BEC, Oct. 14, 1854.—E. K. Collins.— Sir: It becomes my painful duty to inform you of the total loss of the Arctic, under my command, with your wife, son and danch-

The Arctic sailed from Liverpool on Wednesday, Sept. 20, at 11, a.m., with 233 passengers and about 130 of a crew. Nothing of special note occurred during the passage until Wednesday, Sept 27, when, at noon, we were on the Banks, in lat. 46.45 north, and long. 52 west,

The weather had been fugly during the day; generally a distance of half to three quarters of a mile could be seen, but at intervals of a few minutes a very dense fog, followed by being sufficiently clear to see one or two miles. At noon I left the deck for the purpose of working out the position of the ship. In about fifteen numtes I heard the cry of "Hard starboard" from the officers of the deck. I rushed on deck, and had just got out when I felt a on deck, and had just got out when I felt a crash forward, and at the same moment saw a steamer under the starboard bow; at the next moment she struck against our guards, and passed astern of us. The bows of the strange vessel seemed to be literally cut or crushed off for full ten feet; and seeing that she must probably sink in a few minutes, and taking a has ty glance at our own ship, and believing that we were comparatively uninjured, my first impulse was to endeavor to save the lives of those on board the sinking vessel. The boats were cleared, and the first officer and six men left with the boat, when it was found our own ship was leaking fearfully.

The engineers were set to work, being in

structed to put on the steam pumps, and the four deck pumps were worked by the passen-gers and crew, and the ship fiended for the land, hich I judged to be about fifty miles distant. was compelled to leave my boat with the first Several ineffectual attempts were made to top the leak, by getting sails over the bows; and finding the leak gaining on us very last, but finding the leak gaining on us very last, notwinstanding all our very powerful efforts to seep her free, I resolved to get the boats ready, and as many ladies and children placed in them as possible; but no sooner had the stands been made than the firemen and others ttempt been made than the firemen and others rushed into them in spite of opposition.

Seeing this state of things, I ordered the

boats astern to be kept in readiness until order could be restored; when, to my dismay, I saw them cut the ropes in the bow, and soon disap-pear astern in the fog. Another boat was bro-ken down by persons rushing at the davits, and any were precipitated into the sea and drown-This occurred while I had been engaged in getting the starboard guard boat ready, and ed the second officer in charge, when the me fearful scene as with the first boat was the rail twenty feet, pushing and maining those who were in the bont. I then gave orders to the second officer to let go, and row after the reidy to take on board women and children as on as the fires were out and the engines stopmed. My attention was then drawn to the otharter beat, which I found broken down, hut hanging by one tackle. A rush was made for her also, and some fifteen got in and cut the tackle, and were soon out of sight. I found that not a seaman was left on board, or carnenters, and we were without any tools to assist us in building a raft, as our only hope .-The only officer left was Mr. Dorian, the third all in their power up to the very latest moment before the ship sunk.

The Chief Engineer, with a part of his assistants, had taken our smallest deck boat, and before the ship went down pulled away with about fifteen persons.

We had succeeded in getting the fore and main yard and two top gallant yards overboard. and such other small spars and materials as we could collect, when I was fully convinced that the ship must go down in a very short time, and not a moment was to be lost in getting the spars lashed together to form a raft, to do which it became necessary to get the lifeboat, our only remaining boat, into the water.

This being accomplished, I saw Mr. Dorian, the chief officer of the boat, taking care to keep the oars on board to prevent them from leaving the ship, hoping still to get most of the women and children in this boat at last. They had made considerable progress in collecting the spara, when an alarm was given that the ship was sinking, and the boat was shoved off with out oars or anything else to help themselves with, and when the ship sunk the boat had got elear, probably an eighth of a mile to leeward. In an instant, about a quarter to five p. m.,

the ship went down, carrying every soul on board with her.

