COMMUNICATION.

The following communication we were requested to publish from the Observer of last instant, but from want of space it has been deferred until this issue:

"The communication of "A Churchman" in the Observer of 13th Sept., must have placed the Corporations of Springfield and Johnston, and the host of Churchmen who presented the address to a Rev. Gentleman, as published in the Chronicle of 19th August last, (bearing date at Springfield, July 18th 1853,) in no very enviable position; as none of them have as yet attempted to answer any of the queries or enquiries, so called for in that communication; and even the communication of "*Another Churchman*," in the Chronicle of the 23d Sept., with all his evasion, ridicule, and buffoonery, has failed to answer any of them satisfactorily. Hear him! How does he answer? "The Address, as set forth, was signed voluntarily by the most respectable Churchmen of both Parishes, including the Corporations of Springfield and Johnston."—I do not pretend to doubt that the address was signed by the Corporation of Springfield; nor do I think it strange, "A Churchman's" suspicion should be aroused, to think that some of the signers were not of the age of 21 years. It is very strange that "Another Churchman's" suspicions should be aroused so violently, because "A Churchman" merely asked a few plain questions, respecting that Address and the affairs connected with the Church, since the Rev. Gentleman came into the Parish. He attempts to evade the whole of them by stating that they are totally unconnected with the matter. I can tell him if the queries and enquiries were answered in a candid, straightforward manner, which could be very easily done, that it would place the Rev. Gentleman and the signers of the Address in their proper position before the public; and some of them will yet probably be answered; I will not say, to his shame and consternation, for I think he has none, nor any feelings of remorse. If he had, he would go and do as Judas did. Now as regards the signers of the Address, if they are composed of the most respectable Churchmen, I think "Another Churchman" ought to be proud of them and publish their names; but the name of Church Corporation" has quite a sound so *diabolic*, and I am led to suppose that "Another Churchman" must think that the titles sound better sounded than the actual names of the persons composing those Corporations; in his speaking of the trying circumstances of the Rev. Gentleman, that some of them may yet be published, when found necessary, to shew "A Churchman," perhaps to his shame and consternation what they were. I now request him to do so! There is no pretended ignorance in the communication signed 'A Churchman,' respecting the owner of the name attached to the reply; the plain fact is this, that neither he nor any other person ever knew or heard of "R. Drake Palmer" being entitled to such an Address.

That the late Rector possessed the good will, esteem and affections of his Parishioners must be evident to "A Churchman," by the several addresses presented to the Lord Bishop against his removal! Now, "Another Churchman," where are you, after all the addresses, signed no doubt by the same respectable Churchmen? do you imagine that you deserve the name of Churchmen, to treat the head of the Church in this way? To tell his Lordship through the public press that a chosen few, a body to which no gentleman would belong, could influence him against the wishes of all the respectable Churchmen of Springfield and Johnston! The finger of public scorn should be pointed at you; never call yourself "Another Churchman," but write your proper name. How very remarkable it is, to see the difference in the above paragraph of "Another Churchman's" communication, and the following one: "*Unless unity and harmony prevail between a Pastor and his flock, it is best for the interest of the Church that a separation take place.*" How do these coincide, after stating the Rector possessed the good will, esteem, and affections of his parishioners?—After all this unity, harmony, and good feeling, how very strange it is that a separation took place! I think you had better answer the queries and enquiries, and publish the real cause of this separation. You glance at a chosen few having something to do in the affair; but if they are composed of the lower orders of the community, as you point them out to be, it is very strange that they should have such influence in affairs; especially when the self-styled Rector was surrounded by all the most respectable. I shall now state who the author of the communication, signed "A Churchman," is. It is the same person as the author of this present article; and I am fully satisfied that the author of the Address, and of the communication signed "Another Churchman," resides within the hearing the roaring tide of the Pottaudiac River. If he does not, let him point out his proper name and place of residence. In both the Address and his communication, he has extolled himself remarkably. Such puffing reminds me of the sound of brass or tinkling cymbal. It is be unusual thing, in his view, for any or everything I ever said or did to be absurd, or of any of the sledges to which he represents me to belong. But we saw the course Mr. P. was pursuing was at variance with best interests of the church; in sorrow sense of which, our energy was aroused, and we made our complaint in the proper place. Then, what was the result? Mr. P. resigned the mission of Springfield. Now I ask Mr. P., his Corporations and his respectable Churchmen, to take the published reports of the Church Society, glean from them Mr. P's account of money transactions with said Society, while in Springfield, and publish them. We will then leave it to the public to judge whether we belong to a clique, a body to which no gentleman would belong; or whether the Rev. R. D. Palmer is the gentleman that is entitled to that elegant Address which has been spoken of. He boasts much of being far above the reach of the kicking ass; "let him that thinketh he standeth take heed lest ye fall." When in Springfield, he stated he did not care for the good will or ill will of some of his clique. Now, Mr. P., this body still resides in Springfield; and where are you, and what was the occasion of your leaving Springfield? And who were the persons that brought the charge against you? When he compared "A Churchman" to the kicking ass, and by implication, Mr. P. to a dead lion, I suppose he thought he had capped the climax. The parties however, in this fable, may change places; and Mr. P. to turn out be be not a *dead lion*, but a *living ass*, for his folly in allowing his friends to write as "Another Churchman" did. I, with the clique with whom I have been acting, wish all these matters to be brought before the public; for that we have been working for the last two or three years. Will "Another Churchman" now join us in this endeavours? I challenge him to do so. Let him come out under his own name, and instead of foolish and empty threats, publish the documents he pretends to have. By this line of conduct, he will do more to settle matters in this Parish and also further real union than by the course he has so lately followed. As for attempting to frighten me, that is all moonshine. It is true that I was raised in the woods, but I was never frightened by an owl.

