the raft, which bore N. W. by W. By this time we had lost sight of the chief officer's boat and the other steamer, which we supposed had sunk. We had not been on our course more than 4 or 5 minutes before we ran over a boat and crew belonging to the other vessel, all of whom perished, with the exception of one, who caught hold of a rope hanging over the bow. Directly the boat was seen, orders were given to stop the engine, which the chief engineer said could not be done, as the ship was fast sinking. In about 30 minutes, all the lower fires were out, and at last there were six feet of water in the ship, fore and aft. By this time the confusion amongst the passengers was very great, but they used all efforts to assist the crew in keeping the deck pumps going, and in lightening the ship forward, for the purpose of endeavouring to get at the leak from the inside, which was found to be useless, and numbers of them going into the boats, which were still hanging to the davits. In 45 minutes after the collision, I came up from the fore hold, and informed the Captain that the water was on a level with the lower deck beams. I then asked him what he thought would likely be the fate of the ship, when he stated his belief to me that there was no hope of saving her. He then told me to see to my boats. On going to those on the port side, I found them completely filled with men and women, and no probability of getting near them. I immediately went to the starboard guard boat, and asked the Captain what his intentions were; who replied that the ship's fate should be his. I then asked him if he would allow his son to go with me, as I intended to take a boat, but he returned me the answer that he should share his fate. It was soon discovered, however, that there was little hope of saving the Artic, and the lady, daughter and son of Mr. E. K. Collins, with several ladies, were put on board a boat in the act of lowering, when one of the tackles gave way, and all except one lady, who clung to a sailor holding fast to the boat, were precipitated into the sea and lost.

I then jumped into a boat, and was ordered by the Capt. to cut away the tackle falls and drop under the stern. I did so; at which time about 20 persons, as I supposed, jumped overboard, of whom 17 or 18 were picked up. Fell in with another boat which had been lowered from the other side, and lightened her of part of her complement, leaving 19 in her, and 26 in my own boat. The last sight we had of the ship her yards were level with the water, and the surface of the sea strewed with human beings, who had jumped or fallen overboard, to whom however it was impossible to render any assistance, and we soon lost sight of all, as the fog continued to be very dense. I then asked the boat's crews whether they were willing to be governed by me, which was unanimously assented to, and I was put in complete command of both boats. We were then about 60 miles S. E. of Cape Race. Deeming it my duty for the safety of all to take the nearest course for the land, and after pulling 42 hours with nothing to guide us but the run of the sea, which I took to be heaving from the southward, and in a thick fog, which lasted all the time, we reached Broad Cove, some 12 miles north of Cape Race. We then proceeded by land to Renews, which we reached on Friday last. I there obtained and took charge of a small schooner, which was hired by the purser and myself, and proceeded in her in search of the wreck or her boats. We cruised around in a strong gale of wind from the north-east, but could find no trace of the ship or her boats. I sent word to Capt. Leich, of the steamer City of Philadelphia, acquainting him with the catastrophe, who I am informed sent off two vessels which he had employed about his own ship. Mr. Allan Goodridge, of Renews, also sent away a vesssl on Saturday evening; but she has not yet returned. It is with the greatest regret I have to report that no trace of the Arctic or her other boats could be found, but as there were very many vessels in the neighbourhood when the disaster occurred, it is not at all improbable that many lives may have been saved."

Mr. Burns's Statement.

The steamship Arctic, with 226 passengere, exclusive of children, 175 employes, a valuable cargo, and a heavy mail, is lost. Of the more than four hundred souls who left Liverpool on the 20th ult., full of hope, gaiety and health, many returning from a European tour of pleasure, only thirty-two are known to have been saved, and certainly not more than one hundred can, by any possibility, have escaped a watery grave. In addition to all this, another large steamer, freighted with human beings, has, in all probability, met a like fate. The details of the horrible disaster are as follows:—

On Wednesday, September 27, precisely at 12 o'clock M., in a dense fog, we came in contact with a bark rigged iron propellor, with black hull, salmon colored bottom, lead colored poop and boats, and black pipe. She was bound eastward, and had all sail set, with a strong, fair wind. The speed of the Arctic at the time, was about thirteen knots an hour. The shock to us appeared slight, but the damage to the other vessel was frightful. Capt. Luce instantly ordered the quarter boats cleared away, and the chief mate, boatswain and three sailors went to her relief; before other boats left, the order was countermanded. The Arctic then described a circle twice around the wreck, during which time I caught a glimpse of more than two hundred people clustered on her hurricane deck.

At this juncture it was first ascertained that we had sustained injury, and the water was pouring in at our bows. When the first officer came alongside to report, the captain was unable to take him up, but headed N. N. W. in the hope of making land. Our position on the previous day, at 12 o'clock was lattitude 48° 39, longitude 45° 27. We had run about three hundred and ten miles from the time of this observation until the moment of collision, and were supposed to be forty miles from Cape Race. The pumps were vigorously worked, and an anchor chain thrown overboard; but, in spite of all exertion, the engines stopped, and the water extinguished the fires. Four of the five other life boats, believed to have been well provisioned, containing the engineers, sailors, a few passengers and all the officers except the captain and third mate, left the ship at an early stage. The majority of the passengers were working at the pumps—some firing the signal guns, and others launching spars, under the direction of Captain Luce and Mr. Dorian, the third mate, to form a raft.