I soon found unveil on the surface, after a brief struggling, with my own helpless child in my arms, when again I felt myself impelled downwards to a great depth, and before I reached the surface a second time had nearly perhed, and lost the hold of my child. most awful and heartrending scene presented itself to my view—over two hundred men, women and children, struggling together amidst pieces of wreck of every kind, calling on each other for help, and imploring God to assist them. Such an appulling scene may God preserve me from ever witnessing again.

I was in the act of trying to save my child when a portion of the paddle box came rushing up edgewise, just grazing my head, falling with its whole upon the head of my darling child. Another moment I beheld him lifeless in the water. I succeeded in getting on to the top of the paddle box, in company with eleven others; one, however, soon left for another piece, finding that it could not support so many.

Others remained until they were one by one relieved by death. We stood in water, at a emperature of forty-five degrees, up to our we soon separated from our friends on other parts of the wreck, and passed the night, each one of us expecting every hour

would be our last.

At last the wished for morning came, surrounded with a dense fog—not aliving soul to
be seen but our own party—seven men being some water casks and other things belonging to our own ship, but nothing that we could get

to afford us any relief.
Our raft was rapidly settling, as it absorbed

now began to suffer very severely for want of ed by the Arctic. water, except Mr. George F. Allen and myself. In that respect we were very much favored, al-though we had not a drop on the raft. The though we had not a drop on the rait. The day continued loggy, except just at noon, as ear as we could judge, we had a clear horizon for about half an hour, and nothing could be seen but water and sky. Night came on thick and dreasy, with our minds made up that nei-

ther of us would again see the light of another day. Very soon three more of our suffering party were relieved by death, leaving Mr. Allen, a young man and myself. Feeling myself exhausted, I now sat down for the first time, abount 8 o'clock in the evening, on a trunk, which providentially had been found on the wreck. In this way I slept a little throughout the night, and became somewhat refreshed.

About an hour before daylight-now Fri day, the 29th -we saw a vessel's light near to stated that in his opinion that part of the adus. We all three of us exerted ourselves to dress congratulating his Majesty on the assuthe utmost of our strength in hailing her, until we became quite exausted. In about a quarter of an hour the light disappeared to the east of us. Soon after daylight a barque hove in sight to the northwest, the fog having lightened a little-steering apparently for us; but in short time she seemed to have changed her course, and again we were doomed to disap-pointment; yet I felt hopes that some of our ellow-sufferers may have been seen and rescued

Shortly after we had given up all hopes of being rescued by the barque, a ship was discovered to the east of us, steering directly for us. We now watched her with the most intense anxiety as she approached. The wind changing, caused her to alter her course several points. About woon they fortunately discovered a man on a raft near them, and succeeded in saving him by the second mate umping over the side, and making a rope fast him, when he was got on board safely. This man proved to be a Frenchman, who was a passenger on board the steamer which we same in collision with.

He informed the Captain that others were near on pieces of the wreck; and, going alolt, he saw us and three others. We were the first to which the boat was sent, and safely taken on board about 3 P. M. The next was Mr. James Smith, of Mississippi, second class passenger. The others saved were five of our firemen. The ship proved to be the Cambria, of this port, from Glasgow, bound to Montreal, Captain John Russel, who commanded the barque Jessee Stevens, and was rescued by Captain Nye, of the Pacific. Of Capt. Russel, it would scarcely be possible to say enough in his praise for the kind treatment we every one of us have received from him during the time we have been on hoard his ship. His own comforts he gave up in every respect for our relief. The Rev. Mr. Walker and lady, and another gentleman, who were passengers by the Cambria, have been unceasing in their endeavors to promote our comfort. To them eing enacted men leaping from the top of and to all on board we shall ever owe a debt of gratitude for their unbounded kindness to us.

