THE WILMINGTON JOURNAL.

WILMINGTON, N. C., MONDAY, OCT. 16, 1854.

Authorized Agents for the Journal.

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LEWIS JONES, Pink Hill P. O., Lenoir county.

☞ This Paper is filed, and may be seen free of charge at Holloway's Pill and Ointment Establishment, 244, Strand, London, where Advertisements and Subscriptions will be received for this Periodical.

It would be folly to attribute the defeat of the Democrats at the North to the Know-Nothing organization, which, by itself, is totally powerless to produce any such result. It is simply one element, or one party, in a conglomeration of elements. The Free-soil anti-Nebraska Fusion of Whigs, with a portion of the Northern Democrats, is the real cause. The disappointed of all factions—the ambitious of all *isms*—the gathering together of the hungry from all quarters, produced an alliance against which the Democratic party had to fight single-handed—and that weakened by secret treachery in its own ranks—without efficient organization or concert of action was unable to make successful headway against the torrent of sectional fanaticism; and the coalition of jarring and discordant elements, met together for once, under the name of "Know-Nothingism," or any other *ism*, the mere *name* being immaterial, the fact of the coalition or fusion existing. The *isms*, having struck their bargain, have triumphed over their great antagonist. With the victory of such an ill-compacted horde commences its dispersion and downfall. The fight over the spoils—the struggle for ascendency in its ranks—the want of a common bond, founded upon community of feeling and principle, will soon resolve the affair into its original elements, and, with the destruction of the substance, the mere shadow, whether calling itself Know-Nothingism, or any other of the innumerable *isms* "that you read about," will pass away, as a matter of necessity.

The bubble will burst before the next Presidential election—dissolve into thin air, and leave hardly a rack behind. The Democrats, taught a useful lesson, will be still more national and more united—and, as the *only* united and national party, will achieve a triumph equal in extent to, and more permanent in its effects than, that which preceded the advent of the present administration to power.

During the present year five first class ocean steamers, running between this continent and Europe, have been lost, namely:—the City of Glasgow, the Franklin, the Humboldt, the City of Philadelphia and the Arctic. Of these, two were iron propellers, built and owned in England—the Glasgow and Philadelphia. The loss of life by the first was some five or six hundred. The three paddle-wheel steamers were built and owned in this country, and ran between New York and Liverpool, in the case of the Arctic, and New York and some continental port—Bremen or Havre—in the case of the Franklin and Humboldt. The loss of the Arctic is too recent to require any remark. The Franklin and Humboldt were driven ashore and lost, but without loss of life. The loss of life has been about a thousand. The loss of the vessels and cargoes involved a sacrifice of property amounting to something about three millions of dollars, if not more.

Our cotemporary of the Herald, properly designated by the Raleigh Metropolitan as the "Know-Nothing organ in Wilmington," lets out a little of its spite upon one of the oldest citizens of the place—Wm. C. Bettencourt, Esq.—whom it denominates, in its issue of Saturday last, with a rare felicity of expression, "a former foreigner." This is in connection with the appointment of State Directors in the Wilmington & Raleigh Railroad, in which Mr. Bettencourt is left out and Mr. Wright substituted. If the Governor expected his liberality to be appreciated or his motives favorably judged by the Herald and kindred organs, he made a very decided mistake.—As for the Senatorship, if Governor Reid is an aspirant, we cannot think that he could have anything to gain by courting the opposing party, while it may be that he has something to lose.

COLLISION.—We learn that a collision took place about four o'clock this morning, near Teachey's Depot, on the Wilmington & Raleigh Railroad, between the passenger train coming South and a freight train. The locomotives, cars, etc., are much injured, although we have no details. The colored fireman of the passenger train has had one of his legs mashed off, and some three or four others are more or less hurt, but none killed. None of the passengers have been hurt to any extent worth naming. The express train going North has returned, being unable to pass, bringing the passengers of the down train. The fault was with the freight train.

We are pleased to see that the notorious Edson B. Olds, M. C., from Ohio, the same man that the Brigadier appointed Special Mail Agent, so that he could travel over the Railroads free, and do his electioneering for nothing, has been beaten by Samuel Galloway, Whig, by 2,000 majority. [*Wil. Herald.*

This same Edson B. Olds, over whose defeat the Herald rejoices, voted, while in Congress, for *every Southern measure*, for the fugitive slave law, the Nebraska bill, and the Cape Fear appropriation; and this Samuel Galloway, Whig, over whose election it rejoices as a Whig triumph, is one of the most notorious Abolitionists in Ohio. Such is the gratitude of the Herald—such the triumph it hails—such the men it abuses—such the men it supports! *Can* this be a fair index of Southern whiggery?

While sectional Abolitionism, Know-Nothingism and every other *ism* combined has achieved a temporary triumph over the National Democratic party at the North, the South stands true to its friends, and in North Carolina, Florida, and everywhere else, the banner of Democracy is proudly triumphant. The Herald may rejoice over the triumph of abolitionism at the North—*we* choose to look to the ascendency of Democracy at the South.