We want the public to get at the truth of what has taken place in Springfield for the last five or six years; and we intend they shall have it. The position in which the Address presented to Mr. P. placed us, has compelled us to take this mode of proceeding. Remember, Mr. Editor, that we are now acting in self-defence. The 'Address' bron't charges against us, as did also the communication signed "Another Churchman," or rather a grave character. Are we tamely to submit to misrepresentations of this nature, and suffer ourselves to be made the ridicule not only of this community, but of a great part of the Province? I think not. In conclusion; if "Another Churchman" will be kind enough to publish any documents, if he has any, or any thing connected with Church affairs in Springfield, since Mr. P. came into it, he will confer a favor on a great portion of the inhabitants of this Parish.

PHILO M. RAYMOND.

Springfield, Sept. 30, 1853.

JACK'S £20,000 LEGACY.—THE HERO OF THE LEANDER.

(*From the Plymouth Mail.*)

The man Black, who was discharged from her Majesty's ship *Leander*, 50, Captain King, on the plea of having come into a fortune of £20,000, turns out to have played off a successful trick upon the authorities and others, by which he succeeded in not only getting his discharge from the service, as before stated, but also in obtaining some ready cash, in anticipation of his badly-acquired wealth, and which he soon dissipated, leaving the persons whom he had promised to befriend out of his fortune to make the best they could of the hoax.

The Chronicle.

Sandy Point, N. B., Nov. 16, 1853.

Four Days Later from Europe.

Passage of the Danube by the Turkish Troops—An immediate collision anticipated—New negotiations opened.

NEW YORK, Nov. 14. The Collins steamship Baltic, Capt. Comstock, from Liverpool at noon on the 2d inst., arrived here at noon to-day, bringing 175 passengers. She experienced a succession of gales during the entire passage.

The Cunard steamship Arabia reached Liverpool at 2 20 on Saturday, the 29th ult., making the passage in 9 days and 21 hours, mean time.

The *London Times* of the 2d Nov. states that there is no reason to doubt that on the 27th of October, 3,000 Turkish infantry, and 2,400 cavalry crossed the Danube and occupied Kalafat; and that a large number of troops was still passing over in barges when this news was despatched. The Russians were gathering on the point of attack, and it was expected that a collision would take place on the 28th. For the moment there is an end of notes and diplomatic conferences.

Omar Pacha's movement appears to be the very extremity of rashness; and he is probably forced to move in order to preserve the authority of his relations over the troops, and after the ferocity of the hostile nations had been satisfied by the sanguinary offering of a useless and objectless battle. It may perhaps be possible to resume the chains of justice and humanity. Whatever may be the result of this contest, it cannot alter the duty of the Western powers in this emergency. Whether *Omar Pacha* be successful or be driven back we are equally bound to maintain the rights of Turkey. Let the war go on it will, England and France can never permit Russia to reap the fruits of her duplicity and violence. It will not discharge France and ourselves from the duty of preventing these two countries from falling under the heavy yoke and grasping ambition of the Czar.

Victors or vanquished, the Turks have still the same rights and claims on the Western powers, and we do not doubt continues the *Times*, that the same language will be held by them, whether the first operation of the war shall terminate in victory or defeat to our allies. We sincerely trust that the efforts which will no doubt be employed to light from this conflagration the flames of civil discord throughout Europe may fail of success; and that diplomacy may extinguish the fire before it be the means of setting the continent in a blaze. At any rate, we shall have the satisfaction of knowing that no efforts on our part have been wanting to stem the tide of hostile passions; and if we are forced at last to enter the conflict ourselves, it will only be after having used every conceivable argument to avoid it.

The other morning papers have a despatch from Sardis, received in Paris, stating that 20,000 Turks crossed the Danube on the 26th October, near Widdin, and occupied Kalafat, which had been evacuated by the Russians. No encounter took place.

