DAILY CRESCENT.

THURSDAY MORNING, OCTOBER 19, 1854.

By the Proprietors of the Crescent will pay no bills contracted by any person except Mr. J. O. Rixon or his written authority.

Sebastopol.

From the commencement of the existing European war up to the present time, although we have endeavored to lay before our readers all the latest intelligence concerning its progress, we have been equally solicitous to avoid any editorial comments, or an indulgence in empty and jejune speculations about that of which nothing was definitely known. In fact, the occurrences which have marked its history up to within a few days have been almost too insignificant for notice, and altogether disproportioned to the words wasted upon them. A few small battles, without any decisive result, between the Russians and Turks; the capture of a few Russians salt ships and mud scows by the Anglo-French navy in the Baltic, and the destruction of a few Turkish vessels of war by the Russians in the Black Sea; the siege of Silistria, the bombardment of Somersund; marching and counter-marching, notes and ultimatums, loans and taxes, and terrible reports of what was to be by-and-by—does not this sum up the history of the contest that has been entered into by four of the powers of Europe? The only real matters of importance have been those of a mercantary character; the only real matters of interest have been the gigantic armies enrolled, and the gigantic fleets equipped. Their performances have been altogether unimportant and uninteresting.

The inactivity to which we allude has, however, given way to energetic measures, and a great battle has finally been fought, if we may rely upon the accounts received. Our telegraphic dispatches this morning announce the arrival of the steamer Baltic at New York, with news that the Allied army which left Varna and landed on the Crimea, had met the Russians and defeated them with immense loss upon both sides. We are well aware that the telegraph is not always a reliable authority, but there seems to be no good reason for disbelieving the present statement; on the contrary, there are many arguments that favor its correctness. The intention of the Allies, their disembarkation on the Crimea, the presence and determination of the Russians, have been published and authenticated heretofore. News of a great battle was daily expected, and a result similar to the one reported was in the nature of a certainty. Just so long as Sebastopol was besieged by sea close it was safe; but, when the Allied fleet blockaded its harbor, and the Allied army attacked it by land with such material and munitions as never before accompanied an army, that safety became very doubtful. Our dispatches are in another column, and need not be transcribed to this. They are more vague and indistinct than we could wish, and leave much open to conjecture. It is not necessarily to be inferred from them that an attack has been made upon the city itself, but rather that a battle has been fought somewhere beyond the intrenchments, in which the Allies were victorious. It is known that the Russians intended to make a stand at a distance, and in case of defeat, to fall back upon the city. Our latest intelligence was, that a Russian army was posted near the Allies, and that a conflict was hourly expected. The capture of a thousand pieces of artillery would seem, on the contrary, to favor a supposition that the city itself had fallen—a supposition strengthened materially by the reported sinking of ten ships of the line in the port, and the rumored conflagration of Sebastopol itself. On the other hand, if the city and fortifications had been captured, a greater number of guns must have been taken, and the whole fleet either been sunk or surrendered. We are left in this uncertainty, and can only await farther and fuller intelligence.

Whether Sebastopol is as yet taken or not, there can be but little doubt that it soon will be. The Allies command the sea and have secured, at all events, a firm footing on land. They have a large and well-provisioned army, about to be increased by new forces from Varna. They are better acquainted with the science of war than the Russians and more excellently drilled. They have cut off the possibility of reinforcements reaching the besieged except by long and tedious marches across a waste and inhospitable region, and thus, in all human probability, insured the conquest of the second fortress in Russia. It is unnecessary for us to describe the position of Sebastopol, or make any remarks concerning its importance. Odessa is the only other harbor approaching to it in commodiousness and value on the Black Sea. If it falls, the Russian power, in that part of the world, falls with it.

What will happen hereafter is a mere matter of speculation. If the city has not yet been taken, we shall undoubtedly hear of hard fighting around it before long. At all events, we are promised important war intelligence from the Baltic.

Since writing the above, we have received later telegraphic dispatches, which usurp the place of what arrived previously. No mention is made of the burning of the city, and no allusion to the sinking of ships. It is stated, however, that the whole Russian fleet in the Black Sea has been surrendered, which it assuredly would not have been without the most absolute necessity. These conflicting and contradictory statements can only be reconciled by further intelligence. If Sebastopol has fallen, the Allies have gained one half their point. Should Cronstadt be taken also, Russia will dwindle back behind the age of Peter, and throw no larger a political shadow than Spain or Italy. We await that which is to come.

We are under obligations to the Purser of the Black Warrior for consignee and passenger lists, and for late Havana papers.

By the steamer St. Nicholas, Chas. Berger, master, we have received late papers from St. Louis.

We have also to thank the Clerk of the Saranak No. 2 for similar favors.

"The Russians are securing their top-masts."
(Exchange.

We can't, for the life of us, see what fun the Russians can find in striking their top-masts. The top-masts haven't done any injury to any body, and are not like to. If the children of Nicholas must be pounding and pummeling, we recommend them to try the "noble art" on the Allies; at all events there'll be more sport, and it won't hurt their fingers any more.