From the Frenchman who was picked up, we learned that the steamer with which we came in collision was the screw steamer Vesta, from St. Pierre, bound for and belonging to Grenville, France. As near as we could learn. the Vesta was steering east southeast, and was crossing our course two points, with all sails set, wind west by south. Her anchor stock, about seven by four inches square, was driven through the bows of the Arctic, about eighteen inches above the water line, and an immense hole had been made, at the same instant, by the fluke of the anchor, about two feet below the water line, raking fore and aft the plank, mate, who aided me, with the assistance of many of the passengers, who deserve great stock remaining in and through the side of the praise for their coolness and energy in doing Arctic, or it is not unlikely that, as so much of her hows had been crushed in, some of the heavy longitudinal pieces of iron running through the ship may have been driven through our side, causing the loss of our ship, and, I

fear, hundreds of most valuable lives. I have safely arrived at Quebec, and I am left without a penny in the world with which to help myself. With sincere gratitude to those from whom I have received such unbounded kindness since I have been providentially thrown amongst them, I am about to separate to go to New York-a home of sorrow.

I learned from the Doctor, at quarantine, last evening, that the Vesta had reached St. John's with several passengers from the Arctic, but could not learn the particulars. As soon as I can get on shore I shall make arrangements to leave for New York with the least possible delay. I take the steamer for Montreal this afternoon.

I am, very respectfully. Your obedient servant, JAMES C. LUCE.

The Vesta.

The ship which came in collision with the Arctic, with such fatal consequences, was, as we have said, the French propeller Vesta, built in 1853 at Nantes, about 240 tons and furnished with an engine of sixty horse power. The Vesta belongs to one of the wealthiest houses of Grenville, which equips vessels for the fisheries of Newfoundland. She went to St. Pierre with a load of salt, and was returning to France with one hundred and forty-sev gain struggled to the surface of the water, a en passengers, (fishermen and sailors,) and twenty of the crew.

At the time of the accident the Vesta was trave ling at the rate of ten knots. Exteriorly she had been worse handled than the Arctic for her bows were literally carried away; but the division of her hold into compartments saved her. The water which was precipitated by the large opening into the forward part of the ship was arrested by a compartment of plated iron.

By relieving the centre and stern of all that could be thrown overboard, Captain Duchesne at first lightened the ship, and afterwards caused a sheet to be passed over the bows. Thus guarded against the most imminent danger, he made for St. Johns, travelling with great precaution, and increasing or diminishing his speed according to the pressure of the water on the sheet. He thus reached St. Johns on the 30th of September, at the very moment when a tempest sprung up, which would have caused the nevitable loss of the Vesta if it had overtaken

The Vesta carries written in ineffable traces the history of the naval drama, in which she has played so terrible a part. Her hold open to the light, and one of her masts broken, tell ow violently must have been the collision. on with tells nion are the best sides tot he compartment, in which she still carrie pieces of wood from the Aretic - the last and

About noon, Mr. S. M. Woodruff, of New her men, who, seized with fear, threw them York, was relieved by death. All the others selves into the sea, or were in the boat destroy-

Furthermore, the fishermen who had with them all their little fortune, composed of barrels of oil and fish, are ruined in consequence of the necessity of throwing overboad all that

was on deck. We segret being obliged to contradict the runor announced that thirty-one of the shipwrecked passengers of the Arctic had been saved by the Vesta. Captain Duchesne never saw the steamer or any of her boats after the collision took place.

Important from Holland.

It seems from the debate in the first Chamber, on the address to the King, that something like a diplomatic misonderstanding has arisen between the Dutch and the American Governments. In reply to M. de Kempanaer, who stated that in his opinion that part of the adrances of the friendship and regard of all other nowers, was inconsistent with fact; the Minis ter of the Interior observed that he had every reason to believe that the misunderstanding al luded to would not lead to rupture between the two governments, as both were most anxious to preserve the friendly teeling which had so ong existed between them. He then entered nto an explanatory statement of the dispute. of which the following is a summary: Mr. Gibson, an American, whilst residing in

some part of the Dutch East India possessions, had endeavored to prevail upon the Sultan of Diambi (for what ulterior purpose was not stated) to dely, and set at naught, Dutch author. ity in Dutch East India territory. Gibson's proceedings, however, became known to the authorities, and he was forthwith taken prisoner. He was allowed, however, to be out, either on bail or parole, during the trial, which. on our own chancery style, lasted 15 months. The judges had no doubt of Gibson's guilt, which, it seems, was clearly, (how was not stated) though not legally, proved; some convenient technicality made a flaw in the indictment, and the American was acquitted. Subsequently, however, the matter was brought pefore the Council of Justice "for revision." process which those who are accustomed to consider one trial final, either to acquit or to condemn cannot easily understand.