A Constantinople despatch of the 22d says the Austrian Envoy has submitted to the Sultan a draft of a note with the collective guarantee of the four powers. It is stated that this note has been accepted by Russia. On this subject, the *Times* of Nov. 1st has the following which wears a more peaceful aspect. It is scarcely necessary to say that it was written before information had been received that the Turkish troops had crossed the Danube, though after the Russian flotilla forced its way up the Danube, as reported by the previous steamer:

The intelligence of the Armistice between the Turkish and Russian forces has been substantially confirmed, and the events appear to be precisely of that character which we yesterday delineated. The interval assigned by Omar Pacha for the evacuation of the Danubian principalities was to expire on the 25th ult., but although the reply of Prince Gotschakoff to the Ottoman Porte's summons had been considered at Constantinople as equivalent to a refusal, the Porte had consented, at the request of the Ambassadors of the four powers, to prolong the term of preliminary peace until this day, Nov. 1st.

The *Times* also, expresses its belief that the Turks will make the first movement, which the above despatch verifies. It likewise says that the Sultan, having made a formal declaration to commence on the 25th ult., would probably make some movement on that day to support any declaration.

The *Morning Chronicle* has the following by submarine telegraph:

We do not think it right to withhold the following telegraph despatch, though we attach very little credit to it, and regard both statements which it contains, as in a high degree improbable.

VIENNA, Monday. A private despatch from Temeswer says that 26,000 Turks have crossed the Danube and occupied Kalafat.

From Orsova another despatch says that 52,000 men had crossed, and hostilities had commenced. The news is believed in Although not authenticated.

VIENNA, Monday. The following is authentic: "Fifty-two thousand infantry and 4000 cavalry, under the orders of Omar Pacha, passed the Danube, at Kalafat, on the 27th inst. A great number were in the act of passing. An encounter with the Russians was expected on the 28th.

VIENNA, 27th. There is a rumor of Baron Bruck being called from Constantinople to take the management of Finances. Baron Trokesch is mentioned as his successor.

Letters from Bucharest state that on the 17th, Prince Gotschakoff ordered Baron Ostend Sacken to march at once into the principalities, and take the place of the corps of reserve in Moldavia. Up to the 22d inst., no change had taken place in Turkish and Russian positions at Giurgevo and Braila.

M. Guizot delivered an able and eloquent speech on Monday, at the Society for encouragement of Primary Instruction among the Protestants in France, in which he insisted that the evils of despotism and Socialism were only to be uprooted by the revival and extension of true Christian principles.

INDIA AND CHINA.

The Overland Mail from India and China has arrived, bringing dates from Calcutta to the 20th of September.

The *Bombay Times* says that the subjugation of Burmah is far from complete, and the British army will be compelled to advance on Ava.

The news from Amoy is brought up to the 1st of September.

The long threatened attack by the Imperialists commenced on the 25th of August, but the rebels were still in possession of the town.

On the 29th August the Imperialists effected a *coup de main* at Amoy, capturing, it is said, a body of 400 patriots, the majority of whom were beheaded instantly; subsequently the Insurgents captured between 30 and 40 of the Imperialists, who were summarily beheaded.

Intelligence has been received of the wreck of a British ship, supposed to be the Lady Evelin, and a fearful sacrifice of life. She was commanded by captain McLeland, and was owned in Liverpool.—The catastrophe is reported to have occurred on the night of the 26th July, on one of the cluster of Islands known as Typonsing, in the Eastern or China Seas, situated some 14 miles west of Loo Choo. She quickly went to pieces, and out of 200 souls who were on board, only 6 sailors and 20 chinamen were saved.

NEW YORK, November 14.—The early arrival of the Baltic checked transactions in Flour, and prices without change; sales of 6500 bbls. at $7 12 to $7 18 for common to straight State, and $7 12 to $7 25 for common to good Ohio, and mixed to fancy Michigan and Indiana.

THE ARMY.

The 9th Regiment proceeds to Malta; the 14th and 17th to Gibraltar; the 39th and 62d to Malta; the 89th to Gibraltar; the 30th from Gibraltar to the West Indies; the 47th from Malta to the West Indies; the 41st from Malta to Jamaica; the 49th from Malta to the West Indies; the 44th from Gibraltar to Bermuda; the 63th from the West Indies to New Brunswick; the 67th from the West Indies to Canada; the 19th, 36th, 56th, 71st and 72d return to the United Kingdom from their respective stations.

Captain du Vernet and Lieutenant Walker, 43d, Lieutenant-colonel George Monkland and Ensign Robert Martin, 74th, in charge of detachments of the 43d and 74th, embarked on the 13th at Gravesend, in the ship *Coldstream*, for Madras.

THE NAVY.

Captain Henry E. Napier, Royal Navy, died on the 13th in London. He was youngest brother of the late distinguished General Sir C. J. Napier.

The principal dimensions of the Royal Yacht which is to be built in place of the Victoria and Albert, are already determined on, and are as follows: length between the perpendiculars 230 feet; breadth 40 feet; tonnage 2,200; horse power 600, for paddle propulsion. The new yacht will most probably be built at a merchant ship building establishment.

