

more than one thousand children. In August, 1862, the present Bishop of Tuam confirmed one hundred and sixty-five persons there, and consecrated one of the new churches; and in August, 1863, he consecrated the other, and confirmed sixty five.

There is also a training-school here for Irish missionaries and missionary agents, containing fifty boys, who have been selected for this purpose. The whole of this work has prospered most remarkably. The churches are filled with attentive congregations, and the whole result of Mr. Nangle's long and faithful labors, amidst incredible and unceasing persecutions, has been an amount of blessing upon this long neglected island, the value of which it is impossible to estimate.

We should be glad if our limits permitted us to give the whole of the article in the *Protestant Episcopal Quarterly Review*, but this we cannot do, and must conclude our extract with what follows:—

"But what blessed results are these? The district of Connemara, as it was the last in Ireland to establish popery, gives promise to be the first finally to overthrow it. The people cling to the Gospel long and tenaciously. They are earnest in returning to it again. Their beautiful and romantic region has been opened to the travelling world, by a railway from Dublin, and by public roads through all the valleys and by all the lakes of the province; and hundreds of intelligent Christians from England and Ireland are passing through in every summer. Thus prosperity and intelligence are scattered among the people. They are brought to see the character of Protestantism in all its adaptation to elevate and bless them. Their prejudices fast give way before the influence which thus increases. The miserable servitude which they have endured to their horse-whipping priests will be endured no longer. New farms and new employments attract their profitable labor. And they are not slow to discern that for every benefit which they thus possess, they are indebted exclusively to the liberating and exalting influence of the Gospel in the ministry of Protestant freedom, energy, and love. Thus has this great work prospered. Thus does it prosper still. The *London Times* has said, that in five-and-twenty years Ireland will be a Protestant country. We should not be surprised by such a result. The tendency and progress are in the highest degree encouraging; and the brightest hopes cluster around the picture as it is rapidly opening to view. The Irish are rejoicing to learn the Protestantism of St. Patrick; to be taught from the sacred Scriptures—to pray like him not to saints, but to the Saviour—and to trust like him, not to the merits of man, but to the glorious power of Christ. How beautiful an illustration of this is there in a prayer of St. Patrick, when going to preach before the king and nobles at Tara, now circulating among the Irish!"

"At Tara to-day! The strength of God pilot me; the power of God preserve me; the wisdom of God instruct me; the eye of God watch over me; the ear of God hear me; the word of God give me sweet talk; the hand of God defend me; the way of God guide me; Christ be with me; Christ before me; Christ after me; Christ in me; Christ under me; Christ over me; Christ on my right hand; Christ on my left hand; Christ on this side; Christ on that side; Christ at my back; Christ in the heart of every person to whom I speak; Christ in the mouth of every person who speaks to me; Christ in the eye of every person who looks upon me; Christ in the ear of every person who hears me, at Tara this day." Blessed will be that time when Ireland shall throw away the superstitions and idols of the past ages, and return to the pure worship of the sacred truth which their venerated apostles so faithfully taught them.

News Department.

From Papers by R. M. S. Europa. Sept. 30.

LATEST TELEGRAPHIC NEWS.

THE OCCUPATION OF EUPATORIA.—According to advices from Constantinople, of the 18th, on the 13th Eupatoria was occupied without opposition by 2,000 Turks, and one English and one French regiment. The Russians, 400 in number, surrendered on the first summons. On the 14th the main army landed half way between Sebastopol and Eupatoria without meeting with any opposition. The Russians, 25,000 strong, were entrenched on the Ka cha, and the allied army was to march to attack them on the 17th. A battle was expected to take place on the 18th.

VIENNA, Sept. 28.—Advices from Varna of the 25th, state that the Allies were reported to be encamping themselves at Mamasschi, a village near the mouth of the River Karcha. Their outposts were at Kamouna, in the direction of Rakchi Sarai. At Bahluk several Russian spies were shot. A deputa-

tion of submission and obedience from the native population had appeared in the Allied camp.

VIENNA, Sept. 29.—A letter from Constantinople of the 19th announces that a Russian courier had been captured bearing despatches, from which it appeared that 20,000 Russians (20,000?) were prostrated by cholera, and that the whole force in the Crimea did not exceed 45,000 men.

THE MARCH AGAINST THE RUSSIANS.—A telegraphic despatch from Marseilles announces that the steamer *Ajaccio*, which arrived at Constantinople from the Crimea, on the 19th, left the allied forces in the act of marching against the Russians. The *Monitor* also announces the departure of the allied army from Old Fort for Sebastopol, on the 19th. The force of the enemy before Sebastopol did not amount to more than 25,000 men, but they expected a reinforcement of 15,000. A battle was expected on the 20th before the Russian reinforcements came up. The weather was magnificent. Not a single accident had delayed the landing of the troops and material. The population were well disposed to the allies, and offered them the means of transport and provisions.

REPORTED BATTLE.—It is now confidently stated that on the 19th the Allies and the Russians met, and a fight ensued. A French division were the first in action. The English soon came up, and the Russians fell back with much loss. These statements reach us through Vienna.

THE BALTIC FLEET.—Rumours are still floating round that some very remarkable despatches are gone to Admiral Napier, and the *Daily News* asks—"Have they sent him orders to try now what he can do before the frost sets in? Is Cronstadt or Revel to be the scene of attack, or neither? No one at St. Petersburg or elsewhere seems to have any doubt whatever of the fall of Sebastopol, and it is plain that if we could obtain Cronstadt at the same time, the whole affair would be at an end."

SPAIN.

MADRID, Sept. 28.—The Princess of Asturias is ill. The Queen is said to be enceinte. There is great uneasiness in the public mind, and fears are entertained of renewed disturbances.