The result, however, of this "revision" was, that Gibson was sentenced to twelve years imprisonment, and when the police came to his house to convey to him the pleasant infelligence, and to take him to prison, their bird had flown. On his return to the United States, he Gibson made his own statement to his govern ment, whose Minister at the Hague has been instructed to demand from the Dutch govern ment an indemnity for Gibson. This has been refused. Nor is it probable that this government will admit the slightest compromise in the matter, "for," said the Minister. "we have given to the American government all the particulars relating to this matter, and have insisted on this axiom in the law of nations-that, when a foreigner on our territory violates our laws, his crime may justify his punishment, but certainly not his claim to indemnity."

The Demination of Freesoil.

The Bee of this morning, referring to the ecent elections in the Northern States, says that they prove that Freesoil has subjugated both political parties in these States, and now eigns paramount in that section of our Union.

They are all alike. Here and there these s a handful of thoughtful, honest men among both parties at the North, who are not to be carried away by popular outery; but the masses. Whig and Democratic, are equally un-sound. The clamor of the Washington Union cannot gainsay lacts."

rived at the conclusion which we had reached years ago. Such a result we clearly foreshw and predicted would be the end of the half way patch-work compromises, about which this country was so profoundly agitated a few years ago. Your compromise, which was to save the Union-heal all the sores and wounds in the body politic-to oppose or doubt the effieacy of which was treason and rebellion-has proved a magnificent failure.

The very first practical test has blown the whole theory on which that compromise rested-the theory of non-intervention-into at oms. The first administration that lent its sanction and influence to this doctrine has been extinguished, annihilated, eliminated. Its existence is a mere legal action. Set aside the office holders, and the administration may be represented as the little end of nothing whittled down to a point. We say this not in derision or exultation, but in truth and commiseration. On this subject, the Executive stood faithful to its pledges. Had it been equally true on the Cuban question, it might have saved itself. But, alas! it fiddled whilst Rome was burning. Cuba slipped throughits fingers, and now it has only to die with dignity.

The whole North has gone over to Freesoil The compromise is virtually annulled by the popular demand; the Fugitive Slave law is a mere annovance and trouble, without any practical good. The States are now thrown back into their original state, from which they should never have emerged-the relation of independent sovereignties, submitting to no aggression and asking no concessions, steadily determined not to yield an iota of their constitutional rights, and if coerced into such surrender, to fall back into their primal condition, and treat their quondam sisters like other nations-in peace, as friends, and, in war, as enemies .-The only salvation of the Union-the only safety of the South will be found in the obliteration of old party lines, and the organization of two great sectional parties, which will be sufficiently strong to maintain their sectional rights, to resist invasion and interference without, and enforce mutual respect and comity. New Orleans Delta.

GREAT MORTALITY AMONG PHYSICIA'S. By reference to our mortuary record, it will be noticed that the mortality among physicians has been unusually large of late. We have no recollection of reporting the death of so many, within the same period of time. Many of them were men of distinction and influence, and had ived to ripe old age; while others were cut down in early life, when the brightest prospects for the future were before them.

Boston Medical Journal.

It has been discovered that for the generality flowers, and more especially for geraniums. and the most delicate specimens of the lil, tribe, common glue, diluted with a sufficient melancholy remnant of this magnificent ship, portion of water, forms a richer manure than The Vesta lost in the collision thirteen o. guano or any other yet discovered.

Shocking Murder.