COTTON MOVING.—It will be seen by our commercial record that the Baltic's news had quite a favorable effect upon our Cotton market, and that not less than six thousand bales changed hands yesterday at full prices.

COMMERCIAL READING ROOM.—We are highly gratified to understand that the subscription lists to the Commercial Reading Room and Exchange in Armory Hall are rapidly filling up, and that only two or three hundred more names are now needed to insure the certainty of the undertaking. The time for subscription, however, is limited, we believe, to the close of the present week. It is necessary, therefore, for all who feel an interest in the undertaking to come forward with their signatures at once. The project appeals very strongly to the wants and interests of our business men, as well as to the pleasure and gratification of general readers. If the present plan is allowed to fall through, we shall be without an almost absolute necessity for the whole season. Subscription lists can be found at all the newspaper offices.

Telegraphed to the Daily Crescent.

By the National Line.

FURTHER BY THE BALTIC.

VERY LATEST FROM THE CRIMEA.

Battle of Sebastopol Confirmed.

Disturbance in Spain.

THE ALLIES AND THE U. STATES.

NEW YORK, Oct. 17.—The following are additional items of European news brought by the Baltic.

The news of the great battle on the River Alma was received at London only eight hours after the departure of the Europa on the 30th of September.

The Russian entrenchments there were stormed by the allied troops, with a loss on their side of 2800 killed and wounded. The Russian loss amounted to 6000.

Prince Napoleon is said to have conducted himself with great gallantry, and had three horses shot under him.

Dispatches by way of Vienna state that Menschikoff had surrendered the remaining vessels of the fleet lying in the harbor of Sebastopol. Six ships of this fleet had previously escaped from the port.

Dispatches from Constantinople report the arrival there of one French and three Russian Generals, all wounded, and the latter prisoners.

Exports of Grain Prohibited.

The St. Petersburg journals publish a decree of the Russian Government, prohibiting the exportation of grain from Russian ports to Austria.

Montenegro.

A difficulty had occurred between the Turks and the Montenegrans; but it was generally considered of a very trifling character, and would probably soon be arranged.

The Very Latest.

The latest accounts from Sebastopol, received at Liverpool on Wednesday before the departure of the Baltic, confirmed those previously received, but brought no additional particulars of the capture of the city.

England, France and the United States.

EXPLANATIONS DEMANDED.

The Paris correspondents of the London papers state that a joint note from the Governments of England and France has been sent to the "Cabinet of the United States," requiring explanations from the latter with regard to the engagements entered into by the United States with Russia, and especially with respect to the nature and conditions of the arrangement under which the acquisition of Russian possessions in North America is said to have been made by the United States.

Spain.

Disturbances in the Burgos, Spain, are reported by dispatches from Madrid to have broken out, causing considerable uneasiness to the new Government.

Fillbusters Disbanded.

NEW YORK, Oct. 17.—Col. John Allen, represented as the commander of the Fillbusters in this State, has published a card, in which he announces that the expedition is disbanded, owing to the want of funds for the prosecution of its objects. The number of Col. Allen's force is stated at fifteen hundred.

Tournament at Louisville.

LOUISVILLE, Ky., Oct. 17.—The grand tournament, which has been some time in preparation, came off yesterday at the amphitheatre of the Western Agricultural Society. There were ten entrees, and at the conclusion of the proceedings Mr. Crockwell Knight was declared the victor. Miss Julia Chamberlain was crowned Queen of Love and Beauty. The number of spectators was very large, estimated at twelve or fifteen thousand.

Failure in NewYork.

NEWYORK, Oct. 17.—The house of Gibson, Stockwell & Co., commission merchants, of this city, failed yesterday. The amount of their liabilities is not ascertained.

NewYork Markets.

NEWYORK, Oct. 17.—Flour is in good request, at full prices, with sales of good Ohio brands at $8 48¾ to $8 50 per bbl. Pork is quiet, without change of a moment in the rates. Bacon and Lard are steady, but with a moderate demand.

Further of the Arctic.

NEWYORK, Oct. 17.—Capt. Luce arrived in this city last night. He states that the boats which left the steamer were capable of carrying three hundred people with safety. Thirty more of the passengers are ascertained to have been picked up by a vessel bound for England, and have probably been carried by her to the port of her destination.

Ohio River—Markets.

PITTSBURGH, Oct. 17.—The river here is now falling slowly with nineteen inches water in the channel.

CINCINNATI, Oct. 17.—The river here has fallen three inches in the last twenty-four hours. The market is quiet. Flour is dull at $6 90 per barrel. Bacon is in moderate request at 5½c. per lb. for bacon shoulders, in bulk. Sales of Whisky at 28c. per gallon.

LOUISVILLE, Oct. 17.—The river here is now stationary, but is reported falling above. The steamboat Fanny Bullitt is advertised to leave for New Orleans on Thursday next, the 19th instant.

Steamboats Passing.