The Russian frigate *Aurora*, 44, captain Islamatiff, and the corvette *Navarin*, captain Estonin, arrived at Spithead on the 17th, from Christinsand, bound to Kamschatka. The customary salutes were exchanged. A third was expected, the *Vienna*, from Cronstadt, but she was wrecked off Riga-beacon on the 6th. In the course of a few days the Russian frigate *Diana* is expected. The Aurora and Navarin will come into harbor and be docked and refitted as soon as the permission of Government (which has been applied for) shall have been received. So we will shake hands after the fashion of the gladiators, who invariably do so before they endeavour to destroy each other.

Commander M'Clure, who has made the North West passage, was First Lieutenant with Sir Jas. Ross in the first searching expedition for Sir John Franklin. The gallant and distinguished officer, who was in captain Austin's expedition, performed the unparalleled feat of travelling eight hundred miles in the Artic regions, and thus happily saved from starvation. Commander M'Clure was the 2d Lieutenant and brother officer of commander McClintock, with Sir James Ross. McClintock is also an Irishman, and is now in command of the Intrepid, screw tender, with captain Kellett, C.B. The meeting of these two officers again in the Arctic regions, must have been most interesting.

Lieutenant Cresswell, who brought home Com. M'Clure's despatches, was mate of the Investigator in sir James Ross's expedition.

Mr. John Ward, Boatswain of the *Desperate*, has received the thanks of the Royal Humane Society, for jumping overboard and saving the life of John Prideaux, seaman, who was thrown into the sea when the Desperate's fore-top-mast was carried away on the 9th of September. Mr. Ward had previously received two silver medals from the Society, and this is the tenth instance of his having rescued his fellow creatures from drowning, by his daring intrepidity.

WRECK OF THE ANNIE JANE.

[FURTHER PARTICULARS.]

The Princes Royal arrived yesterday from Glasgow, having on board about thirty of the survivors from the Annie Jane, which was lost on the island of Barra on the 28th ult. From inquiries made at the Sailors' Home, where several of the crew are staying, we have gleaned the following particulars.

The Annie Jane sailed from Liverpool on Wednesday, the 23d of August, with 415 emigrants, exclusive of infants. On the 26th she met with a heavy gale, and, owing to the bad stowing of her cargo, rolled so heavily to windward that she carried away her fore and mizen topmasts. The passengers then begged the captain to put back to Liverpool, which he did. She sailed again on the 9th ult., and on the 12th, at four p. m., met another gale, which carried away her fore and mizen topmasts and lower mastheads; they then had to cut away the jibboom to clear the ship of the wreck. She lay to for two or three days and they rigged a jury foreyard, set a sail upon it, and at the renewed solicitation of the passengers, the captain again put back for Liverpool; but, when night came on, he put the ship about for Quebec. On this becoming evident next day there was a great sensation among the passengers, and they remonstrated with the captain, who is said to have replied, "Quebec or the bottom! and a bullet for the man who offers to take charge!" On the 21st they fell in with another gale, and lost the maintopsail, mainyard, and had to cut away the maintopmast. The ship rolling so much that the chain cable was dashed from one side of the deck to the other, making a noise like thunder, which mingled with the shrieks of the passengers, was fearful. One of the seamen, a Canadian, had his legs broken by getting them entangled with the chain. They then continued drifting, as the ship was nearly unmanageable in such a gale, until the night of the 25th, when they sighted the Island of Barra, and the captain, seeing that the ship must go ashore, steered for a small sandy bay, where she struck about twenty minutes past twelve, at first lightly, and then so heavily that the bottom parted from the top sides, the passengers screaming dreadfully the whole of the time. After striking the second time she turned broad side on to the sea, which made a clean breach over her, carrying away those passengers who were unable to hold on. The majority of the passengers were drowned in attempting to swim on shore, and by the capsizing of the boats into which they sprang. Our informant believes that had the passengers stood by the vessel, they would all have been saved; for as she went on shore on the top of high water, she was left high and dry by the receeding tide, and those who then remained on board escaped.

"At the time she struck," continued our informant, "I had a large number of passengers were in the cabin, which filled instantaneously with water, drowning the majority of them, their dead bodies blocking up the companion-way; and I was obliged to force my way through the skylight." The next morning the wreck was found to be completely strewed with mangled corpses, which presented the most horrifying spectacle.

There were 415 passengers on board, of whom 78 only were saved. The chief mate and boatswain are among the missing.

Those of the rescued who have arrived in Liverpool stayed five days on the island, suffering great privations from want of food and accomodation. They then sailed in a small boat for Tobermary, where they waited three days for a steamboat to carry them to Glasgow, whence they obtained a free passage to Liverpool, on board the Princess Royal. During the passage here a subscription was raised for the sufferers.

WRECK OF A PASSENGER SHIP, AND LOSS OF SIXTY LIVES.

Intelligence has been received of the foundering of the well known ship *Dalhousie*, Captain Butterworth, commander, in the Channel, off Beachey Head, and the loss of every soul on board, except one, on the 19th October.

The *Dalhousie* was a fine Indian teak-built ship of nearly 800 tons, the property of Mr. Allen, the shipowner, of Leadenhall-street, and it is understood was chartered to Messrs. Fry & Davison, of Fenchurch-street, as one of the White Horse line of Australian passenger ships. Her cargo comprised every description of merchandise, estimated at upwards of £100,000. Her master, Captain Butterworth, is said to have been a most experienced navigator, and to have passed many years in the owner's service.