We are pained to have to record another shocking murder in our District, which was committed on Sunday evening last, by Moses Harrelson, on the person of Evan A. Rogers. The circumstances, as we have heard them, are these: Harrelson had been arrested on a charge of assault with a gun and other outrages at the house of Samuel F. Avant, some time since, and David Gibson, Esq., became one of his sureties on his recognizance to appear at Court. Gibson, on Sunday, learning that Harrelson had made preparations to leave the State, procured the assistance of the deceased and A. S. Legette, for the purpose of arresting and surrendering him up to the Sheriff. -Accordingly the three proceeded to some place near Harrelson's and succeeded in apprehending him, and were on their return for the purpose of lodging him in jail. Legette, who was thinly clad and complained of the cold, left Harrelson in charge of Gibson and Rogers until he went home and changed his dress. Shortly after Legette left Harrelson jumped off his horse and attempted to make his escape; Rogers started in pursuit on horseback, and then abandoned his horse and pursued him on foot, and in about seventy-five yards, in a branch, succeeded in overtaking and attempted to apprehend him, which Harrelson resisted with his knife. When Gibson (who in descending from his horse, got his feet entangled in the stirrups) came up, he found Harrelson with his knife drawn and Rodgers beating him with a stick; he seized Harrelson, who cut him with the knife on both arms, and cut the clothes on other parts of the body. Gibbon's, wounds so far disabled him that he was unable to hold Harrelson. About this time Rogers pulled out his knife and inflicted one or two blows with it on Harrelson, but so feebly that it is supposed Harrelson was not much injured. Rogers imnediately after fell and expired.

On examination a dreadful wound, large enough to insert a man's hand, was found on his right side, which had the appearance of having been done with one or repeated thrusts of a knife in the same place. Mr. Rogers was a worthy and industrious citizen, and leaves a wife and child.

According to last accounts Gibson, though his wounds were severe and he was suffering from the loss of blood, was not considered in a dangerous state. Harrelson has been arrested and lodged in iail .- Marion Star.

THE RABUN GAP RAILROAD .- Our neighbor, the Spartan, is giving this enterprise some hard thrusts, but from present appearances we think it will survive them. The contractors are pushing forward the work with unparallelled rapidity, and if a helping hand is only extended towards it by the State, the Iron Horse will soon speed through the mountains. Why is this tempest raised against the Rabun Gap Poad? Simply because it has been said that there is a shorter route to Tennessee. If such he the ease, why do not those opposed to the present route go to work, get their charter, and prove it by their works. While the Rabun Gap Road was in "prospective," all parties vied with each other, in showering commendations upon the enterprise; but now the work is commenced and something like success is beginning to be hoped for, it is sud dealy discovered that there is a shorter route somewhere, that the present survey is imprac ticable, and that the State must refuse further aid to the work-a policy as suicidal as it is impolitic and jealous. It is now too late to commence hunting up shorter routes, old reparts and statistics are very good in their way, but they will never build a Railroad or connect South Carolina with the valley of the Mississippi. We have an enterprise already on foot, the work is already commenced; let us lieve. finish it, and if there is a better route let's have it. We have no fears but that the Rabun Gap when completed, will support it-elf, and that the expectations of its friends will be far more than realized .- Anderson Gazette.

A correspondent of the Home Journal gives fearful account of the plague, which he states to be raging in London. The plague which one hundred and fifty years ago, he says, was brought to London in a chest of clothes from Alexandria, and which carried off one half of the London population has re-appeared. The bones of bodies which were buried in pits where is now Argyle street, have been turned up in cutting a sewer, and thousands have died from their contact. The physicians state that it is the plague and not the cholera which is at present ravaging London. Business is suffering terribly. The stores in Regent street and elsewhere are closed, and tradesmen, and indeed people of every class, are flying in all directions. London is being depopulated.

THE AIR LINE RAILROAD.—The Executive Committee of the several companies chartered to construct this railroad from New York to Norfolk, which met at the former city early in September, has resolved to take the initiatory step in the business, and has recommended to the commissioners of the several companies in the state through which it is to run, to open books for subscription to the capital stock of their respective companies, on Monday the 23d instant. A full report of the Executive Committee at their last meeting will soon be ready for general distribution .- Sussex (Del.,) News

Rev. Joshua T. Russell, a Baptist clergy nau at Jackson, Miss. recently closed a very eloquent address before the Bible Society with these words: "Millions who are now around the throne of God, singing the song of Moses, and the Lamb, have been saved by the influence of this book" While uttering these words he suddenly looked up as if he had a vision of what he described, then paused a moment, and saying, "I have done," sat down and was immediately seized with a fatal attack of appoplexy.