VICKSBURG, Oct. 17.—The steamboats H. R. W. Hill and Southern Belle passed here to-day, the former at 2 P. M. and the latter at 5 P. M., both bound for NewOrleans.

By the Southern Line.

Ohio Election.

BALTIMORE, Oct. 15.—Returns of the election in Ohio have been received from 60 counties, showing a majority in these counties of 66,600 votes for the anti-Administration candidates. White's majority is estimated at 44,000.

The Arctic Disaster.

NEW YORK, Oct. 14.—No doubt is entertained that the family of Capt. Collins were all lost. Mr. Frederick May was saved with Capt. Luce.

New York Cotton Market.

NEW YORK, Oct. 14.—There has been a good demand to-day in the Cotton market here, and prices are firm.

Further of the Arctic's Survivors.

BOSTON, Oct. 16.—The following are the names of the passengers that arrived here yesterday on board the Europa: Mitchell, Young, Gilbert, Moore, Rathbone, DeMayer, Gibon, Tuss, Dupasseur, Hennessey, Mateh, Dobbs and Dulaquais.

Consul at St. Johns.

The American Consul at St. Johns, N. B., is greatly censured for not having sent out vessels to search for the survivors.

Loss of Diamonds.

Mr. Guinet, a French importer of jewelry, who was lost in the Arctic, had with him diamonds to the value of one hundred and fifty thousand dollars.

Capt. Luce very strongly censures the conduct of the firemen and crew of the Arctic, who seized on the boats in spite of all remonstrances and orders.

Two vessels hove in sight of Captain Luce during the two days that he and his companions were on the wheel-house, but owing to the dense fog, they could not be seen from the decks of the vessels. During these two days eight of his companions died. The ship Cambria picked up six other persons after taking the Captain and his three companions from the wheel-house.

By the National Line.

Bank Failures.

BALTIMORE, Oct. 18.—The Kentucky Trust Company Bank at Newport, Kentucky, and the Bank of Connersville, Indiana, have failed.

New York Markets.

NEW YORK, Oct. 18.—The Flour market here is unsettled, and quotations are nominal. Pork is dull at previous rates. Lard is in fair request at unchanged prices.

Canada Sailed.

NEW YORK, Oct. 18.—The Cunard steamer Canada sailed to-day for Liverpool with seventy-two passengers and $825,000 in specie.

Large Fire.

LOUISVILLE, Oct. 18.—A fire broke out last night in this city, destroying a large amount of property, including the extensive book-store of H. C. Norton, and the stores of McDermott, Clifford & Co., and Cassady & Hopkins. Mr. Norton lost all of his stock, and McDermott & Co. a large portion of theirs. The loss of Cassady & Hopkins was considerably less. There was an insurance of about $40,000 on the property destroyed.

Death of a Mississippian.

LOUISVILLE, Oct. 18.—Mr. John L. Martin, an old and wealthy planter of Mississippi, died here yesterday, after a long illness.

Ohio River—Markets.

PITTSBURGH, Oct. 18.—The river here has risen thirty-four inches during the last twenty-four hours, and is still rising.

CINCINNATI, Oct. 18.—The river here has fallen three inches during the last twenty-four hours, and is yet falling slowly. Flour is firmer, with sales at $7 to 7 10 per bbl. Whisky selling at 28c.

Later from Havana.

ARRIVAL OF THE STEAMSHIP BLACK WARRIOR.

Assassination of the Betrayer of Lopez.

By the arrival yesterday morning of the steamship Black Warrior, Capt. Bulloch, we have news from Havana to the 15th. A list of her passengers and consignees will be found in the ship news column.

The yellow fever had entirely disappeared from Havana, and nothing of interest was going on.

A treasury return published in the journals shows that the maritime and internal dues raised in the island during the month of September last past, amounted to $897,197, against $887,070 during the corresponding month of 1853.

The son of Gen. Lopez had been seized and thrown into prison for some real or suspected political offense.

Jose Antonio Santos Castanedo, the infamous wretch who hunted down and captured the unfortunate Lopez with bloodhounds, has met his reward at the hands of some daring partisan of the Cuban cause. Castanedo had been but a short time in Havana. His assassination had been expected, and he had been warned not to enter the city but to either seclude himself in the Island or leave it altogether if he wished to secure his safety. From a letter in yesterday's Evening Picayune we copy the particulars of this affair:

HAVANA, Oct. 14, 1854.