She cleared from the docks at Blackwall on the 12th, and proceeded down the river to Gravesend. Her passengers were confined to chief cabin class. Of these, there went on board at Gravesend, Mr. and Mrs. Underwood and three children, Mrs. Simpson and three children, and Miss Radford; several others were to have embarked at Plymouth, at which port she was to call. Mrs. Butterworth being anxious to accompany her husband to Plymouth, where she would leave, she went on board, with three of her sons for the trip down channel. The eldest, however, on the ship reaching the Downs, went ashore with the pilot at Deal to return to school, which is in the neighborhood.—On the 18th the ship's departure from the Downs was telegraphed to Lloyds, and the next that was heard of her was about five o'clock on the following afternoon, when a boat reached Dover from the brig Mitchel Grove, which was lying off in the roadstead, reporting the appaling loss of the ship, and landing the only survivor, Joseph Reed, a seaman, every other soul on board having perished with the vessel.

The crew numbered about fifty; of which 32 were Lascars, who had been brought from Calcutta in the ship's last voyage, and whose names are not mentioned in the ship's papers. The ship and cargo were very heavily insured.

The insurance on goods in the ship is estimated at upwards of £70,000. It is stated that she had been recently overhauled and coppered, and that it is supposed that some of the new work gave way. She went down at very short notice, taking with her the passengers and crew, to the number in all of about sixty.

LOSS OF THE DALHOUSIE—FURTHER PARTICULARS.—The *Dalhousie* was a fine Indian teak-built ship of nearly 800 tons. She was launched at Moulmein in 1848, and therefore a comparatively new and sound ship, and had just undergone a thorough overhaul. Her crew amounted to about 60, and her cargo was estimated at upwards of £100,000. Her master, Captain Butterworth, is said to have been a most experienced navigator, and to have passed many years in the owner's service. Her passengers were confined to the chief cabin class, and about 20 berths had been secured, but this number were not all on board, part intending to join the ship at Plymouth. She cleared on the 12th, and proceeded down the Thames to Gravesend for Australia. On the 18th the ship sailed from the Downs, and the next thing that was heard of her was about five o'clock on the following morning, when a boat reached Dover from the brig Mitchel Grove, which was lying off in the roadstead, reporting the appaling loss of the ship, and landing the only survivor, Joseph Reed, a seaman, every other soul on board having perished with the vessel. Reed's statement is as follows:—"Between seven and eight o'clock on the evening of the 18th, when about eight or ten miles to the westward of Dungeness, it began to blow, and at midnight all hands were called to reef topsails, the wind increasing rapidly. The pumps had been sounded night and morning, and she was quite tight, and upon trying them, as usual, at eight p. m. the previous night, no water (excepting that always in the bottom) could be found. Towards four a.m., the ship began to labor deeply in the sea going a long way over her broadside, and she seemed unable to recover herself when she rolled. I began to suspect that there must be a considerable quantity of water in her, and I mentioned to one of my shipmates that the vessel seemed like a water logged ship. After labouring for some time the vessel heeled on her side, and shortly afterwards sank." Reed believes that every one on board perished except himself. He cannot account for the circumstance of the ship foundering in the manner she did, otherwise than upon the presumption that a butt end must have started. Reed was picked up about sixteen miles from Beachey Head. One of the intending passengers, a Miss Hills, was off Gravesend on the 14th in a boat to catch the Dalhousie, which was being towed down the Thames. The captain would not stop the ship, and Miss Hills went by land to Plymouth, intending to go on board there. The body of the captain, wife had been picked up. He did not see any of the passengers until the vessel lurched over on her beam ends. He remained at the wheel till the water came up to his knees. The last time he heard the captain give orders was when he was among the men directing them to throw the deck load overboard; this was about five o'clock. After the ship went over on her starboard beam ends he saw Captain Butterworth abreast of the foremast back-stay. The larboard quarter boat remain'd and. with Burley, he endeavoured to get her clear He had arranged the tackling, and called some Lascars to keep her head up while he got the stern round. In doing so, however, the Lascars got frightened and let go, when she swamped, and went down between the main and mizen masts.—When she was on her beam ends Capt Butterworth seeing that the ship was lost, told them to do the best they could to save their lives, not forgetting the passengers. He pointed to the schr. apparently bearing down to the wreck, which might save them. The passengers dragged through the galley window were Mr. and Mrs. Underwood and two children, and the young lady who was taken out of the water and had come out of one of the poop cabins was Mr. Underwood's eldest daughter a young lady about 19 years of age. Just before a fearful sea had swept off Mr and Mrs. Underwood and the two children, he observed them embrace each other and in earnest prayer, evidently quite conscious and resigned to their fate. Capt Butterworth was holding on near him, when Miss Underwood in her night dress, was washed out of the poop, and he exclaimed, pointing to the unfortunate girl, 'For God's sake, look here!' She was floating away when he (Reed) caught her up under the arms, and with the aid of Burley he got her out. He could never forget the look she gave him He had cut a piece of rope to secure himself to a spar (the spare mainyard), but seeing there was no chance for the girl, he said, 'You had better let me have it.' She replied, 'No, no, I shall be safe enough, and you may be picked up; if you perish there is some hope of your body being found.' She looked up imploringly at him, and said, 'Yes do.' He immediately lashed her to the spar, and when it was cast adrift from him she ejaculated to Reed, 'May God bless you, and save you to get ashore!' (Reed was moved to tears while repeating this scene.)—He endeavored the spar going to windward full ten minutes after the ship had foundered. There was also clinging to it Capt Butterworth, Mr. Fitch, James Burley, a youth named Simpson, and three or four Lascars. From the heavy sea which was sweeping over the spar he thought it very improbable that any of them could live many hours. He was unable to form any conclusion as to the cause of the ship going over. He did not think the ship had shifted, and if she had touched a wreck he fancied they must have felt the shock. He saw nothing to the ship up to that morning to give the least uneasiness as to her safety; in fact, he was quite proud of being on board such a vessel, as she rode out the gale in the Downs.