Anti-Nebraska has swept Ohio and Indiana like a tornado, carrying everything before it; with isolated exceptions, the regular Democratic candidates have been defeated by anti-Nebraska men. It makes little difference what party name the fusionist candidates give themselves—the effect is the same, and we would just as soon have them called Whigs as Democrats. It is equally a defeat in our eyes.

N. J. Palmer, Esq., Editor of the Milton Spectator died at his residence in Milton, on Saturday last 7th inst., of Congestive Fever. He was Secretary of the Baptist State Convention, and while expected at the session of that body in Fayetteville, the news of his death was received. Mr. Palmer was a very useful and worthy citizen.

Godey for November has been received from the publisher, L. A. Godey, Philadelphia. It is a pleasant, gossipping sort of Magazine for the Ladies—no very great farce, free from objectionable politics and *isms*, and, upon the whole, a pleasant handbook of the fashions and elegant feminine improvements, to which it is mainly devoted, and for which it is prized by the fair sex.

☞ The Barque Saranac, of Charleston, put into this port in distress some weeks since, was sold at auction on Saturday last, by S. M. West, Auctioneer, for $1,730, cash. Messrs. Wessel & Eilers were the purchasers.

☞ The following letter, from His Honor the Mayor of Savannah, was received by this morning's mail. We lay it before our readers, as the most direct plan of complying with the wishes of the writer:

SAVANNAH, 13th Oct., 1854.

GENTLEMEN:—Your kind favor of the 7th instant, authorizing me to draw upon O. G. Parsely, Esq., Magistrate of Police of the Town of Wilmington, for the sum of one thousand dollars—contributed by the generous citizens of Wilmington, for the relief of our suffering city—was this morning received.

I beg you, gentlemen, to present to the philanthropic inhabitants of Wilmington the most grateful acknowledgments of an afflicted people, for this generous donation, and to accept for yourselves, gentlemen, their warmest gratitude for the interest you have manifested in their behalf.

Very respectfully and truly, your obed't serv't.,
JOHN E. WARD, Mayor.

To Messrs. JAS. FULTON, R. H. COWAN, JOS. H. FLANNER, W. W. HARRISS, MAUGER LONDON, Committee, Wilmington, N. C.

Captain Luce, of the Arctic, has been picked up, with seven others, and carried into Quebec by the Ship Cambria. Mr. Collins' family are not among the saved, nor the captain's Son.

The total opposition gains for members of the next Congress, from the three States of Pensylvania, Ohio and Indiana, is 14.

☞ Henry Barnhill was convicted of manslaughter, at the last Bladen Superior Court, and sentenced to be branded and imprisoned three months. He was indicted for the murder of a man named Johnson, in in the upper part of this Connty.

☞ Our Smithville correspondent will perceive, from previous numbers of this paper, that the "ship news" he sent us has already appeared in our columns.

The annual session of the North Carolina Conference of the Methodist E. Church will be held in Pittsboro' on Wednesday, the 1st day of November.

Pennsylvania.

The returns from Pennsylvania do not exhibit a state of things much different from what we had been led to expect. Beyond all doubts, the Democrats have been defeated, and pretty severely flogged at that. The coalition has carried the State but not swept it. We calculated that eight to twelve good Democrats would be sent to Congress. So far, we have news of the election of seven, certain, and some Districts yet doubtful. The Legislature is coalition, and so is the Governor, by a large majority. The following are the comments of the Philadelphia Argus, a national Democratic paper, upon the result, its causes and effects:

"THE RESULT YESTERDAY.—The contest of 1854 in this State is over. William Bigler is defeated. The democratic banner has gone down amid the fiercest political and religious fight that ever occurred in the Old Keystone State. From all parts of the Commonwealth the returns show unmistakable effects of the polluting touch of religious bigotry and intolerance. Counties that have heretofore stood firm are now trailing their colors in the dust. All forms of opposition to the democratic party were gathered into the know-nothing order, disciplined, and made effective. The whigs, broken and disjointed, spiritless and sullen, welcomed even the black banner of treason and the friendly grip of traitors, so they brought hopes of revenge. The abolitionists saw in the designs of the know-nothing schemers against the constitution and the Union a spirit kindred with their own, and aided in the work with zeal and energy. The free-soilers, the malcontents, the disappointed, all joined in the wild, wicked foray upon the constitution and the civil and religious rights of all men in this republic. In many of the wards of this city, and in a majority of the counties in the State, not a whig ticket could be seen. All traces of that party are lost.

"They have been disintegrated, demoralized, by the tide of religious bigotry raised by their own aid; and though their journals will announce a defeat of the national administration, and a verdict against the Nebraska-Kansas act, that will only be a subterfuge to conceal their own helpless condition from the country. The whig party has ceased to exist in this State as a separate organization, and in the Union as a party either to be respected or feared. They surrendered all their identity to the know-notainga, voted their tickets, obeyed their mandates, preached their sermons of proscription from the hustings, and now the result of all this is claimed as a national and State victory for the whigs.

