroying the entire train.—A more dangerous spot could not have been selected for this horrid purpose; and if the train had been going at its ordinary speed, nothing could have prevented its being hurled over the embankment along with the engine, and it is awful to contemplate the slaughter that would have ensued amongst the numerous number of passengers. But a merciful Lord saw fit to set limits to the wickedness these wretches would perpetrate, and to frustrate their hellish design. As an 'excursion train' it was only requisite to stop on the line when requiring to take in water, and therefore it was calculated, no doubt, that this party of pleasure would return to Enniskillen at a good pace. This was not the case.—Lord Enniskillen, feeling deep anxiety that the excursionists should return to their houses in safety, took his place beside the driver of the leading engine at Derry, and remained with him until the catastrophe took place."

"The Earl of Enniskillen referring to the accounts of the late outrage, denies that the 'expedition' was entirely of a party and Orange character. In the first place he says, there were neither flags, ribbons nor music, but such been used, he would have taken no part in the affair. Secondly, one-half of the expedition was of an Orangemen, it was composed of the clergy of every denomination, the gentry, merchants, and inhabitants of Enniskillen and its neighbourhood. The visit to Derry was in return for a party to the town of Enniskillen on the opening of the railway between the two towns, and 'occasioned by those feelings of ancient connexion and friendship which have been preserved for centuries between Derry and Enniskillen.' The noble Earl further states that the chief reasons for accompanying the 'expedition' was to prevent any display of a party feeling on the occasion."—*Wesleyan.*

Editorial Miscellany.

We take this opportunity of denying the charge of "Barking" communications addressed to this paper, merely because they differ in sentiment from our own—as set forth in a Philippic signed "Inquisitor," in the *Sun* of yesterday. We could point out many a proof of the contrary in the papers of the "C. Times." We are bound by the terms of the Prospectus, by which we are constantly brought up, "to avoid controversy" as much as possible, and our own inclination is in unison with that restriction. But any communication, temperately written, in a Christian spirit, on questions closely connected with the welfare of our Church in this Diocese, not likely to provoke controversy, we readily insert, whether we agree with the writer or not, always reserving to ourselves the usual right of Editors in such matters. Candour however compels us to add, that the effusion of "Inquisitor" would assuredly have been rejected, in its present form. The writer must feel, upon reflection, that if his production has any effect at all, it must be one injurious to the peace of that Church of which he is a member, and to the Institution which he professes to support.

KING'S COLLEGE ENDOWMENT.

Additional Subscriptions.

Rev. Charles Shreve, Chester	£25	0	0
Mr. Norman Ritchie,	25	0	0
Thomas B. Campbell, Esq. Cornwallis,	5	0	0
J. Dewolf, Esq. Kentville,	5	0	0
Mrs. Abram Newcombe,	1	0	0
Miss Robinson	0	10	0
A Friend	0	5	0
Mr. Isaac Bonnett, Bridgetown	5	0	0
Mr. Richard Clarke, Douglas	0	10	0
Mr. George Millar	1	0	0
Mr. W. Hayes	0	5	0
Mr. Joseph Miller	0	10	0
Mr. Hugh Burns	0	5	0
Lieut. Blake, Shubenacadie.	5	0	0
Mr. R. Brown, Pugwash	5	0	0
Mr. J. Bent,	1	0	0
Mr. J. James, Bridgetown	0	10	0
Mr. Marsden Foster	0	2	6
Mr. Tully, Musquodoboit	0	10	0
Mr. James Brown	0	1	3
Mrs. Brown	0	1	3
Miss Brown	0	1	3
Amos Brown	0	1	3
Alexander Anderson, Esq. Halifax	1	0	0

LATEST FROM EUROPE.

Telegraphic Despatch to Merchants' Exchange Rooms.

DESPERATE AND BLOODY BATTLE!

CAPTURE OF SEBASTOPOL!!

The American Steamer Baltic arrived at New York on Monday afternoon, bringing Liverpool dates to the 4th inst.

Sebastopol has been taken after a desperate resistance. Russians refusing to surrender.

Ten Thousand Allies killed.