MUTINY AND MURDER.

The well known clipper brig *Arratoon Apcar*, of Calcutta, Henry Lovett, master, left this harbour yesterday morning, bound to Singapore and Calcutta, the crew consisting principally of Bengalees with eight chinese, and two chinese carpenters.—According to the log book, at noon with a moderate breeze, Green Island bore NE distant five miles.—This is the last entry. At midnight the pilot left, and this morning delivered to the agents Messrs. Leleacra & Co, here, a letter from Captain Lovett covering one for Mrs. Lovett, in Calcutta, to be forwarded by the mail leaving to day. The second mate Mr. Woodburn, relieved the chief mate of his watch when the pilot left. Half an hour afterwards the Chinese part of the crew assisted by two other Chinese passengers, came aft, armed with very sharp square knives, and having despatched the second mate, and thrown him overboard, proceeded into the cabin, where were sleeping Captain Lovett Dr. Thompson, late of the Lady Mary Wood, and Mr. Smith, late commander of the Red Rover, passengers, Mr. S. H. Shirving, chief mate, and an European lad Chollie, (a relative, we believe of Capt Lovett's) of all these five persons, only Captain Lovett's corpse remains, and it is supposed that, finding it useless to resist armed men, the poor fellows jumped overboard. There are a good many blood smears on the sides of the cabins, but no pools, by which it might be inferred that they were killed outright on board. The chief mate's cabin door is cut about a great deal.

At the time of the assault a Goa Portuguese Seamanie, by the name of Augustin, was at the wheel. He says they tried to kill him also, but he got away up the rigging, where also fled the Lascar seamen of the watch. The gunner who brought the Arratoon Apcar into port this morning, with the assign floating union downwards, says he slept forward until two o'clock, when he was awoke by the Lascars from aloft, and learned what had happened.—On going aft he met Captain Lovett, who said 'give me a drink of water;' and having taken it, drew a long breath and expired; death having resulted from a severe cut in the abdomen, where a rib were protruding. The gunner found the chief mate's boots gone, the tepsail halyards cut, two guns spiked, and fire in the after hold, the Lascars having attempted to blow up the vessel. About six this morning a pilot came on board somewhere about Linding, and with his assistance the brig was soon brought to Hong Kong. As the vessel was not far from two islands at the time, it is possible that the missing people were able to reach the shore. Mr. Smith, it is said, jumped overboard unwounded, and being a good swimmer, we entertain strong hopes for his safety. Two steamers leave in search immediately.

"Captain Lovett's dog, of English bull breed, is cut severly across the nose and hip; and having it is said, fastened his teeth pretty deeply into the calves of the assailant's legs, it is hoped that by his marks the wretches, who cannot be far off, may be discovered. There was not much treasure on board to excite their cupidity. The eight seamen had been two voyages in the brig."

It would appear that the Calcutta Lascars took to the rigging, with the exception of two Malays, who made a determined resistance, although unarmed; but were overpowered, killed and their bodies thrown overboard. The head of Dr. Thompson was almost severed from the trunk. All the bodies except that of Capt. Lovett's were thrown overboard.—*Sydney paper.*

City Marshal Furnham, of Bangor, seized on Friday last, five flour barrels, each of which contained, snugly packed in the centre, a twenty gallon cask of liquor. No owner had appeared.

THE REBELLION IN CHINA.