"But enough for the past. We have briefly stated the reasons for the defeat of the Democracy in this State.—The basis of the opposition was religious bigotry and national prejudice. Now for the future: The democracy of the Old Keystone, from this forward, is sworn to one only thought—the vindication of the Constitution. It was upon that broad platform the contest through which we have just passed was fought. The Democracy spurned all alliances with men who repudiated the Constitution and leagued together for the avowed purpose of establishing a religious inquisition in this free land. Though cheated by some of their candidates, that fault was atoned by the exertions made to defeat such at the polls when known. In no instance has either the party or its journals pandered to the black and lawless spirit of know-nothing intolerance. The chances of success were not weighed in the balance with principles violated and the Constitution abandoned. The fight was single-handed by the democracy against all forms of wrong and error, and if they have been defeated, that defeat is but temporary.—The sober second thought of the people will soon dispel the mist of prejudice by which they have been surrounded, and vindicate that party and its principles, which to-day stands forth the confirmed defender of the *Constitution and the civil and religious rights* of all men in this land. The democracy of the Old Keystone State never occupied a prouder or more honorable position than they do at the present time. To the future we leave the vindication of the constitutional democracy of Pennsylvania in 1854."

For the Journal.

North Carolina Military Academy a College.

MESSRS. EDITORS:—Allow me a small space to call the attention of your readers to the subject of *Education*. It is well known to most of them, probably, that, in many of the Southern and Western States, the principle of the U. S. Military Academy, at West Point, has been carried into successful operation, by the establishment of "Academies" or "Institutes," based upon that principle.

In Kentucky there are two, in Tennessee one, in Georgia one, in South Carolina one with two branches, in Virginia one, and several others in other States. The one I now propose, as a model, is that in the "Old Dominion," located at Lexington, and known as the "*Virginia Military Institute.*" It is to that State what the West Point Academy is to the United States. I propose, herafter, to furnish you with some of the details of its organic laws and regulations.

In 1842 that State passed a law creating the Institution, and enacted that an annual appropriation of $7,000 should be made from the Treasury, and a small amount from the Literary Fund, for the support of the Professors and other necessary officers of the Institute.

Every County in the State is entitled to a certain number of Cadets at the Institute, if it chooses to appoint them—and if not, the number to which such County is entitled are selected from the State at large. Thirty Cadets are annually appointed from the Counties, in succession and in their turn, who are called "State Cadets," and receive their *Tuition and Board free.* All the remainder pay the *cost* of their Board (in commons) and Tuition—about $150 per annum each.

The course of instruction is *thorough* and *practical.*—Mathematics, Natural Philosophy, Agricultural Chemistry, Engineering, French and Latin languages, and a thorough English course of Grammar.

Is not this such an education as every son of North Carolina wants? The Military Department requires the wearing of an uniform and having certain drills, for exercise, &c.

Would it not be worth while to press upon our Legislature the importance of creating a similar Institute? I ask the question;—what say the people, the newspapers and others? Shall I give details of a plan for this State?

WEST POINT.

For the Journal.

KENANSVILLE, Oct. 12, 1854.

MESSRS. FULTON & PRICE: In hastily giving you an account of our Fair yesterday, the following resolution, which was passed by the Society, was omitted:

Resolved, That the thanks of the Duplin Agricultural Society be tendered to Maj. Joseph T. Rhoades for the able Address which he delivered before them at their first Annual Fair, and that the President request him to furnish a copy for publication. Yours respectfully,

ISAAC B. KELLY. Chm'n Com. of Awards.

☞ Eight deaths by Yellow Fever in Charleston on Wednesday last.

The Loss of the Arctic.

The papers received here this morning confirm the painful news of the loss of the Arctic, as brought here yesterday, by telegraph, of which we made a brief notice in our last issue. The ship Lebanon arrived at New York early on Wednesday morning, bringing the sad intelligence that the noble steamship had been sunk, by a collision at sea, and a large number of her passengers lost. She had on board 226 passengers, exclusive of children, 175 employees, a valuable cargo and heavy mail. On the 27th of Sept., in a heavy fog, she came in contact with a barque-rigged iron propeller, bound East.—The propeller apparently sustained all the damage, and the Arctic prepared to succor her, until it was found that she, too, had been injured in the bow, and that the water was pouring in rapidly. At an early stage, all the officers, sailors and engineers, with the exception of the captain and third mate, left the ship, in the life boats. The attempt to run the ship to land (Cape Race being about 40 miles distant) was fruitless, as the water pouring in put out the fires and stopped the engines. An attempt was made to rig a raft, by lashing water casks and settees to the main yard, two top-gallant yards and some smaller spars—and perhaps the safety of all might have been secured, but for a panic, which caused passengers, firemen and others to make a rush over the side, precipitating themselves headlong over the bulwarks, on the raft and the boat containing the hands engaged in its construction. The raft was crowded and upset, and, in a few minutes after, the stern of the Ship sunk—the foam went boiling over the tumbling mass of human beings, many of whom were dashed forward against the pipe. Many yet clung to the imperfectly constructed raft. The barque Huron picked up the boat which had been engaged in the construction of the raft, and, subsequently, one person was found still alive and clinging to it. He stated that, when the ship sunk, he counted seventy-two men and four women clinging to the raft, but that, at 8½ o'clock, he was the only one alive. Of the fate of the propeller, or even her name, little or nothing is known. The underwriters at New York profess to have certain information that the steam propeller that came in collision with the Arctic, was the Cleopatra, which left Quebec, on the 24th ult., with the 71st regiment of the British army aboard. This seems to be the general impression.