In order to facilitate this latter work the sixth and last boat was lowered. Dorian, one or two firemen, three of the other passengers saved and myself were busily engaged lashing water casks and settees to the main yard, two topgallant yards and several smaller spars—the Captain, with a number of gentlemen, protecting the work by keeping back the crowd—when a panic seized all on board, a rush was made, passengers and firemen precipitated themselves headlong over the bulwarks on to the raft, and in a moment our little boat was full, and in imminent danger of being sunk. In this emergency, Dorian ordered the rope which held us to the steamer to be cut and with our hands and axes we paddled from the raft's side. The mate, who throughout preserved great presence of mind, and labored with heroic energy, cried out, "For God's sake Captain, clear the raft, so that we can work. I won't desert the ship while there's a timber above water."

But the sea was now flush with the deard-lights. In less than three minutes from the time he spoke, the stern sunk—the foam went boiling over the tumbling heap of human beings—many were dashed forward against the pipe. I heard one wild yell, (still ringing in my ears,) and saw the Arctic and the struggling mass rapidly engulphed. Numbers yet clung to the imperfectly constructed raft; but, alas, we could render them no aid. Our own situation was no less precarious; and cruel as it seemed, we were forced to abandon them to fate. Heaven forbid that I should ever witness such another scene. We however picked up two more men, and then, with an overloaded boat, without oars, tholepins, food or drink, avoiding with difficulty the fragments of the wreck, and passing many dead females, prepared for a night upon the ocean. We secured a floating napkin and cabbage to guard against immediate starvation, lashed a spar to the bow of our boat to keep her head to the wind and sea, and thus drifted until daylight; the night was cold and foggy, with a heavy swell, and in a cramped, drenched and half naked condition, we suffered terribly.

Without dwelling upon our miseries, alleviated much by the consciousness that we had endeavored to do our duty to our fellow men, suffice it to say that at five o'clock on the afternoon of the 28th we espied a sail, and raised a handkerchief to attract attention. We were successful. With the rude substitute for oars which we had constructed during the day by lashing planks to capstain bars, with a veiw of attempting to gain land when the sea subsided, we pulled toward the ship On our way we passed the remnant of the raft with one man on it apparently alive.

The bark proved to be the Huron, of St. Andrews N. B., Capt. A. Wall, bound for Quebec. Our men safe on board, the noble hearted Dorian, with some of the Huron's crew, returned to the raft and rescued the poor fellow who for twenty six hours had clung to the spars. He states that after the steamship sunk, he counted seventy-two men and four women on the raft, but at 8½ o'clock he was the only one alive. In the morning two bodies were beside him, much eaten by fishes, and at the time he saw our boat he was on the point of voluntarily dropping into the sea to end his agony. Coming from the raft Dorian encountered and examined the life car of Arctic. It contained a bottle of water, some cheese and a lady's garment.

By the humane captain of the Huron and Mr. Wellington Cameron, a son of the owner, we were received with great kindness, our wounds dressed, fires kindled, food and clothing provided in abundance. During the night of the 28th, Capt. Wall hung out extra lights, fired rockets, and kept a horn blowing in hopes of falling in with the remainder of the boats. But his endeavors were fruitless. On the evening of the 29th he spoke the ship Lebanon, Capt. Story, bound for New York, by whom eighteen of our number were taken off, kindly welcomed and well treated. We have this moment reached New York, by pilot boat Christian Berg, No. 16, to which we were transferred from the Lebanon and to the crew of which we are under great obligations.

NEW YORK, Oct. 11.—Mr. Burns, of Philadelphia, who was a passenger in the Arctic, and was picked up in one of the boats, says that the Arctic went down at 4 b'clock on the afternoon of the 27th ult. Previous to this time only a few of the passengers were aware of the danger in which they stood, and when the truth broke upon them they were panic struck, and it was, consequently, the more difficult to save any of them. The ship went down stern first: at this time Mr. Burns recognized on deck Mr. and Mrs. Mahlon Day, who went down with the ship. Capt. Luce was seen standing on deck at the same time. Mr. Burns seemed positive in his assertion that Mrs. Collins and son were on the deck a few minutes before the ship went down.

THE VESTA.