The present Tartar dynasty of China, after ruling the empire for 235 years, or from the time of our universal *Jesus*, seems at length tottering to its fall. It has already lasted three times as long as the Royal dynasty. It seems, indeed, surprising how long, considering its feebleness, it has endured. It had for a considerable time, however, been in a state of decay. The Tartar militia, except in mere parade, had become no better than Chinese; they were ready enough, as we ourselves found, to commit suicide, but not to fight for their Emperor. The present rebellion is of Chinese against Tartar nationality, and hitherto the Chinese mob have proved better soldiers than the Tartar army. The rebellion which originated in the Province of Honan, in about the 27th deg. of north latitude, has now extended to Kinghem in the 32nd degree; and there seems to be little doubt, from the latest accounts, but that the rebels are in possession of Nankin, the capital of the last native race of emperors, and the fatal spot in which we ourselves destroyed the *prestige* of Tartar invincibility. If this be then really true, the overthrow of the Tartars must follow, for the position commands the navigation, not only of the greatest of the navigable rivers of China, but also of the grand canal, which leads from it to Pekin, both together forming the highway by which the rest of government is supplied, not only with corn and salt, but also with the tributes of the southern provinces, for the most part paid in kind. In his need the Emperor, as if he was no better than a European King, has published a most piteous proclamation, calling on his subjects for help, and promising a hundred returns which he never thought of in his prosperity, and when he had the power to carry them into effect. Among these he has at length—but chiefly with the view of getting funds to suppress the rebellion—legalized the opium trade; fixing the duty at the very moderate rate of forty Spanish dollars the chest, which at the present consumption will give about half a million sterling of revenue, although amidst the huge corruption of Chinese functionaries, it would be difficult to say how much of it may reach the imperial treasury. It took the present Manchoo Tartars the best part of half a century to achieve the complete conquest of China, from north to south, and that was a period of great anarchy and disorder, accompanied, of course, by much loss of life and property, and the exercise of great ferocity by the victorious shepherds. The expulsion of the invaders will follow the success of the rebellion, and the result must be long-continued disorder. This will certainly put hazard to our trade, which of one kind or another is of the annual value of £10,000,000—our Indian revenue from opium of £2,500,000—and our English tea duties of £6,000,000. These are serious considerations, and yet we have nothing for it but to watch the course of events. If Clive and his times could be revived, which is by no means desirable, our rule over three hundred and seventy millions of Chinese might be more easily established than over all Hindostan, which it has taken above a century to achieve. Very probably "the Barbarian" will be called upon by one side or the other to interfere in the quarrel, yet "the Barbarian" must forbear.—*English Paper.*

THE REVENUE.—The revenue returns made up to the 10th instant are satisfactory, showing a nett increase upon the past year of no less than 42,311,762. The amount of revenue under the several heads for the year ending October 10th, 1853, is as follows:—Customs, £19,075,029; excise, £13,743,073; stamps, £6,676,089; taxes, £3,171,051; property tax, £5,613,640; Post-Office, £1,041,000; crown lands, £402,888; miscellaneous, £182,362; imprest and other monies, £742,560; repayments of advances, £1,529,681; total income, £53,077,169. Compared with the year ending October 10th, 1852, these returns show the following increase and decrease:—Customs, £361,519 increase; excise, £372,768 increase; stamps, £476,372 increase; taxes, £27,159 increase; property tax, £204,191 increase; Post-office, £45,000 increase; crown lands, £182,888 increase; miscellaneous, £110,053 decrease; imprest and other monies, £135,880 increase; repayments of advances, £618,[illegible] increase; total decrease, £2,131,756; total decrease, £110,003 deduct decrease, £110,333; increase on the year, £2,311,752.

VESSELS BUILDING AT PEMBROKE DOCKYARD.—The following men-of-war are now in course of building at the Royal Dockyard at Pembroke, viz., the Victoria of 116 guns; Repulse, of 90 guns; Brunswick, of 8 guns; Immortalite, of 60 guns; Melpomene, of 60 guns; Sutlej, of 5 guns; Aurora, of 50, guns; Curacoa, of 36 guns; Falcon, of 16 guns; Harriet; Ariel, of 8 guns; and Swallow, of 8 guns. Of the above the Repulse, Aurora, Falcon, and Ariel, have recently been ordered to be built; and they are all to be fitted with the screw propelling power. This force comprises three ships of the line, five frigates, and four sloops, &c., of which seven will receive auxiliary power. Some of them are in a very advanced state, and could be launched in a very short space of time. The Pique frigate, has been undergoing a thorough repair, and will be fitted with the propeller.

EVANGELIZATION OF IRELAND.—A meeting was held on Thursday night, in the new hall, Clayton square, for the purpose of hearing the statements of several of the ministers engaged in the recent mission to Ireland. The meeting having been opened by prayer, the Rev. Samuel Hinton took the chair, and, in a very clear and lucid address, explained the objects which had called them together. The Rev. Mr. Dickinson and the Rev. Mr. Kerr (from Scotland) gave interesting accounts of their visits to the Sister country, and of the treatment they received. The meeting closed with the usual vote of thanks to the chairman and speakers.