The following is the

STATEMENT OF MR. BALHAM, SECOND OFFICER OF THE ARCTIC.

NEW YORK, Oct. 11.—The following statement of the loss of the Arctic is given by Mr. Balham, second officer, who with other officers, and crew and passengers, saved in two of the first boats, reached the shore at Broad Cove, and arrived at St. John's on Tuesday last.

On Wednesday, the 27th, at noon, Cape Race bearing N. W. 65 miles distant, while running in a thick fog, was struck on the starboard bow, about 60 feet abaft of the cut-water, by an iron steamer, which made three large holes in the ship, two below the water, one of which was about 5½ feet in length and 1½ feet wide, letting the whole cut-water and stem of the iron steamer clear through the Arctic's sides.

The fog was so dense that the vessel could not be seen a minute before the collision. The wheel was put hard a starboard, and the engine stopped, and instantly backed at full speed until clear of the other steamer, which occupied a couple of minutes.

The propeller was believed to be a French vessel, and was sinking bow first. Capt. Luce immediately gave orders to clear away the quarter boats, which being done, Gomley, the chief officer, left the Arctic in charge of the starboard boat.

On lowering the port boat the Captain exclaimed, "hoist up that boats again, Mr. Balham," and beckoned me to go to him. Upon doing so he ordered me to go over the steamer to ascertain if possible, what damage had been done. I then found the holes above mentioned. Upon informing him of the facts he gave orders to get the sails up, and to try and get them around the bow to endeavor to stop the leak, which was promptly done, but was of no advantage whatever, so much of the bow broken off from the other steamer projecting, that the sails could not be brought close to the vessel's side. The carpenter was then lowed over the vessel's side, and pillows and mattresses passed down to him to try and force them in, but the leak was found to be so far below the water-line that they could not be got in.

Every exertion to stop the leak proved unavailing, Captain Luce then ordered that the ship's head be kept for land, which bore N. W. by W. By this time we had lost sight of the chief officers' boat and the other steamer, which we supposed to have sunk.

We had not been on our course more than five minutes before we ran over a boat and crew belonging to the other vessel, all of whom perished, with the exception of one who caught hold of a rope hanging over the bow. Directly the boat was seen, orders were given to stop the engine, which the chief engineer said could not be done, as the ship was fast sinking.

In about 30 minutes all the lower fires were out, and three feet water in the ship fore and aft. By this time the confusion among the passengers was very great, but they used all efforts to assist the crew in keeping the deck pumps going, and in lighting the ship forward for the purpose of endeavoring to get at the leak from the inside. It was, however, found to be useless, and numbers of them were going into the boats, which were still hanging to the davits.

Forty-five minutes after the collision I came up from the forehold and informed the captain that the water was on a level with the lower deck beams, and that it was impossible to get at the leak. I then asked him what he thought would be the fate of the ship, when he stated his belief that there was no hopes of saving her. He then told me to see to my boats.

On going to the boats on the port side I found them completely filled with men, women and children, and no possibility of getting near them. I immediately went to the starboard side and ordered two of the crew to lower the guard boat, and asked the Captain what were his intentions. He said that the ship's fate should be his. I then asked him if he would not allow his son to go. He returned me answer that he should share his fate.

It was discovered that there was no hope of saving the Arctic, and the lady, daughter and son of E. K. Collins, with several ladies, were put on board a boat, and in the act of lowering it, one of the tackles gave way, and all, except one lady, who clung to a sailor who held fast to the boat, were precipitated into the sea and lost.

I then jumped into a boat, and was ordered by Capt. Luce to cut the tackle falls, and drop under the stern. I did so, and at the same time about 20 persons jumped overboard, of whom 17 or 18 were picked up. We fell in with another boat which had been lowered from the other side, and lightened her of a part of her complement, leaving 19 in her, and 26 in my boat.

The last sight I had of the ship, her guards were level with the water, and the surface of the sea was strewn with human beings who had jumped overboard, to whom it was impossible to render any assistance, and we soon lost sight of all, as the fog continued very dense.