Howie Mine. - We yesterday saw a beautiful and very rich rock taken out, a few days since, from the Howie mine in Union County. It is a slab from the wall of the vein, and that side next the vein is almost entirely covered with Gold for a space of about fifteen square inches, and so thickly coated that the Gold can be seen at several rods distance.

Charlotte Whia.

There is said to be a man in New Brunswick ninety six years of age, who reads the newspapers printed on the finest type, and is waited upon by a great great-grand daughter eighteen years of age, who is but three grand daughter who is four feet eight inches rights ought by this time to give in, and vote cheer all, but who weighs two hundred and eighty fully for the measure; it is a right, which unquestionssix pounds. She cannot stand upon her feet more than thirty minutes at one time.

The Camben Weekly Journal.

Tuesday, October 24, 1854.

THO. J. WARREN, Editor.

Agents for the Journal.

Charleston-Augustus E. Cohen. Lancaster-A. MAYER. Jacksonham-S. A. Rosser

Our Cotton Market.

Considerable activity was manifested in our comnercial affairs last week, and the transactions in Cotton. About one thousand bales changed hands at prices varying from 61 to 91 cents.

Col. James S. Deas.

Formerly a citizen of Camden, and a highly respect ed and prominent citizen of our town and district, at present a resident of Mobile, we are pleased to see is on a visit to his friends in this vicinity. The Colonel is enjoying good health, and looks remarkably well. It is a source of pleasure to us when we see the representatives of the good old times, again in our midst There is an indefinable "home again" feeling which in voluntarily springs up in our heart when we grasp the hand of one whom we have known and seen in our boyhood days, and it gives us some pleasure to record these little incidents in our Journal

Miss Brenan's Concert.

We have been requested to advertise the public tha Miss Brenan expects to give a Concert at Temper-ANCE HALL; on Tuesday evening next, the 31st inst. Tickets may be had at Mr. Young's Book Store.

We presume this announcement is quite sufficient of itself, to attract a large and appreciative audience.-We are pleased to think, that we shall, in all probability, have it in our power to listen to the warblings of the "Carolina Mocking Bird," and judge for ourselves of the merits of this celebrated child of Song.

We have Terms

Which govern us in the publication of our paperfor instance we must have two dollars cash, or within three months, for the paper one year, and reasonable compensation for all advertisements which appear

We beg to state, that a mere subscription of two dollars for the paper, does not entitle the subscriber to an advertisement gratis. For single insertions we charge one dollar for Fourteen Lines or less, and larger advertisements, for a longer period at reasonable rates-

This may explain the reason why attention is -no called to certain matters, where such notice is intended as an advertisement. Editorial notices of advertisements published, of Books sent, or of any thing else, are entirely at the option of the editor; only his taste and inclination in these particulars are to be con

We are always happy to advertise for the public upon the usual terms, and in most instances will cheerfully call special attention to advertisements where it is desired.

A Seasonable Visitor.

We are pleased to see that "John Frost" has made is appearance in many parts of our country.

Immediately in this neighborhood for several morn ings past this ancient and venerable personage was seen. We commonly hail its advent with much plea sure as the signal for gathering around the cheerful hearth, where the fire glows, and home seems dearer

All a Hoax.

The tremendous Battle between the Alfied force and the Russians, turns out to be all a mistake. We are glad of it, but of course public confidence is shaken and hereafter one will not know when, or what, to be-

Major General's Election

tively ordered, and Wednesday, the 20th of December is the day appointed by the Governor for the same Brigadier Generals Chandler and Aiken are actively engaged in the contest.

As Gen. Chandler is the oldest Brigadier in the Division, the office of Major General will devolve upon him until the election is held.