FRIDAY.—An example of the way in which many old superstitions have vanished, may be found in the willingness of men now-a-days to begin enterprises on Friday. It is not many years since it was considered hazardous for a shipmaster to leave port on that "unlucky day;" but how there are few who feel any repugnance to starting on Friday. Capt. Lincoln, of the bark Nautilus, of this port is not one of that select few. He took his departure from Boston on Friday, June 24, and arrived at Genoa on Friday, July 22. He left Genoa on Friday, August 5, and arrived at Malaga on Friday, August 12. After the old superstition, we may expect Friday to be admitted to equal rank with other week days.—*Boston Daily Advertiser.*

Very good; but the first class war-steamer *Birkenhead* was commenced to be built on a Friday—launched on Friday—sailed from England on her last fatal voyage on Friday—lost on Friday—and between four and five hundred human beings were hurried to their final account on the same day (Friday).

PLAYING THE DEVIL.—We were once a good deal amused at an anecdote we heard of a certain preacher who (finding confined him to the limits of Kentucky.) He had preached in his parish many years, and of course ran short of the eloquence so much needed to keep all his parishioners awake and astonished. He can preach ever so well, it made no difference; they had got used to him, and used to sleeping, and sleep they would to his utter annoyance. At last he hit upon an expedient to bring to up standing, as the saying is. He procured a fife, which he took with him into the pulpit, and after taking his text and a blast away till his lungs were sore, and all his parish comfortably dozing and nodding approval of such sermons, he seldom drew it forth and gave a shrill toot-toot. In an instant the whole congregation were awake and attention; hear the stamping of each wakened sinner, as he cried in the name of the devil, and Satan, and Beelzebub, and Tom Thumb, and all the rest of the devils, "Look out! look out! mark yourselves! there you go! what you? said the divine whatever, the congregation stared around on the astonished assemblage. "Well, I preach the gospel to you, you all go to sleep; but the moment I go to playing the devil, you're wide awake, up and coming, like a rush of hornets with a pole in their nest."

DEFINITION OF A GENTLEMAN.—In the case of Wag v. Kelson, tried at the late Bristol assizes Mr. Justice Talford defined the character of a gentleman:—The evidence proved that the defendant while in the theatre, had said to plaintiff, "Do not speak to me; I am a gentleman, and you are a tradesman." "Gentleman," said the learned Judge, "is a term which does not apply to any station, but to the mind and the feelings in every station. The man of rank who deports himself with dignity and candour, and the tradesman who discharges the duties of life with honour and integrity, are alike entitled to it; nay, the humblest artizan, who fulfils the obligation cast upon him with virtue and with honour, is more entitled to the name of gentleman than the man who could indulge in offensive and ribald remarks, however high in station."

(COMMUNICATED.)

We feel ourselves compelled, as public journalists, to call attention to the alarming nature of the crisis to which the civilized as well as the barbarous nations of the world are hastening. On the one hand, war and bloodshed, with all their concomitant horrors, hurrying rapidly towards their commencement, the issue of which no finite mind can fathom; on the other hand, the stealthy, tortuous, but not the less certain approach of Jesuitism and Popery; and it behoves all who value civil and religious liberty calmly to ponder upon the present signs of the times. As far as we are concerned we have no misgivings, for having that firm and undoubted reliance in the arrangements of an overruling Providence, we have every reason to believe that the standard of Britain will float victorious wherever her arms are directed, and that will, as heretofore, prove herself the friend of the oppressed, as well as the head of the free; for within her borders, encircling nearly one half of the globe (and on which the sun never sets), are groans of the captive is heard. But it is to the daily and unceasing approach of the Jesuit we would particularly direct the attention of our readers; and in order that we may not lay ourselves open to the charge of a wholesale attack upon Roman Catholics, we would address ourselves in a few words to our Roman Catholic friends, by asking them earnestly and seriously if they really and truly believe in the power of their Priests to forgive sins; and before replying to our question, we beg them to take time to consider—to apply themselves to the Bible, read it with a prayerful mind, and if they then, after pleading for the teaching of the Holy Spirit, and deeply pondering upon these words of Holy Writ, St. Paul's Epistle to the Hebrews, chap. iv, verse 14, "Seeing then that we have a great High Priest that is passed into the heavens, Jesus the Son of God, let us hold fast our profession." We say, if they then still believe that any poor sinful mortal man—a worm of the dust—has power to forgive sins, their position is dark and gloomy in the extreme. We only wish all friendly earnestness sake and earnest them to read the New Testament; to peruse and study the Gospel of our Lord and Saviour, *our only High Priest, out of whom there is no salvation*; he be Roman Catholic or Protestant. We ask them to read and study the Epistles of St. Paul (the great Apostle of the Gentiles), and then to let us know whether they can believe that any mortal man, Pope, Cardinal, Bishop, or Priest, possesses in any manner whatsoever the power to save or destroy their souls.

Popery, and its right arm, Jesuitism, would perish to-morrow (and that it *will perish* we have the sure word of prophecy to support us,) if it was not the continued system of deception, and the lying wonders it carries on by means of which its coffers are constantly replenished; and we would here direct the attention of our readers to the days of our blessed Saviour and the Apostles, and particularly notice the contrast between their proceedings and those of the Church of Rome. They *pure*—the Roman Church *receives*; they blessed and healed—the Roman Church curses and tortures. Our blessed Lord said, "Come unto me all