We were about 60 miles S. E. of Cape Race, and deeming it my duty to take the nearest course for the safety of all, after pulling for forty hours, with nothing to guide us but the run of the sea, which I took to be heaving from the southward, and in a thick fog, which lasted all the time, we reached Broad Cove, 12 miles north of Cape Race, and then proceeded by land to Renems, which we reached on Friday last.

We there obtained, and I took charge of a small schooner, which was hired, and proceeded immediately in search of the wreck or boats. I cruised around in a strong gale of wind from northeast, but discovered no trace of the ship or boats.

I sent word to Capt. Leitch, of the City of Philadelphia steamer, acquainted him with the catastrophe, and I am informed he sent off two vessels which he had engaged about his own ship.

No trace of the Artic or boats could be found, but as there were many vessels in the neighborhood where the disaster occured, it is not at all improbable that many lives may have been saved. No doubt, however, is left in my mind as to the total loss of the Artic.

LIST OF PASSENGERS SAVED FROM ON BOARD OF THE ARCTIC.

The following is a list of the saved forwarded to us by telegraph, from Halifax. They are only those saved in the boat with the second mate, William Braham: B. C. Ward, W. Gihon, Jr., W. P. Rathbone, T. Homesey, E. M. Guss, Dr. Maycer, —— Dupasner, H. Moore, J. McMatn, J. Bogart, W. A. Young, W. W. Gilbert, E. Mithela, George Dowdt. C. Du Luenil.

The secretary of the Board of Underwriters at New York has received information that the steamer in contact with the Arctic was the Cleopatra, from Quebec for Liverpool, all of whom are supposed to have perished.

The Arctic Catastrophe.

Further particulars—Safety of the Iron Propeller—Further Rescue of the Arctic's Crew.

HALIFAX, Oct. 12.—We have dates from Newfoundland to the 4th, which announces the arrival of the French screw steamer Vesta, at St. Johns, on the 3d inst., with her foremast and bows shattersd to pieces, she being the vessel that came in collision with the Arctic. She picked up and brought into port 31 of the Arctic's crew.

The Vesta lost 13 of her passengers, supposed to be those who were run down by the Arctic in a small boat.

Three of the Arctic's boats have not yet been heard from, but being life boats they are supposed to have been picked up. The vessel sent in search returned on the 3d with a success—not having found the slightest trace.

BOSTON, Oct. 12.—A gentleman who arrived here this morning on the train from New York, states that there was a report at Fall River that a vessel, loaded with railroad iron, had arrived at Warren R. I., with 40 persons picked up from one of the missing boats of the Arctic.

As regular communication between this and Newfoundland is but once a fortnight, that period will probably elapse before we hear anything further with regard to those saved on the Vesta. It is probable, however that the steamer Osprey, sent to carry the passengers of the City of Philadelphia, to Philadelphia, may stop here. She was expected to leave St Johns on the 8th inst.

C. S. Mitchell, of Charleston, S.C., is among those saved, who left here with the others rescued on the Europa.

PROVIDENCE, Oct. 12.—A special messenger from Warren, R. I., reports the arrival of the ship Margaret, which spoke the pilot boat which had put a pilot on board the ship Lebanon, and hence the rumor of another boat load of the passengers by the Arctic having been saved and brought into port

The Loss of the Arctic—Interesting Statement of Patrick Tobin.

After stating that the sea was calm, the fog quite dense, and the steamer going at her ordinary rate, Mr. Tobin gives an account of the collision and says:

Mr. Walker persisted in his duty, keeping up steam until the water put out our fires. Our only thoughts now were as to measures of escape. When I got on deck all was confusion; passengers were working with desperate energy at the forward pumps. Frenchmen, Germans and English were all calling in their different languages to the firemen to help them, and running to and fro on the deck, sometimes rushing to the pumps and rushing away again when relieved by others.

Still the passengers seemed hopeful of being saved. The absence of Mr. Gourlie, the first mate was a great loss. He had been sent, after the collission, to ascertain what damage had been done to the French propeller, and when he returned he could not be taken on board, as we were making all speed for land. I believe that if he had been on board to keep the sailors to their duty, and have rafts rigged, many more would have been saved.

The second mate, Edward Baalham, acted badly, in my opinion. He lowered one of the quarter-boats about two o'clock—the ship did not go down until about 4 o'clock—and himself and most of the sailors got into it. I saw nothing of them after I came on deck. Thirty-two were saved in our small boat, and the second mate's boat might have taken more than double that number.

The departure of Baalham and the sailors, left Capt. Luce without experienced hands at rigging rafts, as the firemen knew little of what should be done. Mr. Rogers, the chief engineer, seemed most active in his efforts to reduce the leaks and do all he could under the circumstances. He staid by the ship until it was dangerous for him to stay longer, as his boat was in imminent risk of being swamped by persons jumping overboard, or being carried down by the vortex made by the vessel sinking.