ST. JOHN'S, N. F., Oct. 3.—The French Screw Steamer Vesta arrived at this port on the 30th, having lost foremast and bow shattered to pieces. She had been in contact with the Collins steamer Arctic. The Vesta lost 13 passengers. * * * Providentially the bulkhead of the forecastle was not started by the collision, which the Captain, (Duchesne), noticed as affording a chance of safety. He immediately, with the utmost promptitude gave orders for lightening the vessel by the head, which was readily obeyed by throwing overboard all the fish, cargo, baggage of the passengers, &c. which was in the rare part of the vessel, and which raised her bows considerably. This elevation, with the firmness of the bulkhead, contributed much to stop the heavy rush of water. About 150 mattrasses, palliasses, and other effects of the crew and passengers, were now placed abaft the safety partition, over which were thrown sails, backed by boards and planks, the whole being, secured by cables well and firmly strapped round all. The foremast, which had received some damage, was cut away, and contributed considerably to raise the head still more. This occupied two days. They then ran under small steam for the nearest port, (St. John's,) which they entered on Saturday last, most providentially before the rising of a severe gale which blew on that day. Upon musterinn the crew 13 were missed. The Vesta had on board 117 passengers and a crew of 50 men. The conduct of Capt. Duchesne is much applauded, and the condition of the vessel, as she now appears, elicits the admiration of all who visit her. Indeed, nothing but the most indomitable energy, unwavering perseverance, and most superior seamanship, could have succeeded in bringing the vessel into port.—*N. F. Ledger.*

FURTHER PARTICULARS OF THE LOSS OF THE ARCTIC.

The New York papers represent that the most intense feeling pervaded the whole city during Wednesday, the day that the intelligence was received. The Courier and Enquirer of Thursday says:—

Yesterday was a day of darkest gloom—a day that weighed like lead upon every human heart in our midst. Nothing was thought of, nothing talked of, but the Arctic. Men bore themselves as if they had been overtaken by some personal bereavement. The merchants on 'Change and the Corn Exchange felt obliged to adjourn without the transaction of the least business. Operations in market had to give way in great measure to the prevailing topic. The courts were in some cases adjourned. Over the public buildings of the city, and on the shipping in the harbor, flags drooped at half-mast. Every thing gave token of a public calamity. It was a day whose mark will abide for years.

The New York Herald says:

It has never devolved upon this journal to record so awful a catastrophe as that which has appeared in our columns. In the whole history of shipwrecks, the loss of the steamer Arctic stands without a parallel. There have no doubt been cases where the loss of life was greater, or where scenes of horror were more thickly crowded together; but these we can only picture in the imagination; we can only dream as in a frightful nightmare, of the awful hour in which the last survivors of the President and the City of Glasgow sink beneath the wave. Among the narratives of maritime disasters which have reached us in the authentic form, none can harrow the feelings like the one we publish this morning. In every point of view, it is unprecedented. The collision took place at mid-day, in calm weather, in the broad Atlantic, forty miles from land: a thousand years might elapse and no two vessels again pass over that fatal spot.

So unexpected was the shock as to paralyse the whole city yesterday. Business was stopped.—Such was the anxiety to learn the particulars of the disaster that seventy-two thousand copies of our edition of yesterday were sold without exhausting the demand. Men had no thought but for the unfortunates, who in the midst of their pleasures, and on the eve of a return to their home, were suddenly thrust into the jaws of death. No steamer had arrived here for months freighted with so many of our leading citizens. Names familiar to us all from childhood follow each other in sad succession in the list of passengers.—So goodly a company is seldom offered to the hungry waves.

Out of the whole two hundred and twenty-six, we only know of twenty persons, and not one female, that has been saved. For our part, however, we will not yet relinquish hope for some portion of the remainder. At least three boats may be still above water with human beings in them, and if so we have every reason to believe they may be picked up. Besides there is still a chance that some vessel may have rescued stray passengers from portions of the wreck. It is certain—deeply grieved are we to say it—that the family of Mr. Collins, together with most of the ladies, perished before the steamer began to sink, in consequence of the tackles of their boat giving way. We know also that seventy-one men and four females died miserably on the raft during the night of the 27th.

We regret that the Arctic should have been running thirteen miles an hour in a dense fog; and we wish we had heard that some means had been employed to signal her approach. It would moreover be a deep source of consolation to the survivors could they congratulate themselves on having saved at least some of the women and children; or, at all events, on the number of passengers saved bearing some closer proportion to that of the seamen and firemen. No military achievement ever reflected such undying fame on British soldiers as their conduct at the wreck of the Birkenhead, when every woman and child was saved, and a whole regiment stood steady in the ranks as the ship went down with all on board.—Let us hope that further accounts will relieve the men of the Arctic from all suspicion.

It only remains, now, for us to offer our sincere sympathy to those whom the awful catastrophe has bereaved of a friend or a relative. To him especially, whose enterprise conceived and energy carried the plan of the steamship line, now bereft of one of its noblest vessels—and who loses not only a ship he loved such as men love their creations, but all who were dearest to him—wife, son, and daughter—we would offer whatever solace a knowledge of our heartfelt sympathy can bestow. Some consolation it must be, in this hour of bitter trial, to remember that the last act of the son who is no more was one of memorable heroism; that he threw from him a proffered life-preserver, as the ship sunk in the water, and bade him who tendered it carry it at once to the ladies. What nobler death could he have died?