Since I last had the pleasure of writing to you, nothing of importance had occurred in our orderly and quiet city until the night before last, when it was disturbed in its propriety by one of those most cowardly assassinations, which occasionally occur among our benighted populace. This was one of more importance than usual, as the unfortunate victim, Jose A. Castaneda, was the individual who captured Gen. Lopez, and against whom vengeance was sworn at the time. Soon after he received the reward, ($6,000,) which the Government offered for the capture of Lopez, he went to Spain, kissed the Queen's hand, and received the honored cross of distinction, for his (gallantry,) and he has but lately returned. He had been watched constantly for the fatal opportunity, and on the evening of the 12th, between the hours of 7 and 8, he was playing a game of billiards at a coffee-house, called Marte y Belona, outside of the city, and as he was in the act of striking the ball, with his back toward a blind on the piazza, he was shot through the blind, two balls entering the back of his head, which almost instantly killed him, and although there were a great number of people present, the assassin made good his escape. Gen. Concha had had an interview with him on that day, and, it is said, gave him an appointment as captain of a partido. Concha feels this as an insult to him, and has offered a large reward for the apprehension of the assassin. Yesterday afternoon he was buried. At the time of starting, a mob collected, and showed a determination to prevent, if possible, the interment. A guard of soldiers was ordered out to protect the remains on the way to "Campo Santo," which was followed by an immense crowd, yelling, throwing stones, etc., and it was with great difficulty that the grave was reached. Several of the civil guard were badly injured—a number of the rioters were arrested, and no doubt will be severely dealt with. This Castaneda was despised by every one; his character was always bad, and once his life was saved by Gen. Lopez, when he was President of the Military Commission, by his casting vote. Such was his gratitude, that he hunted the poor man out with dogs in his hour of distress, to get the reward for his precious head.

Gen. Pezuela and his family left for Spain on the 12th, in the Spanish steamer Ceylon. His departure appeared to cause little regret.

Havana Markets.

Correspondence of the Crescent.

Per Black Warrior.] HAVANA, October 14.

EDS. CRESCENT: We spend our report. Since its date, two Rhode Island cargoes have arrived, and some Potatoes from Boston. Sales were made of 840 barrels Potatoes from Boston at $5 50, and 1250 barrels from Rhode Island at $5 68; 30,000 bunches Onions at $7 75, and 20,000 at $6 50; 240 barrels Onions at $3 50.

Last sale of Lard was at 15½c for a good lot from Baltimore, composed of 250 tierces, 100 barrels and 575 kegs.

We have to add in regard to Freights, that a British bark (an old vessel) was taken for Glasgow at £1 10s.; an American schooner from San Cayetano to Baltimore at $9 per ton for copper ore; a bark, to load molasses at Sierra Morena, to Portland, at $3 50, and a brig to load in Bahia Honda, to Boston, at $3.

Exchange on London, 12½ to 13 per cent. premium; New York and Boston, 1¼ to 1½; New Orleans, short sight, 2½ to 3½. Yours, respectfully,

J. C. BURNHAM & CO.

From the Circular of J. C. Burnham & Co.

HAVANA, October 11, 1854.

Since our report of the 27th ult., the Sugar market has continued in the same tardiness and indecisive position, as we therein described. The planters have very little stock in their possession, the greater portion being held in second hands, either on speculation or for shipment. At the same time, the total quantity on the spot does not exceed 80,000 boxes, against 140,000 boxes at the same period last year. Under this state of things, there is very little Sugar for sale, the expectations of holders in general are high, and the following quotations are in a great degree nominal: White 7½ to 8½ rls.; choice 8¾ to 9 rls.; Yellows 6 to 7½ rls.; Browns 5½ to 6 rls.; Uncourtuches 4¾ to 5½ rls.

Molasses is scarce; 5¼ rls. was paid in the harbor.

The business in Coffee is insignificant.

The imports of Lard from various quarters have been more abundant since our last report, and prices have been declining. The last sales were at $17 and $17 50, and since then further supplies have arrived from New Orleans and Baltimore, bringing our present stock, in first hands, ashore and afloat, to 2000 barrels and 6600 kegs.

The sales of Rice have comprised 68 casks from Philadelphia at 17¼ rls., 300 casks from Charleston at 16¾ rls., 25 casks from NewYork at 17 rls., and 300 casks from Charleston at 16½ rls., leaving about 500 casks in first hands.

Box Shocks have been imported, chiefly on contract. Sales of 7000 or 8000 were made at 10½ and 11 rls., and some were contracted at 11 rls. About 1100 country Manoweto 2hd. Shocks were placed at 19 rls., and 500 City Molasses at $3. Sales of Short Hoops were made at $65, long $60 and $58; 100 Empty Casks at $2 25. No more Rhode Island cargoes have come in; a small lot of Potatoes realized $6 50.

FREIGHTS.—A Spanish brig was taken to Falmouth and near ports at £2 15s., and another to Glasgow at £2 7s. 6d. Charters were made to the United States at $1 50 and $1 75 per box for sugar, $3 75 for molasses, and $8 to $8 50 for hhd. sugar to load to Sagua.

Exchange on London 12½ to 13¾ per cent. premium; New York and Boston ¼ per cent. premium.

THE LOSS OF THE ARCTIC.

The New York papers received yesterday are filled with the particulars of this awful calamity. It was not certainly known what vessel had shared in the disaster, but we find in the Richmond Whig, of the 14th, the following dispatch:

HALIFAX, October 12.—The French steamer Vesta has arrived at St. John's, N. B. Her bows are in a shattered condition, the effect of collision with the steamer Arctic. She picked up thirty-one persons, survivors of the wrecked Arctic.