We had the pleasure of seeing the General a day or two since, and he appeared in tine health and spirits, returning from a successful electioneering tour.

General Aiken was also on a visit, a week or two since, to our town, and is equally energetic, and desirous of attaining this distinguished military position. Either of these gentlemen will make us a good Major

The Election for Major In Lt. Col. KERSHAW'S place is ordered to be held or Saturday the 25th day of November next.

Mail Derangement.

Unless Uncle Sam's Post Master General and the South Carolina Rail Road Company come to terms or or before the 1st proximo, we will all be in a fine pre dicament. Notice in due and solemn form has beer given the department at Washington, that the contract on the South Carolina Rail Road will terminate with

The policy pursued by the Government, or its con stituted representatives, towards the South Carolina Rail Road, as far as we are conversant with the facts is a narrow-souled, small-sized, picayune, contemptible one, and if the Rail Road Company could recriminate with any degree of justice to the public, it would be right, but in the present case the question is a se, rious ene, and so far as the General Government, or those at the head of affairs, are concerned, they would not care a fig for the inconvenience to which the public may be subjected, in the termination of the present mail contract on the South Carolina Road.

Should no arrangement be made in time we shall compelled to go back to first principles, which in this age of ours would be rather a slow business; however, we shall soon see the conclusion, or the beginning of the end. There is much true philosophical consolation in the old adage, that things never get so bad that they might not be worse, and sufficient always, unto the day is the evil thereof.

Work for the Legislature. The approaching session will, in all probability, be

an interesting one, and judging from the signs of the times, several matters of State reform will be brought up and urged. The Electoral question will be mered out at full length, and if some of the advo for a change do not beat its life out it will be a wonder The Division of "old Pendleton" will be arged, and where no opposition was prewe have no doubt carried. It is nothing but common justice that two Senators, one for Anderson and one for Pickens, with a corresponding quote of Representatives, should be allowed; and that opposition which justice that two Senators, one for Anderson and one for Pickens, with a corresponding quote of Represent atives, should be allowed; and that opposition which feet and three fourths of an inch tall. He has a has hitherto deprived this part of our up-country of its

only one Senatorial representative is perfectly absurd particularly when it is recollected that in many of those small salt water Parishes which only poll one vote for about every one hundred in Pendleton, a Senator and Representative is allowed. No amount of texetion, it seems to us, ought to be able to justify this inequality in the representation of the up and low countries. We do not wonder that the people of the un country are becoming somewhat restive under present regulations; in many respects they have good cause for it, but in many others we think they have not.

The Board of Health of Charleston report 32 deaths from yellow fever for the week ending 10 p.m. on Sun-

The Lady's Book

For November is a splendid number, and we discover no falling off from the former beauty and gance of the work. The colored Fashion Plates and other engravings will, of course, take the eyes of the ladies, for whose especial benefit they are designed.

Peterson's Magazine

Is also at hand, and is as usual filled with engravings, colored and plain Fashion Plates, &c. -Terms only Two Dollars per annum.

Proposed Union At the recent meeting of the Synod of the Associate Reformed Presbyterian Church in Chester District, a Committee from the Synod of the Presbyterian Church, as we learn by the Chester Standard, consisting of Rev. Dr. Palmer and Rev. Mr. Banks, were heard in relation to the proposed union between the two bodies Dr. Palmer's Address (says the Standard) is represent.

ed to have been very impressive and powerful, and
from its conciliatory tone calculated to exert a very beneficial influence towards the accomplishment of the end in view. After the discussion, the Synod appointed a Committee, consisting of the Rev. Mes Grier, Poyce and Wilson, who were charged with the duty of considering the propositions presented by Dr. Palmer, and reporting a plan of action proper to be adopted in the premises by the Associate Reformed Church. In the discharge of their duty the committee entertained the measure favorably, and recommend on the part of their Churches and Pastor a cordial reciprocation of the kind offices extended towards them, and a liberal interchange of the sentiments of good will and true Christian love. In accordance with the terms of their report, a committee consisting of Rev. Drs. Boyce and E. E. Pressley, with Rev. Messrs Grier and Ross as alternates, was appointed to confer with the Synod of the Presbyterian Charol, at its next meeting, in Charleston, on the 15th of November proxime, and though the action taken by the Synod was by no means final, we are pleased to learn that all the indications looked favorably to the consummation of the desired end.

