

DAILY CRESCENT

WEDNESDAY MORNING, OCTOBER 18, 1894

The Proprietors of the Crescent will pay no bills unless by person except Mr. J. O. Dixon or his authorized agent.

Advertisements are accepted for insertion on the following terms: One week, \$1.00; one month, \$3.00; three months, \$8.00; six months, \$15.00; one year, \$28.00. Single copies, 5 cents.

Advertisements for real estate, legal notices, and other special notices, on application.

Advertisements for the sale of goods, on application.

Advertisements for the sale of land, on application.

Advertisements for the sale of stock, on application.

Advertisements for the sale of bonds, on application.

Advertisements for the sale of securities, on application.

Advertisements for the sale of commodities, on application.

Advertisements for the sale of services, on application.

Advertisements for the sale of real estate, on application.

Advertisements for the sale of land, on application.

Advertisements for the sale of stock, on application.

Advertisements for the sale of bonds, on application.

Advertisements for the sale of securities, on application.

Advertisements for the sale of commodities, on application.

Advertisements for the sale of services, on application.

Advertisements for the sale of real estate, on application.

Advertisements for the sale of land, on application.

Advertisements for the sale of stock, on application.

Advertisements for the sale of bonds, on application.

Advertisements for the sale of securities, on application.

Advertisements for the sale of commodities, on application.

Advertisements for the sale of services, on application.

Advertisements for the sale of real estate, on application.

Advertisements for the sale of land, on application.

Advertisements for the sale of stock, on application.

Advertisements for the sale of bonds, on application.

Advertisements for the sale of securities, on application.

Advertisements for the sale of commodities, on application.

Advertisements for the sale of services, on application.

Advertisements for the sale of real estate, on application.

Advertisements for the sale of land, on application.

Advertisements for the sale of stock, on application.

Advertisements for the sale of bonds, on application.

Advertisements for the sale of securities, on application.

Advertisements for the sale of commodities, on application.

Advertisements for the sale of services, on application.

Advertisements for the sale of real estate, on application.

Advertisements for the sale of land, on application.

Advertisements for the sale of stock, on application.

Advertisements for the sale of bonds, on application.

Advertisements for the sale of securities, on application.

Advertisements for the sale of commodities, on application.

Advertisements for the sale of services, on application.

Advertisements for the sale of real estate, on application.

Advertisements for the sale of land, on application.

Advertisements for the sale of stock, on application.

Advertisements for the sale of bonds, on application.

Advertisements for the sale of securities, on application.

Advertisements for the sale of commodities, on application.

Advertisements for the sale of services, on application.

Advertisements for the sale of real estate, on application.

Advertisements for the sale of land, on application.

Advertisements for the sale of stock, on application.

Advertisements for the sale of bonds, on application.

Advertisements for the sale of securities, on application.

Advertisements for the sale of commodities, on application.

Advertisements for the sale of services, on application.

Advertisements for the sale of real estate, on application.

Telegraphed to the Daily Crescent

By the National Wire

Further by the Europa

THE CRIMEA EXPEDITION

LATER FROM THE BALTIC

New York, Oct. 12.—It was stated in the Paris paper on Friday, the day before the Europa left Liverpool, that an engagement had recently taken place on the Crimea between the Allies and the Russians, resulting in the retreat of the latter, with considerable loss. It was generally believed, however, that this engagement, if any actually took place, was between small parties.

It was stated that, owing to some unfortunate delay, the Allies had been prevented from marching upon Simferopol with the main body of the army, which consisted of 45,000 men. A Russian force of 30,000 men were posted on the River Alma, and the main body of the Allies were on a small river which runs parallel with the Alma.

The report of the engagement referred to stated that the battle was commenced by the French, who were soon after joined by the English.

Advices of a more reliable character have been received from Constantinople. These state that the Russian fleet, comprising the 10th of September, with the intelligence that the Allies had intended the next day to attack an entrenched force of one thousand Russians, which obstructed the line of march, but during the night the camp of the enemy was raised, and the force retired to the town.

The commanders of the expedition still expected to be in a position to commence the attack upon Sebastopol on the 25th of September.

The Russian Fleet at Sebastopol.

The French steamer Napoleon had run closely into the harbor of Sebastopol, and reconnoitered the Russian fleet lying there.

The Baltic.

Notwithstanding the withdrawal of the French fleet from the Baltic, it is stated that an attack will certainly be made upon Revel by the British fleet.

The Turkish Army.

Omer Pacha, at the latest dates, was making extensive preparations to march into Beersarab, and commence the siege of Ismail, which was held by a strong Russian force, and was well fortified.

Russian Fleet in the Baltic.

The Russian fleet in the Baltic consists of twenty-one ships mounting 1680 guns, with nine steamers, were lying at Cronstadt, and nine ships, mounting 780 guns, lying at Heligoland.

Mr. Soule.

Letters from Paris state that Mr. Soule had arrived in that city, on his way from Madrid to Baden.

China.

The overland mail had arrived, bringing dates from Canton to the 5th of August. Trade in India continued extremely dull, and especially in the Chinese ports.

The insurgents were still engaged in the siege of Canton when the mail left.

New York Markets.

New York, Oct. 14.—Corn in good request, with sales of Mixed Western at 80 to 81c per bushel. Rice coffee is selling at 10 1/2 to 11c per pound. The Provision market is quiet, and pork has sold to-day at easier rates, though without any notable decline. Sales of Lard in bids, at 10 to 10 1/2c per pound.

Steamboats Passing.

Vicksburg, Oct. 17.—The following steamboats have passed here during the last twenty-four hours bound for New Orleans: The Saracene, St. Nicholas, and the H. M. Wright, at 2 o'clock P. M. yesterday, and the Eliza, at 8 o'clock this morning.

By the Southern Era.

Mobile Cotton Market.

MOBILE, Oct. 17.—There was an improved demand in the Cotton market here yesterday, and the sales amounted 1250 bales. Prices are without any material change, but closed with firmness.

Eastern Mail.

MOBILE, Oct. 17.—The Eastern mail has arrived, bringing dates from New York of the 11th, and morning of the 12th inst., as late as due. This mail contains the foreign letters received by the steamer Union.

THE LOSS OF THE ARCTIC.

M. BURN'S STATEMENT—LIST OF THE RESCUED.

We copy the following from the New York Herald, of the 11th inst.:

At a late hour last evening we received the heart-rending intelligence of the loss of the Collier steamer Arctic. Leaving more extended details upon the awful catastrophe for a future occasion, it is sufficient to state that the vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

STATEMENT OF MR. BURN'S.

The steamer Arctic had on board 100 passengers, exclusive of the crew, and was bound for the Arctic region. The details of the disaster are as follows:

On Wednesday, the 10th inst., the Arctic was in a heavy fog, and was in contact with a large iceberg. The vessel struck the ice, and was thrown on her side. The crew and passengers were rescued, and the vessel was abandoned.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

The Arctic was a collier steamer, and was bound for the Arctic region. The vessel was lost by the action of the ice, and that the messenger of Adams & Co., who was on board, and fortunately escaped the terrible perils of the disaster.

With the 10th inst.

Just Received

HARRY'S CHEAP STORE,

185 CAMP STREET,

Just Received

HARRY'S CHEAP STORE,

185 CAMP STREET,

185 CAMP STREET,