It is reported that another boat load of forty persons, who were on board the Arctic at the time of the collision, have arrived at Warren, R. I.

Also the following:

NEW YORK, October 12.—Mr. Collins has made a careful investigation of all the details that have come to hand relative to the loss of the steamer Arctic, and he believes that Capt. Luce, with Mrs. Collins and other lady passengers, left the Arctic in a boat before the vessel sunk. The third mate doubts the statement that Mrs. Collins fell into the sea. It is not known, as yet, whether those saved by the French steamer Vesta, lately arrived at St. Johns, are passengers or crew. C. F. Mitchell, of Charleston, S. C., is among those saved.

We copy from the New York Times the following accounts of the affair by Francis Dorian, third officer of the Arctic, and Peter McCabe. Although they do not differ materially from the statement of Mr. Burns, which we published yesterday, they will be found more full and very interesting:

STATEMENT OF MR. FRANCIS DORIAN.

The first I heard was the cry, "Hard-a-starboard." I then understood that there was something wrong. I went on deck and found the vessels about seven yards apart. I stood watching the Arctic, in the full expectation that she should yield to her helm. The other vessel struck her abreast the cat-heads. Capt. Luce gave orders to clear away the boats. Mr Gourlie cleared away his boats and lowered them down before I thought there was any thing wrong with the ship. By the time we had all the boats ready, Capt. Luce gave orders to lower and allow no one to enter them. During this time the captain, carpenter and several of the passengers were outside, trying to stanch the leak inside and out. At the same time water casks were being filled, and every exertion was used to cause the vessel to raise forward; paid the starboard chain overboard to lighten her.

The Second Officer came on deck; I asked if he was making any exertion to stop those leaks; he replied, yes; I asked him what was the prospect. All the answer I got from him was to hurry up those pumps, that is the main pumps and those at the saloon gangway; I went along the deck and found two of the quartermasters standing by the port afterward quarter boats; I ordered them, by command of Capt. Luce, to take some weapons and defend it. While I stood all; I saw the passengers and crew filling the port forward boat; I came along for the purpose of putting a stop to it, and found Capt. Luce in the guards passing ladies and children into the boat. Several gentlemen were also passed in. I think about 32 were in it. He gave the orders to lower away; I turned around and saw the after boat perfectly crowded. By the time I got aft they were in the boat, and had the bow fell partly lower, and there, the davits, and held on by the davit falls, when she tipped over and emptied all out with the exception of three. With the assistance of Captain Luce, Captain Gramm, one of the firemen and myself, we got the quarter-master to go down and pass the painter up, and by hauling on it the ship lurched, we succeeded in saving the boat, and hauled her on to the afterguards, the engine turning ahead slowly at the time. I took a turn of the painter round the after guard with the intention of keeping the boat there as a last resource.

Some passengers, part of the crew and firemen, precipitated themselves right into the boat—at least twenty. They cut the boat adrift and went away; that was the last of that boat I saw. There was one quartermaster in her. I walked off the guards on the upper deck, and the passengers proposed to me to form a raft of such materials as I found fitted on board, and wished me to take charge of the ship. I answered that Capt. Luce was on board, such was his place as long as the ship was above water. He was quite cool, but had lost a good of his command of speech. At the same time I found, with the exception of him, that I was the only officer on board. When I reported to Capt. Luce that all connected with the sailing department had left, he gave a sort of despairing exclamation, and then, with his sanction, the passengers and myself proceeded to get our spars overboard to form a raft; main-yard, main-top-gallant-yard, main-top-sail-yard and several smaller spars. While this was being done, the remaining engineers took the other boat, as I understood, to endeavor to stop the leaks. I saw them in the distance when the ship went down. With the consent of Captain Luce we launched our remaining boat to form a raft. For the boat's protection we took the oars out, so that those aboard would not rush into and swamp her. Mr. Burns, of Adams & Co.'s Express, Mr. Thompson, of New Orleans, Capt. Gramm, of New York city, Mr. Jenkins of California, M. —— and one or two firemen, among whom was Thos. Berrian, of the island of Scilly, and myself, labored diligently till we got all secured, which at the time was floating within our reach. I ordered the boat to be taken along outside the raft, so as to secure every thing that was on the surface, such as water-casks, spars, etc.

By the time I had got the boat on the outside of the raft, a perfect mania seemed to seize all on board and a universal rush was made for the boat, so that no possible entrance or threat could stop it. The boat was perfectly crowded, and in order to save it from being swamped, I ordered the painter to be cut and shoved clear of the raft. When I went about half a boats length from the raft they were seizing every thing afloat to endeavor to reach the boat. I ordered the people in the boat to make every effort to keep her from drifting off, at the same time I hailed Captain Luce, "for God sake" to take people from the raft, in order that I might go to work on it and lash every thing that was buoyant to it. To the best of my knowledge about three minutes afterward the the Arctic seemed to settle down, stern foremost. The last I saw of Captain Luce, he was standing at the after part of the starboard paddle box. In the boat there were several conjectures, some exclaiming, there is the Captain, but to the best of my knowledge he was nowhere to be seen when the ship went down.