The Boston Daily Advertiser says:

Among the shipwrecked passengers of the Arctic who came through from Halifax to this city in the Europa last night, were Messrs C. T. Mitchell of Charleston, and Mr. Dupasseir of New Orleans. These gentlemen feel sure that the Brown and Collin families were lost. It is true that they were placed in one of the boats by Capt. Luce himself, who stationed men to prevent the entrance of any body until a party of ladies were provided with places; but the tackle giving way, the boat upset and they fell out into the water and were lost before the eyes of our informants. The boat was recovered, but immediately a crowd of firemen, waiters, and sailors rushed in and filled it up. Mr. Mitchell succeeded then in getting on board. This boat was met soon afterwards by Mr. Balam's boat which relieved it of part of its load. Both boats were filled to their utmost capacity. Our informants estimate the boats as able to hold on an average but 25, so that but 150 could have been saved at most. Had there been more boats, there was time enough, the water was smooth and the land near enough, for the whole number to have been saved. Mr. Mitchell is of the opinion that not one woman escaped. He speaks of the conduct of the crew and firemen as unruly and selfish; but Captain Luce behaved admirably, and did everything in his power to aid in saving his passengers.

The *State of Maine* remarks on this afflicting calamity:—

It seems as if the past year were uncommonly disastrous to those who go down to the sea in ships. The whole land was filled with sadness at the loss of the San Francisco. The City of Glasgow has gone and left no mark. We were just recovering from the shock which the news of the loss of the City of Philadelphia had given us, and now the tidings come of the destruction of the Arctic, a large and powerful steamer, with most of those on board.

These repeated and terrible losses ought to arouse the attention of all to take some means for the greater safety of seamen and passengers.—Human life is he'd too cheaply, if after such warning the activity of all who have to do with the making and manning of ships, is not quickened to devise some new precaution against disaster, and security after the calamity has come. It would seem foolish and presumptuous to talk of carelessness in the present instance, for men do not in such cases sport with their own lives. But it does appear little short of a miracle that, on the broad Alantic, two vessels, like those we are speaking of, should come into collision in such a manner. The slightest cause, a breath of wind, a single turn of the wheel, a variation in the pressure of the steam, a change in the stowage of the freight; indeed, a thousand nameless incidents, apparently of no consequence, would have changed the whole result; would have preserved property instead of losing it; would have spared anxiety instead of occasioning it; would have saved life instead of destroying it.

So far as we are aware, this is the first instance in which two ocean steamers have come into collision;—all men will pray God it may be the last.

The Boston Journal remarks—

"Immediately on the arrival of the Europa, our reporters went on board, and held a conversation with Mr. Baalham, 2d officer of the Arctic, some of the passengers, and a few of the crew. The survivors were found in a saddened frame of mind, but duly grateful for the sympathy manifested for their misfortunes by all with whom they have come in contact, especially the officers and crew of the Europa, who have done everything in their power for the comfort of the sufferers.

"All we have seen agree in stating that Mrs. Collins, and son and daughter, were in the boat which tipped over, and that they were all drowned. As one gentleman said to us, "I had my eye on her, and heard her shriek, when she fell into the water." It seems as though there could be no doubt that this party were drowned, as has been stated.

"One of the most lamentable features of this disaster is the statement, concurred in by several of those with whom we conversed, that not a woman or child was saved. This is a sad reflection."

Another paper says—

"After carefully sifting all the testimony bearing upon the late frightful disaster to the steamship Arctic, the agents of the company here entertain strong hopes, amounting almost to certainty, that Mrs. Collins and a large number of other ladies were placed in one of the boats, under the immediate supervision of Capt. Luce, and there appears to be strong reasons for the belief that the three missing boats, with many more passengers, will eventually be heard from."

We fear thhre is very little authority to support this hope.

The Boston Traveller remarks—

"The main fact in relation to the collision by which the Arctic was so suddenly destroyed, is that she was running in a dense fog at the rate of thirteen knots an hour! There appears to be no dispute as to this fact. Was this doing all that vigilant foresight could suggest to avert a calamity, which on such a crowded highway as the Atlantic, might have been anticipated? It also appears that although the Arctic was provided with a steam whistle, it was not sounded as the steamer ploughed through the frightful and threatening darkness; nor was a gun fired, nor a bell rung, so far as we learn from any testimony which has been given. Prudent foresight would have suggested safeguards like these. Nothing but culpable carelessness would have neglected them.

Another circumstance, in connection with this disaster, will not fail to attract attention, and to elicit anything but commendation from a reflecting public. We refer to the fact that so large a portion—something like a hundred as now appears—of the Arctic's crew were saved, and that so few of the passengers seem to have had even an opportunity to preserve their lives."