Dorian, the third mate, was most active, and staid by the ship until she went down. The passengers, with desparing energy, stuck to the pumps, working to the last. They were working on them up to the last moment. It was an awful sight. I got to the third mate's boat just a little before the final catastrophe.

When I first attempted to leave, the Captain caught me and tore the shirt off my back to prevent my going, exclaiming—"Let the passengers go in the boats!" He also seized a kind of axe and attempted to prevent the firemen reaching the boat; but it was every one for himself, and no more attention was paid to the Captain than to any other man on board. Life was as sweet to us as to others.

Captain Luce seemed like a man whose judgment was paralyzed. He paced the deck as if there was no resort but sink with his ship. He could easily have saved himself had he sought his own safety. I saw him a few minutes before the Artic disappeared. She went down by the stern; and with uplifted hands and a piercing yell which I cannot describe, the crowd of human beings on her deck shared her fate.

The raft had not been cleared away when the ship went down, and one of the spars caught under the wheel and a portion of the raft was carried down. I have no doubt some who had got on the raft were lost in this way. Just before we pushed off to avoid being carried down with the ship, I saw a number of women in the cabin locked in each other's arms, crying, and exhibiting the most intense signs of terror and distress. They were all engulphed. The lamentations of the French and Germans were most painful, and I could easily distinguish their cries and shouts.

After the Artic disappeared, we saw a large number floating about, still alive—but we could save none. Our little boat was filled to its utmost capacity. So we had to leave them to perish from the cold—the water is always cold on the Banks—and a prey to the fishes.

We all regretted much that one fine young man belonging to the Arctic was not saved. His name is Stuart Holland. His father is sergeant-at-arms of one of the houses of Congress. He could not be induced to leave the ship; his post was at the gun, firing signals; he kept firing the gun till the vessel sunk; we saw him in the very act of firing as the vessel disappeared below the waters.

Besides a heart-rending sight of so many woe-expressing faces, and hands uplifted in wild despair, or in agonizing appeals to Heaven, and the awful cry which smote our ears in the last moment, one other incident sent a thrill of dread through our hearts.—Just as the water was closing over the smoke-pipe, there rose up from the sea a sound like a heavy groan, or ocean sigh, caused, doubtless, by the steam and heat in the boilers, but it was a sound never to be forgotten.

I may mention also, as an incident, that Tom Brenna had an opportunity to be saved in the chief engineer's boat; but he had charge of a boy named McLaughlin, whom he would not abandon. Both were saved in our boat. It is said a gentleman threw a heavy purse of gold from the ship to the boy, after he got into the boat.

THE LOST AND SAVED.—The following list, prepared by the New York Sun, shows that, out of 388 souls on board the Arctic, (some accounts say there were 431 on board.) only 121 are known to be saved; while out of 232 passengers, only 19 are as yet, reported saved. Of the officers and crew nearly two-thirds saved themselves:

	Saved.	Passengers.	Crew.	Total.
At New York,	5	13	18	
At Newfoundland,	14	31	45	
At Halifax,	—	31	31	
At Quebec,	—	14	14	
Supposed safe,	—	13	13	
Fate unknown,	184	49	233	
Supposed or known to be lost,	29	5	34	
Total saved and supposed safe,	19	102	121	
Total lost or not heard of,	213	54	266	
Total on board,	232	156	388	

The above includes 31 said to have reached St. John's in the Vesta, but a despatch in another place leaves it doubtful if she brought any of them to that port, or even heard of their safety.

According to the New York Times there were 390 souls on the Arctic. Of these, 18 were brought to that city, 14 to Quebec, and 76 to Halifax and St. John's. These also include the 31 reported to have been taken to St. John's by the Vesta, and make a total of 108 who were saved in three of the six lifeboats.—*Balt. Sun.*

The Collins mail steamship Arctic was built in the city of New York, in 1850, by Wm. H. Brown. She was very strongly built, with extra fastenings, and diagonally braced with iron, and heavily kneed. Her frame was of live oak, white oak, cedar, &c., with hole floors filled in solid. Her length over all was 295 feet, breadth of beam 46 feet, depth of hold 32 feet, and draught of water 20 feet. She had four decks, and registered 2,979 tons, custom house measurement. Her engines were constructed at the Novelty Works. On a late survey, the ship was valued at $540,000, one half of which is covered by insurance in New York and Philadelphia, and the other half by insurance in Europe. The cargo is valued at about $300,000 and is covered by insurance in country and England. No duplicate to the manifest has been received. The Tribune states she was provided with boats sufficient for 500 persons.

A ROVING ELEPHANT.—On Wednesday night, the elephant accompanying the menagerie of Mr. Batty, which had been exhibiting in this town, after the performance, was safely lodged in a stable, near the George Hotel. The keeper, on going to feed the animal in the morning, found, to his great astonishment, that his charge had absconded. Riders were sent about in every direction to find the missing brute, but they returned without any success. In the forenoon he was discovered lying fast asleep in the wine cellar of the hotel—having, it seems, opened the door of his lodging in the night, in a roving disposition, and quietly walked up a long flight of steps to the George, and afterward descended to the cellar.—Several bottles were broken, and the contents drank by the elephant, till he was satisfied he had enough. When found he looked the picture of contentment. This does not show that all animals are disciples of Father Mathew.—*North Wales Cronicle.*

☞ The New Brunswick legislature is to meet on the 19th inst., to act on the reciprosity bill.