According to the description I got of Mrs. Collins and family, (as I did not know them personally,) I believe she was not in the boat that was filled over. I made the remark to Mr. Burns that perhaps Mrs. O. had gone in some of the boats that had left the ship. He replied, the last thing he did on board was to fasten a life-preserver around Mrs. C.

From this juncture till our arrival in the city, I entirely endorse the statement given by Mr. Burns in yesterday's Times.

The propeller was above water when last I saw her, with about two hundred persons crowded on the poop. The boat in which were the chief engineer and his assistants, was the only boat that know the fate of the Arctic.

New York, Oct. 11, 1854. FRANCIS DORIAN.

Mr. Dorian was on board the Lanark, of Liverpool, nine years and seven days ago, when he was picked up one hundred and fifty miles east of where he was picked up on the 27th ult.

Mr. Dorian landed in New York without a cent in his pocket or a shirt to his back.

We had a long interview yesterday, at the Seamen's Retreat, on Staten Island, with the young man, Peter McCabe, who is the sole survivor out of seventy-six persons, who took refuge upon the raft which was formed from the spars of the Arctic. The case of this man is mentioned in the statement of George H. Burns, which we published in an extra edition of the Daily Times yesterday morning. McCabe clung to the raft for a period of twenty-six hours before he was relieved; and when finally discovered was so nearly exhausted that he was on the point of dropping into the sea to put an end to his sufferings. He was engaged on board the Arctic as waiter in the second cabin, and gives a very clear statement of the terrible events of the day.

McCabe is suffering from a severe wound in the left leg. His foot was caught by a cask while upon the raft, and so badly crushed that surgical aid became necessary. Upon his arrival at Quarantine on Tuesday night, he was duly cared for, and at an early hour yesterday morning was removed to the hospital wards in the Seamen's Retreat, near Vanderbilt Landing, where he now lies under medical care.

We give his statement in full, and nearly in his own words:

STATEMENT OF PETER M'CABE.

I was engaged on board the Arctic as a waiter in the second cabin. I am a native of Dublin; twenty-four years of age; have lived in Liverpool for the last seven or eight years, and shipped on board the Arctic on her last trip out from Liverpool. It was my first voyage across the Atlantic.

At the time of the collision, on the 27th of September, I was coming up out of the second cabin, bringing glasses for the table. We usually set the first table at 12 o'clock, and dinner was served in the second cabin from 12 to 1 o'clock. I had been engaged in laying the table. The collision occurred as I was ascending the stairs, and I think it was exactly at noon. The shock was very slight on board the Arctic when the vessels met; but it was sufficient to indicate that a serious accident had taken place. I immediately went upon deck, and the first thing I saw was a propeller boating along on the starboard side of the Arctic. After a few minutes had passed, the propeller again came round on the same side. I saw her twice, and at both times she passed on the starboard side of our ship. The second time she passed, I pulled in a man who was trying to get out of the propeller, and presently saw four men fall from the propeller under the paddle-wheels of the Arctic. They could not be rescued, and were never heard of afterwards. During all this time the fog was so thick that we could not see half the vessel's length from the bow of the Arctic.

As the propeller came in sight the second time, I saw that her decks were crowded with passengers. I did not observe any soldiers among them, and the time was so short that it would have been impossible to distinguish any person through the fog. The first time the propeller appeared in sight, there was no sound of voices on board; but when she came into view again several persons were heard upon her decks shouting loudly. Several large holes were made by the propeller in the starboard bow of the Arctic, and the side of the ship was ripped open, so that the water came in freely and covered the bed-plates of the engines. One of the firemen told me afterwards, that the water began to come in the instant after the collision took place. In about an hour the water reached the boilers and extinguished the fires.

As nearly as I could ascertain, the Arctic cut the propeller down from the cut-water on the starboard side. I do not think, however, that the propeller sunk, for those craft are usually made with water-tight bulkheads, so that they would float. At the time of the collision, I should think the Arctic was running at the rate of twelve or thirteen knots an hour, and the propeller was also going very rapidly. If the Arctic was running at thirteen knots, the other vessel must have been making fifteen knots, for the wind was in her favor, and all her sails were set, while we were running against a head wind.

When it was found that the Arctic was leaking, all hands went to work to get out the boats and construct a raft. Our passengers remained perfectly calm during the whole of the scene. Many of them had gone upon deck, while we were laying the tables in the cabins, but some remained below; all preserved excellent order, and assisted in the preparations for security. Both crew and passengers immediately manned the pumps, and continued to ply them vigorously until the water reached the second cabin, when further labor at the pumps became useless, and all hands desisted.