RUSSIA.

ST. PETERSBURG, Sept. 23.—The Government has just made a new issue of six millions of roubles, of paper money, to bear interest from the 13th of August.

TURKEY.

CONSTANTINOPLE, Sept. 18.—Fusul Effendi has been elected a member of the commission for the reform of the haratch, or poll-tax, which is to be abolished. A reform is also to take place in the jurisdiction of the Greek patriarchs. The rayahs are to be included in the general military conscription. The administrative system is to be reorganised. All non-Mahomedan subjects of the Porte are to enjoy equal rights. Negotiations with Greece are prolonged for a month. The Sultan has reviewed 8000 troops. The barracks of Scutari have been prepared for 4000 wounded. There is a short supply of medical men both for the army and navy.

CONSTANTINOPLE, Sept. 21.—The entire expedition landed in Kalamita Bay on the 18th, without resistance. The latest news from the Crimea is dated the 19th.—The Scots Greys sailed to-day for the Crimea, on board the *Himalaya*.

GREECE.

ATHENS, Sept. 22.—Mavrocordato is still opposed to the proposal of quartering 2500 French troops at Athens this winter.

NEWFOUNDLAND.

LOSS OF THE STEAMER ARCTIC.—The French merchant screw steamer *Vesta*, from St. Peter's bound to Granville, arrived here on Saturday morning last, with loss of foremast and bows completely shattered to pieces, having been in collision with the Collins' paddle steamer *Arctic*, Capt. Luce, from Liverpool to New York, about 54 miles S. E. of Cape Race.

It appears that the *Vesta* left St. Peter's on Tuesday last, and on the following day at noon, in the neighbourhood of the Virgin Rocks, in an exceedingly dense fog, steaming 8 knots, came into collision with a large steamer, which was recognised as the *Arctic* of New York, whose speed is stated to have been not less than 12 knots. The *Vesta* appeared to be sinking but immediately rose again, but no hope was entertained of her ultimate safety, the passengers and crew looking upon the *Arctic* as their only chance of saving their lives. One man was killed, and others severely wounded. Two boats were put over the side, the first of which was sunk, and the second was immediately boarded by two of the crew and several of the passengers, who not heeding the order of the captain to return on board, abandoned the vessel. The fog continuing very thick they lost sight of the *Arctic* altogether,

still hoping, however, that she would not desert them. A cry of distress was now heard, which was attributed to some men of the *Vesta* who, it appears, had jumped overboard, to get on board the *Arctic*. Providentially, the bulkhead in the fore-castle was not started, which the Captain (Ducharme) noticed as affording a chance of safety. He immediately, with the utmost promptitude, gave orders for lightening the vessel by the head, which was as readily obeyed by throwing overboard all the fish, cargo, luggage of the passengers, &c., which was in the fore 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 160 mattresses, palliasses, and other effects of the crew and passengers were now placed about the safety partition, over which were thrown sails backed by boards and planks, the whole being secured by cables well and firmly wrapped 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 mustering the hands, 13 were missed. The *Vesta* had on board 117 passengers and a crew of 60 men. The conduct of Captain Ducharme 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. The unfortunate men have been taken into the hospitable keeping of Mr. Toussaint (through whose kindness we have been enabled to gather the foregoing account), who spares no pains to provide for their comfort.

We regret to have to state that the only additional information relative to the ill-fated steamer *Arctic* which has been received since our last issue, is such as to afford but slight grounds for hope—if it forbids any—that the unfortunate people who were left on the wreck at the time the boat containing those who we know to have been saved, lost sight of it, was rescued from the fate with which they were then so suddenly and so fearfully threatened.

The information alluded to is contained in the following statement, which was published in an Extra from the office of the *Public Ledger* on Tuesday afternoon:—

FURTHER PARTICULARS.

The following is the statement of Mr. Baahlam, 3rd officer of the ill-fated steamer *Arctic*, who was despatched from Renewa in search of the unfortunate vessel, or her boats, and who arrived in St. John's this morning at ten o'clock,—which statement is given in his own words, and therefore may be relied upon.

On Wednesday, at noon, Cape Race bearing S. W. by W. 65 miles distant, while running in a very thick fog, were struck on the starboard bow, about 70 feet abaft the cutwater, by an iron steamer, which made three large holes in the ship, two below the water, one of which was about 5½ feet in length, and 1 or 1½ in depth, leaving the whole cutwater and stem of the iron steamer clean through the *Arctic's* side. So dense was the fog that the vessel could not be seen a minute before the collision. The wheel was put hard to starboard, the engine stopped instantly, and backed at full speed, until clear of the other steamer, which occupied a couple of minutes. The French steamer seemed to be sinking, low first. Capt. Luce immediately gave orders to clear away the quarter-boats, which was done, and Mr. Gourley, chief officer, left the ship in charge of the starboard boat, and in lowering the port boat the captain exclaimed, "Hoist up that boat again, Mr. Baahlam," and beckoned me to go to him; upon doing so, he ordered me to go over the bow to ascertain if possible what damage had been done. I then found the holes above mentioned. Upon informing him of the facts, he ordered the ship's head to be kept for the land, 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 four or five 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 least there were 6 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 pumps going, and in lightening the ship forward, for the purpose of endeavouring to get at the leak from inside, which was found to be useless, and numbers of them got into the boats which were still hanging to the davits. In 45 minutes after the collision, I came up from the forehold, and informed the captain that the water was on a level with the lower deck beams, and that it was impossible to get at the leak. 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 boat. On going to those on the port side I found them completely filled with men and women, and so possibility of getting near them. I immediately went to the starboard side, and ordered two of the crew to lower the 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 not allow his son to go with me, as I intended to take