Eighteen Thousand Russians killed.

Twenty-two Thousand Russians taken prisoners.—Ten Ships sunk.

Consols 93½

No change in Breadstuffs from previous advices.

STILL LATER.

ARRIVAL OF Africa AT NEW YORK.

Capture of Sebastopol not confirmed!!

A telegraphic despatch was received at the Merchants' Exchange Rooms on Friday, 20th inst., at 7½ o'clock, P. M., announcing the arrival at New York, afternoon of same day, of the R. M. S. 'Africa,' with Liverpool dates to the 17th inst. Consols quoted firm at 93½. The news of the capture of Sebastopol, received previously by 'Baltic' at New York, was not confirmed. Latest authentic intelligence announces the investment of that fortress. Doubts were entertained of the truth of its capture. Flour and Wheat firm,—holders asking for an advance on previous prices. Corn unchanged in price.

THE ARCTIC.—We take the subjoined account of the remarkable preservation of Captain Luco and others, from one of our City papers. We sincerely hope that more of the unfortunate passengers may yet turn up. It would seem that the crew had thought only of their own safety:—

FURTHER PARTICULARS OF THE LOSS OF THE ARCTIC.—CAPTAIN LUKE SAVED—HIS ARRIVAL AT QUEBEC.

A telegraphic Despatch to the *Boston Journal*, evening of the 14th inst., announces the arrival at Quebec on the day previous of Captain Luke, with three passengers and some seven of the crew of the ill-fated steamship 'Arctic,' rescued by the barque *Cambria*, Capt. Russell. Amongst those saved is Mr. G. F. Allen, son-in-law of Mr. Brown, of the firm of Brown, Shipley, & Co., Liverpool, and Jas. Smith of Edinburgh. One of the passengers of the *Vespa* was also picked up by the *Cambria*.

CAPT. LUKE'S STATEMENT.

After the collision, when it was found the Arctic must go down, Capt. Luke, with the passengers (for by this time all the seamen had left, with the exception of the 3rd officer) sat no time in lashing spars together to form a raft. The last boat was the only one left at the time, and to get the raft constructed it was necessary to get her into the water, but the oars were left on board the Arctic to prevent the boat from being taken away from the ship. Arctic left Liverpool Sept. 20, at 11 A. M., with 233 passengers, and a crew of 150 persons. Nothing of note occurred until 27th ult. On that day the sea, for a distance of three-fourths of a mile, could be seen only at intervals. A dense fog afterwards set in, but it was sufficiently clear to see one or two miles at times. At noon I left the deck for the purpose of working out the position of the ship, and in about 15 minutes after I heard the cry of 'hard a starboard' given to the steersman by the officers of the deck.

I had just got on deck again when I heard a crash, and at the same moment saw a steamer on the starboard bow, and the next moment she struck the Arctic in the guards and passed astern. The bow of the strange steamer seemed to be literally crushed off for several feet, and she must unavoidably sink in a few minutes. Believing that we were comparatively uninjured, my first impulse was to save the lives of those on board the strange steamer.

The *Cambria* was from Glasgow bound to Montreal. When the Arctic sunk, Capt. Luke went down in her, but rose again, and grasped a spar or piece of timber falling on his son. The next moment he beheld him lifeless on the surface of the sea.

We know nothing of the circumstances referred to in the pages of a Contemporary, by a Correspondent from Aylesford, and have no doubt that explanation can be given. One thing at all events is clear, that the Bishop in his Circular expressly required that every precaution should be used to "insure a fair and impartial representation." The election was to be "made by the same persons, and in the same manner as the election of Churchwardens"—and the Delegates were required to be "Communicants of at least twelve months standing." Not a word was said in it about pew rents.

About a dozen large Vessels have been built at Wallace, N. S. this season, one of them of 1000 tons.

The Rev. Dr. Duff, the well known Missionary of the Presbyterian Church to India, is so ill that he cannot return to his post this year.

CLERGY WIDOWS & ORPHANS FUND.

Rev. A. Jordaa.—Collection Country Harbor, 9s. 6d.