We then got axes, and went to work to cut down the two fore yard-arms of the ship. One yard was launched at a time, and the two were fastened together in the water, for the purpose of forming a raft. After this was done, the firemen lashed three or four water casks together, and it was hoped that when this work was completed, the casks would be floated off the deck, but unfortunately they capsized. The water was now on the main deck, and several persons were floating about on doors and beds. Two men were overturned under the water casks, but they afterwards got up, and I ran with them to the saloon deck. We had just reached there when the water came up to that deck also, and I was immediately covered by it. I seized hold of a door which had been taken down to save passengers, and went into the sea, where I left the door and got upon the raft, which had been partially constructed from the spars we took from the vessel.

A great many persons were trying to get on the raft. Some were clinging to it with one hand, and, although it was already crowded, others were striving to get a foothold. Among the number who were upon it, I saw four ladies. Their names I did not know. Altogether, there were seventy-six persons on the raft. It was hard work to secure ourselves to the raft, for it shifted rapidly and turned completely around for three or four times. All those who took refuge upon it were washed off, or died by 8¾ o'clock that evening, and I was left alone. At a few minutes before the last man went, I asked him the time. He told me, and died in five minutes afterwards.

All that night (Wednesday, 27th,) I hung to the raft, and all the next day till 6 o'clock in the evening. Just at dusk on Thursday, 28th, I espied a sail in the offing, and commenced shouting as loudly as I could, to secure attention. Happily, they saw me, and immediately bore down to my rescue. Had relief been delayed for a few minutes longer, I should not have been here to tell the tale. I was completely exhausted by 20 hours of exposure and hardship, and had lost all hope, so that I was on the point of relinquishing my grasp, and dropping into the sea. I had got my feet jammed between two casks, and was compelled to remain on my hands and knees. Mr. Dorian, the third officer of the Arctic, was the one who came to my assistance, with a boat manned by the crew of the Huron, the vessel that I saw. On our way to the Huron, we passed the life-raft of the Arctic, but I did not notice it particularly. On board the Huron I found 32 persons from the Arctic, who had been rescued, as it afterwards appeared, from the sixth boat that was launched. I knew nothing of these people till I saw them on board the Huron.

Of our treatment on board the Huron, I desire to speak in the warmest terms. The sufferers were all received with the utmost kindness; dry clothes were furnished us, and every attention was paid to our comfort. The Huron was bound to Quebec. We remained on board of her a day and a night, and on Saturday were spoken by the bark Lebanon, bound to New York. It was deemed best that a portion of the Arctic's people should be transferred to this vessel, and eighteen of us were accordingly transferred. The remainder of the company went on to Quebec in the Huron. The reception we met on the Lebanon was as cordial as on the other vessel. We remained on board until Monday last, when we spoke the pilot-boat Christian Berg, one hundred and seventy miles from NewYork, and were all transferred to her. We reached Quarantine at 10 o'clock on Tuesday night.

(Signed.) PETER MCCABE.

Staten Island, Oct. 11, 1854.

THE DEAD.

The following is a list of persons whom the men with whom we have conversed know to have been drowned:

S Holland, assistant engineer; —— Johnson, waiter; Michael Madden, waiter; J Davenport, waiter; —— Gamon, waiter; Mr Church, storekeeper; ——, second steward, with his wife and two children; ——, stewardess, colored; ——, assistant stewardess; Robert Dow, John Kelt, John Garland, P Dolan, D Conner, P Nolan, firemen; M Kelt, Jas Garland, fireman's mess boys; A Walburn, J Coyle M Conner, M Doyde, P McMahan, P McGrury, B Doland, J Gelty, M Flanagan, Robt Bell, J Foy, Jas Develin, coal passers; Frank ——, coal passer, a young man from the Seventh Ward, New York; Frederick ——, an Englishman, who used to be firemen's messman on the Baltic, and had a wife living in Spring street, New York; all the saloon cooks, seven or eight in number.

The following named persons also appear by Mr. Burns's statement to have been drowned:

Capt Luce and son; Mrs E K Collins, son and daughter; W B Brown, a son of Jas Brown, of Brown Brothers, with his wife, child and nurse; G F Allen, son-in-law of James Brown, with Miss Maria Brown; H A Brady, counsellor-at-law, of NewYork; Wm Adams, of Brooklyn, NewYork, brother-in-law to Mr Brady; Edw Sandford, counsellor-at-law, of NewYork, late Clerk of the Assistant Aldermen; C G Springer, —— Brown, Cincinnati; J Muirhead, Petersburg, Va; Mr Hewitt and daughter, Fredericksburg, Va; Mr Thomas, importer of hosiery, NewYork; B C Wood, N York; Mr Yaski, Mr Schmidt, Miss Merton, of Falmouth, England; —— Albany, nephew of Mr Bloodgood, Bloodgood's Hotel, Walnut street, Philadelphia; J Cook, Opelousas, La; Mlle Due de Gammont and servant, Mr Comstock, Miss Jones, Mr Petrie and lady.

It is, perhaps, barely possible that one or two mentioned in the preceding imperfect list of the dead may have been saved, but there is little hope. Stewart Holland, or Hollins, the assistant engineer, lost, was from Washington, D. C. We are told that he stuck to his duty to the last, and made no effort to save himself. Two minutes before the ship sunk, he was seen to fire the starboard gun aft.