Arrival of Steamer Europa—Seven days later from Europe.

HALIFAX, Oct. 11.—The steamer Europa has arrived here with advices from Liverpool to September 30th, being one week late than previous accounts.

The clipper ship James Barnes, from Boston arrived at Liverpool in 12 days and 6 hours—a very short passage.

The clipper Red Jacket reached Melbourne in 71 days from Liverpool.

Lord Denmon died recently.

The political news does not vary much from previous accounts.

PROGRESS OF THE WAR.—An official bulletin communicated to the English ambassador at Constantinople, dated from Civonar, Old Fort, 16th ult, announces that the allies intended the next day to attack an intrenched camp of 10,000 Russians, posted in the direction of Sebastopol, but the camp was raised in the night and the Russians fell back upon the town.

Twelve thousand Tartars in the Crimea have offered themselves as volunteers to the allies, and been accepted.

It was confidently stated on the Paris bourse that on the 19th the allies and Russians met and a battle ensued; that the French came first into action, when the English soon came up, and the Russians retired, with heavy loss. If true, there could only have been skirmishing, and not a battle between the main armies.

The Russian embassy at Vienna received a dispatch, dated on the 22d from Crimea, which stated that all that had transpired was not unfavorable to the Russians.

The latest date from Crimea is to the 19th, when the allies held the road from Cape Ealor to Simeropol. It was intended to cross Alma on the 19th, but St. Arnaud telegraphed to Paris an unavoidable delay of ten days, the cause of which was not stated, which prevents their marching until the 21st.

A Russian courier, captured by the allies, stated that the whole Russian force was only 45,00 men.

Accounts to the 19th state that the Russians had fortified their position at Eupatoria. The main body of the allies were on a small river north of a parallel with Alma. Thirty thousand Russians were posted at the latter point, but with insufficient artillery.

Admiral Lyon's squadron, with 100 transports, had left Crimea to fetch the reserve.

Lord Raglan has called for the division in Bessarabia, consequently the Turks were advancing to Pruth. Ten advance guards set out from Bucharest on the 27th, and Omer Pasha would follow on the 29th.—Ibrail and Galatz will be the base of operations.

A telegraphic message from Vienna confirms the accounts of the favorable disposition to the allies by the Crimea, and announces that the health of the allies was excellent.

The Turks are making preparations to besiege Ismail from the Baltic.

The bombardment of Revel is said certainly to have been ordered although the French fleet had returned home.

In the White Sea the British had burned the thriving town of Kola.

Four allied steamers had been sent to the Sea of Azof, to interrupt the Russian transports.

The result of the Crimea expedition was anxiously awaited.

An attack was expected about the 20th or 22d.—The allies were confident of success and in high spirits. Good health prevailed amongst the troops. All the ammunition and artillery had been safely landed at Sabastopol. The Tartar population favored the expedition.

SPAIN.—Spain is quiet but feverish. Soule was in Paris on his way to Baden

A negro belonging to Mr. Soule has given important information to the government respecting the part Mr. Soule took in the affair of the 28th August and the revolutionary movement.

FRANCE.—There had been intense excitement on Paris Bourse, in consequence of the discovery of a large number of forged securities.

GERMANY.—Austria and Prussia still remain in the same attitude towards the allies and Russia.

No further progress has been made towards peace.

CHINA AND INDIA.—Dates from Canton to August 5th state that the siege is continued, and that business is close There had been no arrivals of tea.

Dates from Bombay to the 28th state that trade in India is dull. At Melbourne, July 25, business was quiet but depressed

LIVERPOOL, Sept. 30.—Cotton—Denistown reports cotton unchanged, with a steadier tone and better feeling, and freely supplied. Sales of the week 53,700 bales, of which 2,000 were taken by speculators, and 7,600 by exporters. The market closed on Friday with sales of 7,600 bales steaday at 6¼ for New Orleans fair; 5¾ to 5 1-6 for New Orleans middling; Mobile fair 6, middling 5 1-6; Upland fair 6, Upland middling 5. Stock on hand, exclusive of shipboard, 834,000 bales, of which 551,000 are American.

Naval Stores—Turpentine—crude, nothing doing; spirits dull at 38s @ 39s. Rosin, common, in fair demand, with sales of 3,000 bbls. at 43d @ 46d Rosin, fine, 10s.

Marine Intelligence.

PORT OF WILMINGTON, NORTH-CAROLINA

ARRIVED.

Oct. 12.—Schr. Wm P. Williams, Rogers, from New London, Ct., via Zeke's Island, to J. & D. McRae & Co.