Captain Luce comported himself, under the terrible circumstances, with a calmness and intrepidity which keserved a better face. No thought of self for a moment interwened to wear away his cares for his parisioners. Alas, how fruitless were all those cares and exertions. Three or four hours were spent in constructing a raft, and yet it was the means of eventualy preserving but a single life! Had his officers and men listened to him the last, the result might not have been so deplorable. But they did not. Yielding to the natural impulse of self-preservation, they ignored their duty to their commander, and, thinking only of their own safety, they took to the boats, abandoning the vessel and the hundreds of helpless beings who thronged her deck. It is hard to find fault with men for yielding to that strongest impulse of humanity; and yet when their conduct is compared with the self-sacrificing nobility of soul which characterized the recent wreck of a British troop ship, the Birkenhead, on the coast of Africa, where every woman and child on board was passed into the boats and saved, the men remaining to meet their death with unquailing firmness—in comporison we must denounce the conduct of the Arctic's crew as unworthy and dishonorable.

Officers, engineers, sailors, firemen and waiters, had a monopoly of safety; while the gallant captain alone refused to desert his post, and remained to share the fate of his vessel and of the hundreds of noble hearts whose last throbs beat upon her submerged deck. Mr. Dorian, the 3d officer of the Arctic, was the only one of the officers and sailing hands of the ship that remained with the captain up to the last fearful moment. The others had left the ship long before.

He was engaged up to that time in constructing the raft, actively assisted by many of the passengers. Mr. Dorian himself had no idea of self-preservation when he stepped into the boat, and had the painter cut loose. It was a necessary act in the discharge of of his duty, and to save the lives of others. But his own life was save by it. While he was still within some twenty yards of the vessel, she disappeared from his sight, sinking by the stern, at an angle of about twenty-five degrees.—*N. Y. Herald.*

Among the families in New York most afflicted by this calamity are E. K. Collins, and James Brown, of Brown, Brothers & Co. Mr. Collins has lost his wife, his only daughter, and a son. Mr. Brown has lost his son, W. B. Brown, with his wife and child; his daughter, Mrs. George F. Allan, with her husband and child; and his daughter, Miss Maria Brown, aged about 18. It is seldom we have to record so many victims of death in one family. The sympathies of the whole community are deeply toward these afflicted families, as well as around toward all who have lost relatives and friends by this terrible disaster.

Mr. Collins returned on Tuesday night from Washington, and the sad intelligence was communicated to him as he was crossing from Jersey City, at about four o'clock, A. M., on his way home. Overwhelmed by the extent of this calamity, he immediately left the city for his residence in West Chester county.

The total number of persons who escaped from the wreck of the Arctic were between 75 and 100—nearly all of whom belonged to the crew, officers, seamen, firemen, &c; a few male passengers, but not one women or child!

The flags on the Exchange, Corn Exchange, City Hall, on the Hotels and the Shipping in the harbour, were at half mast throughout the day. Business was neglected, and the whole city bore on its outward features evidence of the sorrow within. The two former institutions were draped in black.

The Arctic was built four years ago, and had always been under the command of Capt. Luce, who had a high reputation as a skilful and experienced shipmaster. The Arctic was 2855 tons, and 285 feet long.

The value of the Arctic, ship and furniture, as recorded on the books of the Atlantic Insurance Company at New York, was $235,000; value of engine and boiler, £245,000—total, $510,000. Insured in England for $60,000 sterling; in America, $318,000, making up the full value of the ship.

Captain Luce of the Arctic Saved.

A Telegraphic Despatch received at the News Room, from Quebec, on Saturday evening, announces that Capt. Luce, with several other passengers, were picked up at sea, floating on a piece of the wreck, by the Cambria, bound from Glasgow to Montreal, and were safely conveyed to Quebec. Capt. Luce's little boy was killed. The Captain states that he saw the Arctic go down at a quarter to 5 o'clock P. M. of the day of the disaster.—*News.*

CAPTAIN LUCE'S STATEMENT.

When Capt. Luce felt that the "Arctic" must go down, he with the passengers (for all the seamen had gone in the life boats, the second officer excepted,) lost no time in lashing spars together to form a raft. Only one life-boat was left, and to construct the raft it was necessary to get this into the water; but the oars were left in the Arctic to prevent its being taken away. Capt. Luce happened (?) to get the women and children in the remaining boat, but the alarm was given that the ship was sinking when the life-boat was taken off hurriedly without oars or any thing else to help themselves with. When this boat had got off about an eight of a mile the Arctic sank. This was about a quarter to 5 P. M. Capt. Luce took farewell of Mrs. Collins, son and daughter just as the ship was going down. He found himself soon after on the surface with his own child in his arms, but found himself immediately impelled downwards. When he reached the surface a second time he was so exhausted that he almost gave up all hope, and nearly lost the grasp of his child. Immediately after a large piece of paddle-box came up beside him with awful force grazing his head and struck with all force on the breast of his own dear child. In a moment after he saw his child a corpse on the water. Capt. Luce, with eleven others, got on the top of this piece of paddle-box, but finding it to sink some of them got on another piece of wreck. They were up to their necks in the water and suffered severely from cold. They were in this position about 50 hours. On the morning of the 29th, at daybreak, they saw the light of a vessel, and summoned up all their remaining courage to hail her. The mist had not cleared off and they were not noticed. Early on the same day the mist cleared quickly away, and they saw a vessel far away. This vessel proved to be the Cambria, bound from Glasgow to Montreal. The mate of the Cambria, at a little distance from his vessel saw a man on a raft and plunged overboard with a rope to the man, who was a Frenchman, and who had come alone. He gave an account of the wreck, and after 5 o'clock that afternoon Capt. Luce and his party were taken on board the Cambria.