The Month of October,
How beautifully does our cotemporary of the Eq. field Advertiser speak of this charming month,

Of all the months in the year, give us October. How bracing, the buoyant influences of an October morning! How soothing the musical whispers of an October noon! How charming, the mellow-tinted light of It is the month of Gratitude! For the barvest is

come, and the granafies of men are replebiahing, and the blessings of that God who gives the increase to the labors of the husbandman, are spreading over the land in such golden a undance that all but the most obdurate of hearts must be filled with thankfulness and

It is the month of Memories! The dropping leaves of an Autumnal day, are they not significant emblems of those we've "seen around us tall!" The chastened hues of an Autumnal sunset, do they not call to mind the joys and pleasures of the past? The natural harthe joys and pleasures of the past! The natural har-monies of the Autumnal winds, as they most sarid the high pine tops of the forest, do they not carry us back insensibly to the earlier days of our earthly ex-istence, when all of life was but an opening sision of bliss!

It is the month, too, of Religion! The year is dying around us. The trosts of Winter are proparing wither the green garb of nature. Change and Deca fresh and beautiful. "And such is life," says the philosophic mind, "It is but as the changing yearfirst, Spring with its radiant flowers; next, with its clustering promises; then Autumn with its yellow sheaves and lastly, Winter with its deathlike freezes." And the soul longs to find a loops beyonds the Winter of Death; and, looking upward towards. Heaven, learns what it is to be religious.

Dear old October! Ever welcome are thou, with the bounteous blessings, the saddening charms and the sober lessons!

thy sober lessons!

The Allies at Sebastopol.

At last we have a real buttle, great and denearly destroyed the Russian army in the Crimearly destroyed the Russian army in the Crimen, and have gained a position that overlooks Sebastopol, within easy range, and they consequently, have the great fortreas at their mercy. It was, in fact, well knewn, that nothing short of an army strong enough to prevent the enemy from approaching Sebastopol, could prevent them from capturing it. The heights that command the place, too distant to be embraced within the capture of the command of the place. within its fortifications, are not too distant for the destructive operations against it of the ten-rible artillery of our times. The effort of the Russian General was, therefore, to check the Allies on their advance. They landed about thirty miles North of Sebastopol. He took position about midway, behind the river Alms, from which he was driven, after hard fighting, and retired to the heights commanding the for-tress, where he made his last stand. Het his tress, where he made his last stand. But his forces were greatly inferior to the Aflies in numbers, and dispirited by defeat. The heights were stormed, and the greater part of the Russian army was slaughtered or emptared. The remainder retired into the fortress, and there the indomitable Menzchikoff stood, at the last accounts, defping a power that he could no longer resist. The fate of the fortress and garrison cannot be thought doubtful. The Aflicanava undisputed command of the sea, and their position on land is such that they can hammer the place at their leisure, with scarcely a chance of harm or interruption. Sebastopol and the Climes are conquered.

of harm or interruption. Sebastopol and the Crimes are conquered.

This result is great and brilliant. In affords striking proof, that the appointments of the Allied forces, and especially their Artillery, are very superior to the Russian; and that when they meet, on equal terms, the latter will be defeated, unless when they have the advantage in strategy. Of this, we have yet to see the first specimen on either side. The Allied ar mies could land where they pleased, by reasons of their complete mastery of the Sea, and of course they chose to land where they were not expected, and where no opposition was pre-

the strongest was sure to triumph. There is now no serious obstacle, except the approach of Winter, to present the Allies from stacking all the fortified points on Inc. Black

bly belongs to them, and they ought to have it. The idea that between three and four thousand voters have | Sea, and cutting off Russia effectually from Cir.