Brig Rebecca & Francis, Ray, from Boston, to J. H. Chadbourn & Co; with mdze.

13.—Steamer Gov. Graham, Evans, from Cypress, to T. C. & B. G. Worth; with one lighter in tow.

Steamer Spray, Price, from Smithville, to A. H. VanBokkelen.

Schr. Lucy Whetham, Staples, (reported some days since at quarantine,) from Charleston, to Geo. Harriss, with sack salt.

Oct. 13—Steamer Flora McDonald, Hurt, from Fayetteville, to T. C. & B. G. Worth.

Steamer Rowan, Barber, from Fayetteville, to Marsh & Elliott.

Steamer Sun, Rush, from Fayetteville, to Jos. J. Lippitt

Oct. 14.—Schr. H. P. Russell, Edwards, from Baltimorre, to Russell & Bro.; with mdze.

15.—Schr. L. P Smith, Derrickson, from New York, to DeRossett & Brown; with mdze.

Schr. Alba, Timmons, from New York, to Geo. Harriss; with mdze.

3-masted schr. J. W. Rumsey, Taylor, from New York, in ballast, to Geo. Harriss.

16.—Steamer Spray, Price, from Smithville, to A. H. VanBokkelen.

CLEARED.

Oct. 13—Schr. Jane Ingraham, Hawes, for New York, by J. & D. McRae & Co.; with rough rice, &c.

Oct. 14—Schr. Helene, Stutes, for New York, by T. C. Worth; with naval stores, &c.

Schr. Lamartine, Moss, for New York, by T. C. Worth; with naval stores.

Brig Emeline, Packard, for Rio de Janeiro, by Russell & Bro.; with lumber and naval stores.

Steamer Flora McDonald, Hurt, for Fayetteville, by T. C. & B. G. Worth; with one lighter in tow.

Steamer Sun, Rush, for Fayetteville, by Jso. J. Lippitt.

Steamer Spray, Price, for Smithville, by A. H. VanBokkelen.

Schr. J. H. Chadbourn, Wainwright, for New York, by J. H. Chadbourn & Co; with naval stores.

Schr. Onward, Smith, for New York, by Murray, Grant & Co.; 2,239 bbls. Rosin.

Schr. West Wind, Burnett, for New York, by J. R. Blossom; with naval stores.

Schr. Exchange, White, for Baltimore, by Russell & Bro.; with naval stores and cotton.

Oct. 16—Steamer Henrietta, Allen, for White Hall, by Wessel & Eilers.

COPARTNERSHIP NOTICE.

THE undersigned have this day formed a co-partnership, under the name and style of HOBSON & OATES, for the transaction of a general mercantile business.

C. B. HOBSON,
C. C. OATES.

Warsaw, N. C., Sept. 18th, 1854 6-2t

A. J. HAWLEY.

INSPECTOR OF NANAL STORES AND PROVISIONS, WILMINGTON, N. C., respectfully offers his services to those having business in the above line.

Prompt, strict personal attention will be given to all business entrusted to him.

Oct. 13th, 1854 6-2m*

NOTICE.

THE Committee for the examination of Teachers of Common Schools for the County of Sampson, will meet in Clinton, on Saturday the 4th day of November, and examine all who apply for certificates. ISHAM ROYAL,

Clinton, Oct. 6th, 1854—6-3t] Secretary.

NOTICE.

APPLICATION will be made to the next Legislature of North Carolina for an act to incorporate the village of "Strickland" in the County of Duplin.

Sept. 28th, 1854 4-5t

NOTICE.

APPLICATION will be made to the next Legislature of North Carolina for an act to incorporate the village of "Warsaw," in the County of Duplin.

Sept. 28th, 1854 4-5t

NOTICE.

APPLICATION will be made to the next Legislature for a Charter for a PLANK ROAD from Whiteville Depot, on the W. & M. R. R., to Iron Hill Cross Road, in Columbus county.

Whiteville, N. C. Sept. 22. 3--5t

NOTICE.

AT September Term of New Hanover County Court, the subscriber, having obtained letters of administration upsons indebted to said estate to make immediate payment; and all persons having claims against said estate are notified to present them within the time limited by law, or the statute will be plead in bar of their recovery.

JAMES H. MEREDITH, Administrator.

Sept. 15th, 1854 2-6t*

NOTICE.

THE Subscribers hereby forewarn all persons from hunting with gun or dogs, feeding or penning stock, cutting timber, chopping or defacing trees, or trespassing in any manner whatever upon their Lands situated in Duplin county, as the utmost rigor of the law will be enforced against all offenders.

WM. R. PICKETT,
HESTER PICKETT.

Duplin co., Oct. 6th, 1854 5-3m*

MY WHEREABOUTS.

THE subscriber would take this method of informing his friends in Duplin, Wayne and Sampson, and his acquaintances generally, that he is at present engaged in the store of Mr. A. B. McCALEB, on Market street, near Market