Of the party who arrived here, J. F. Allan, of the Novelty Works, New York; Mr. Smith of Jackson County; and a young German, named Ferdinand Hayes, were passengers in the Arctic. The others belonged to the French steamer.

THE OBSERVER.

St. John, Tuesday, Oct. 17, 1854.

The Steam ship Collision.

It is our painful duty to record, in this day's paper, the particulars of one of the most frightful marine disasters that ever came to our knowledge. Ocean Steamers have, during this year, apparently been peculiarly unfortunate; no less than six having been destroyed within less than twelve months past; viz., the *Humboldt*, and the *San Francisco*, last winter, the former near Halifax, and the latter bound from New York for San Francisco; and more recently, the *City of Glasgow*, the *Franklin* and the *City of Philadelphia*: and now the unfortunate *Arctic*, by collision with the French steamer *Vesta*. The particulars of this last fearful wreck will be found most appalling; and while we contemplate the fearful loss of life, and the wide-spread domestic desolation thereby occasioned through hundreds of families; we cannot but notice the shocking fact, that with so large a crew, and so great a number of passengers, *not one lady*, (of whom there were about sixty on board,) *nor one child* is known to have been saved! This is indeed a melancholy, a dreadful reflection. Surely the occurrence of such awful catastrophes must lead to some more stringent precautionary regulations, for observance on board of seafaring steamers. Had steam-whistles been kept constantly sounded on both these unfortunate steamers during fog, and had an abundant supply of life-preservers and life-boats been on board, surely we should not have to record so terrible a sacrifice of human life, nor the fearful fact that of those who *were* saved *not one* was a female or a child, but were principally seamen, firemen and waiters!

On Thursday next the Legislature of this Province will meet in Special Session, to consider the expediency of accepting or rejecting the Reciprocity Treaty. Being a new house, its first contest will necessarily be, the election of a Speaker; but we presume that the lateness of the season, and the near approach of the period for the regular winter session, will preclude any further trials of party strength for the present.

Yesterday, several lots of Corporation lands, situated in the parish of Lancaster, were leased at public auction, on terms materially advantageous to the civic revenues. We understand that the purchase money realised for improvements on the lands exceeded their estimated value by £40; and that lands which have hitherto paid a rent of only £4 per annum are now taken at an annual rent of about £38.

MUNIFICENT TESTIMONIAL.—The Roman Catholics of this City last week presented their Bishop, the Rt. Rev. Dr. Connolly, with a superb carriage and silver-mounted harness, as a token of their appreciation of his religious zeal, and of their personal esteem. The carriage is valued at £162 10s. and the harness at £30. Other denominations might well imitate the zealous benevolence of the Catholics towards their pastors and their Churches, in more ways than one.

At St. Malichi's Church, last Sunday, £1,475 was subscribed in aid of the Cathedral which sum has since been considerably increased.

STEAMBOAT DISASTER—Yesterday, the Steamer *Magnet*, after been engaged during the day in raft-towing, was approaching the wharf at Indian Town, when it was discovered that from some extraordinary negligence, her boiler was empty; and although necessarily therefore overheated, the men incautiously pumped cold water into it. The consequence was the boiler instantly burst, severely scalding the Captain of the Boat, the Engineer and several of the hands, some of whom are dangerously injured. The Steamer became a complete wreck, and sunk immediately.

THE ANGLO AMERICAN MAGAZINE.—We have received (by mail,) the October number of this very excellent periodical. It is well filled with sterling literary matter, and embellished with a beautiful engraving; representing a *coup d' œil* of the vast fortifications of Cronstadt. The article entitled "*Blackwood on Upper Canada*," deservedly exposes and castigates the disgraceful ignorance, with regard to British American statistics and geography, which prevails among even the most educated classes in the mother country.

"ENGLAND'S BATTLES BY SEA AND LAND".—This is the title of a new work, (published by John Tallis & Co., London,) the first two parts of which we have received from Mr. Roger Hunter, the Agent, in this City. Each part will be embellished with two splendid steel plates. Part first opens with a portrait of Sir Charles Napier, and a vignette of his flag ship the "*Duke of Wellington*." In the 2d part is given a sketch of the bombardment of Odessa, and Her Majesty taking leave of the Fusilcer Guards, on their departure for the seat of war.

This excellent work commences from the Great French Revolution in 1793, and will contain all the Battles both by sea and land, in which England has been engaged, up to the present time, including the war now going on in the East. It can be had at the low price of 1s. 3d. per number from the Agent over Kempt, Adams & Co., Market Square, and is well worthy of public patronage.