The colored stewardess, who was lost, behaved gallantly. She worked at the pumps in the passenger aft to the last moment. The white assistant stewardess sat in the cabin almost paralyzed with fear, and there awaited death, saying that "she might as well die there as any where else."

Messrs. Brady and Adams, brothers-in-law, had engaged passage by the Baltic, to leave Liverpool on the 4th of October, but unfortunately they changed their minds, took passage on the Arctic, and were lost.

Three of the rescued men brought to this port by the Lebanon, viz: John Connolly, engineers' steward; Thomas Stanton, officers' steward, and P. McCabe, waiter, have been taken to the New York Hospital. Connolly is sick, and the two other men are both sick and wounded by being knocked against the raft.

The five men with whom we have conversed express the most earnest gratitude to Capt. Wall, of the Huron, and Capt. Story, of the Lebanon, with their respective crews, for the kindness with which they were treated, being well fed and clothed.

NEW MUSIC.—Mr. P. P. Werlein, Nos. 5 and 7 Camp street, has laid upon our table the following pieces of new and beautiful music: "Adieu, Dear Home," written by Richard Bennett—music by E. J. Loder; "Old Memories," by Steven C. Foster, and the "Bayadere Polka," by Miss Christiana Munns. Mr. W. may expect a rush to-day.

FROM UTAH.—The mail from Salt Lake arrived at Independence on the 1st inst., bringing files of the Deseret News.

In the U. S. Court two Utah Indians were tried for murder, committed in Utah county on the 8th day of August, 1854, on the bodies of two Mormon lads were found guilty, and sentenced to be hung on the 15th ult.

Affairs in Utah are prosperous. Mr. Magraw heard that gold had been discovered on Sweet Water, and that quite a number of persons were prospecting on that river and its tributaries. Reports represented that success was good and prospects flattering.

There are now on the way across the plains about forty Mormon missionaries, under charge of Elder Taylor, destined for all quarters of the world. They travel in company with about an equal number of returning Californians; and together with about twenty traders and explorers, they make a party of about a hundred, probably the last considerable party that will come eastward this season.

The trading house on Deer Creek, about eighty miles west of Laramie, when passed, was almost entirely consumed, and the canal and other outbuildings were in flames, and every thing indicated that it was the work of hostile Indians. The inmates were understood to have left in consequence of the previous difficulties at Laramie.

Seventy-five miles west of Salt Creek, passed a party of fourteen Pawnees, supposed to be the same which attacked a party of Californians, wounding one, a few nights previous, on that stream. From signs of blood on the ground of the attack, the supposition was that at least one Indian had been killed, and the party worted in the fight.

The company has been killed to abandon its station, built at considerable expense, at Ash Hollow, on the North Platte, in consequence of a notification from the head chief of the Sioux nation, that if not abandoned, he would cut the throats of all found there after a given day. The employees of the company chose the alternative of going to Scott's Bluffs, eighty miles further west.

Two days before arriving at Kearney, Indians, supposed to be Sioux, stampeded twenty-two head of Government horses and mules, about an hour by sun in the morning, and within half a mile of the fort. They were pursued by the soldiers, but with what success is not known.

The great Brigham Young came near losing his valuable life on the 21st ult. He had descended into his well for a bucket of water, when the curbing above gave way and he was buried under several feet of loose earth. The Saints collected in goodly numbers, and the resurrection of the unlucky prophet soon followed. He was more scared than hurt, to speak irreverently.

OUTRAGEOUS INDIAN MURDER.—A lady from the neighborhood of Fort Ripley, now in St. Paul, brings information that the wife of Rev. Mr. Spencer, Missionary at Red Lake, was murdered a short time since by a Indian at her apartment after dark, when she was fired upon and killed instantly. She was an estimable lady, who had resided several years with her husband as a missionary among the Chippewas. Red Lake is entirely within the Chippewa country, and the murderers were no doubt a war party of Sioux, who were out in quest of Chippewa scalps. [St. Paul Minnesotian.

THE GIRARD ESTATE.—The Philadelphia Ledger says the annual rental of the Girard property belonging to that city, comprising lots, dwellings, stores, warehouses, bridges, wharfs, etc., amounts to $98,542.

DEATH OF A CHARACTER.—An aged man, named Bilbard, lately died in the Union Work-house, Leicester, in his 71st year. He was one of the mutineers of the Nore, and was sentenced to execution. The rope was about his neck, and he was on the point of being swung off, when he was reprieved. From that hour to the time of his death—whether it was from nervous feeling or from fancy, can not be determined—he never were his neckerchief about his neck. Cravats had for him, probably, disagreeable reminiscences. [Northampton Review.

John R. Stephens, of Hornellsville, N. Y., has obtained a judgment against the Buffalo and NewYork City Road for something like six thousand dollars, for damages in running across his farm without paying any compensation therefor, or even procuring the right of way.

On Thursday evening, the 5th inst., a rencounter occ