NEW VESSELS.—We have to notice the arrival in our harbour this week of a fine looking new ship called the *John Owens*. She was towed over from Digby, where she was built by E. J. Budd, Esq., under the superintendence of Mr. Francis Smith, and measures 1236 tons, N. M., and 1200 tons, O. M. She has been constructed of the best materials, under the survey of Mr. Tucker, Lloyd's Surveyor for this port, and is owned by Messrs. J. & R. Reed, of this City, who intend placing her as a packet ship in their Black Ball Line between St. John and Liverpool, the packets of which line have already been so successful and have established their reputation for rapid voyages. She will be commanded by Captain Isaac W. Doane, and is named after our worthy and respected townsman John Owens, Esq., of the firm of Owens and Duncan of this City, and we believe will prove a credit to her enterprising owners, who have already done much for the accomodation of the importers of St. John.—*Courier.*

There have been several more fine new ships added to our commercial marine during the past week, which want of time and space will not permit us more particularly to notice, than to give their names, viz:—The *John Linn*, 1492 tons, ice *Turon*, 1400 tons, the *Eleanor*, 1139 tons, the *Nugget*, 400 tons, &c. &c. We are informed there are about 25 new ships now fitting out in this harbour, and about 20 more on the stocks, some of which are nearly ready for launching.

The Legislature of Prince Edward Island has accepted the Fishery Treaty, and adjourned until the 13th of February.

☞ The Literary notice of "The CITY SIDE; or *Passages from a Pastor's Portfolio*," a new work just received from Messrs. Phillips, Sampson & Co. of Boston, (and for sale by Messrs. J. & A. McMillan,) is unavoidably crowded out to-day; but shall appear next week.

Arrived at St. Johns, Wednesday evening, Oct. 4, the Nautilus from Miramichi. She reports that about 25 miles S. E. of Cape Race, she saw a quantity of wrecked materials—a portion of the railing and painted deck of a large vessel with a number of chests, cases, casks, &c. There can be little doubt that these were portions of the Arctic's wreck. It blew too hard to allow the Nautilus to save any of them.—[Newfoundland paper.]

The Screw Steamer *Cleopatra*, Capt. Salt, from Quebec for Liverpool, put into St. John's, N. F., on the 2nd inst., short of coals. She has on board 383 men of the 71st Regt., under the command of Col. Stack, 100 women and children and 34 passengers.—*Freeman.*

Yesterday the Michaelmas Term of the Supreme Court was opened, when the Hon. the Master of the Rolls took his seat as one of the Judges of the Court, under the Act of last session, relating to the administration of justice in Equity.—*Head Quarters, Oct. 11.*

Civil Appointment.—George P. Montgomery Campbell, Esquire, to be Private Secretary to the Lieutenant Govenor.—*Royal Gazette.*

THE OLD BURIAL GROUND.—The lower part of this sacred place is now being planted with trees, under Mr. Bennison's superintendence. As soon as Mr. B's plan is fully carried out, the Old Burial Ground will contain as many beauty spots as the Cemetery, which is so universally admired by strangers and residents.—*News.*

EMIGRATION.—The packet ship Imperial, Capt. Moran, arrived on Thursday from Liverpool, after a run of 21 days. She brings a valuable cargo and 105 passengers, who, as may be expected from the reputation of the Black Ball Line, and the well known ability and prudence of Captain Moran, all arrived in excellent health. There was not a single case of serious illness on the passage.—*Freeman.*

We have had our attention again directed to that horrible place, the Watch House under the City Market Platform, where those miserable, unfortunate drunken creatures, who are picked up on the streets by the policemen, are locked up for the night. We are informed that owing to the close confined state of the atmosphere in the cells, and the dirt consequent upon so many drunken persons being locked up in them from time to time, that it is positively dangerous to a person's health to become an inmate there even for one night.—We trust that after the late severe visitation of cholera in this City, some measures will at once be taken for removing the lock-up house to some place where the health of those unfortunate individuals for whom it is intended, will be more likely to be preserved and cared for. If one half of the statements are true, it is not by any means a fit place for such a purpose, either with due regard to the health and comfort of the policemen or the prisoners who are from time to time confined there.—*Courier.*

We record to day, with feelings of sincere sympathy for his afflicted family, and sorrow for the loss of a useful citizen the sudden death, by apoplexy, of CHARLES BROWN, Esquire, an active and enterprising merchant, whose successful pursuits enabled him to give employment to numerous operatives, and whose death is therefore a public loss. Our City, the County, the Shipyard, and the Steam Mill, all furnish proofs of Mr. Brown's love and correct ideas of neatness and improvement, and of his public usefulness in our industrial departments, in which many will feel and deplore his death.—*Cour.*

WASHINGTON, Oct. 12.—The Government has acceded to the application of Mr. Moses H. Perley, of New Brunswick, respecting the free admission of colonial fish caught this season, and has given official assurance of an executive application to Congress for the refundment of any duties that may hereafter be paid on such fish, and for power to cancel any warehouse bonds that may be given henceforth until the Reciprocity Treaty shall come into full operation. This concession has been made in consideration of our fishermen having been promptly admitted to the in-shore fisheries of the Provinces, and to all the benefits of the present fishing season.—Mr. Perley has managed his negotiations skilfully 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.

Dr. Graham for the murder of Colonel Loring at the St. Nicholas Hotel, in New York, was brought in guilty of manslaughter in the second degree.

Seven Days Later from England.

INTERESTING WAR NEWS.

The steamship *Europa* arrived at Halifax yesterday morning at 7 o'clock, with Liverpool papers to the 30th of Sept.

The San Jacinto left Southampton on the 27th with a Deal pilot on board, for the Baltic, hoping to be in time to witness the bombardment of Revel.

The Liverpool markets generally were unchanged. Cotton was lower. Breadstuffs had advanced; Wheat being 3d dearer; Flour 1s to 1s 6d, and Corn 2s to 3s. Freights tending upwards.

LATEST INTELLIGENCE.

VIENNA, Friday evening.—It is rumoured in Greek mercantile circles that the Allies have obtained a signal advantage. Funds have risen in consequence.

PARIS, Friday evening, 9 P. M.—Further telegraph messages from Vienna confirm the accounts of the favourable disposition manifested towards the Allies by the Tartar population of the Crimea. The sanitory condition of the army was excellent.

An official bulletin communicated to the Ambassadors at Constantinople, and dated from the Bivouac at Old Fort, on the 16th, announces that the Allies had intended the next day to attack the entrenched camp of 10,000 Russians, posted in the direction of Sebastopol, but the camp had been raised in the night, and the Russians had fallen back upon the town.

Twelve thousand Tartars had offered themselves to the Allies as volunteers, and their services had been accepted. It was reported that the attack upon Sebastopol had been fixed for the 25th. The Russian fleet had been reconnoitred in the port of Sebastopol by the French steamer Napoleon.

The Russians are entrenching winter quarters, along the line of the Pruth.

THE BALTIC.—The bombardment of Revel is daily expected. The English press consider it would be impolitic at this late season, and in the absence of the French fleet. At the latest accounts the larger portion of the Allied fleets were at Ledsund, but British would shortly leave for Baro Sound and Margon.

The Russian fleet at Helsingfors consists of 9 ships, 780 guns; at Cronstadt are 21 ships, 1688 guns; besides 6 steamers were striking topmasts and preparing for winter.

On the 19th, the French and British fleets separated. The French, under Admiral Descheres returning home.

SIEGE OF SEBASTOPOL.—It is confirmed that on the 13th, Eupatoria was occupied by 2000 Turks, 1000 French and 1000 English. The Russian Garrison, numbering 400, surrendered at discretion. The advanced guard was under the command of Prince Napoleon; on the 14th, the main army landed unopposed half-way between Eupatoria and Sebastopol; the troops, horse artillery and munitions all safely. The Russians retired, in good order as the allies landed. Menchikoff, who had his head quarters at Simpheropol, immediately advanced to Bounliyuk, on the river Alina, where he awaits reinforcements to give battle to the allies.

It was confidently stated on the Paris Bourse, that on the 19th, the allies and the Russians met and a battle ensued. The French Divisions came first into action; the English soon came up, and the Russians retired, with much loss. If true, this on the 19th could only be a skirmish, not a battle of the main army. The Russian Embassy at Vienna had received a despatch dated the 22d, from the Crimea. All that had transpired was that it contained news unfavorable to the Russians.

THE WAR IN THE BALTIC.—Her Majesty's cruisers having towed the French ships and British transports, with the troops on board, returning back to France out of the Baltic, returned to their cruising ground immediately. In the gulf of Finland and Bothnia a number of Dutch vessels sought to enter the blockaded ports; they were, however speedily intercepted, and her Majesty's ship Anchor sent one, the Minima, into Memel she is laden with boilands, cheese, and miscellaneous produce, and, with her cargo, will be sent home to England for condemnation

In London the cholera was abating. The deaths for the week ending on the 16th were 1549—a decrease of 501 on the previous week.—The total number since the commencement of the epidemic had been 7669.

Cholera is committing dreadful ravages at Messina. All the Consuls except Mr. Kehm, American, had fled from the City.

INDIA.—From Bombay, Aug. 28th, trade was reported dull.

It is stated that the discontent of the Russian population is increasing, and even threatens to bring on a revolution.

CHINA.—Dates from Canton are to Aug. 5th, from Shanghae to July 25; Amoy, 29th; and Singapore, Aug. 13th. Canton was in a state of siege; all business was suspended, and in a few days would be in the hands of the insurgents.

TIMBER MARKET.—Only retail sales of St. John Yellow Pine. Spruce Deals £9 7s. 6d to £9 12s. 6d.

Death of Lord Denman.—We have to record the death of Lord Denman, who so long and so worthily filled the office of Lord Chief Justice of the Court of Queen's Bench. The melancholy event took place on the 22d September, at Stoke Albany, Northamptonshire, and was occasioned by apopl