Progress of the War.

From Wilmer's European Times, Nov. 11.

Certainly, not the least gratifying feature in the records of this campaign is the excellent feeling which exists between the French and English troops, for we read that the French, having established bake-houses and ovens of their own, had presented every English officer and private engaged before Sebastopol with a loaf of the bread so made—one of those soldierly acts which expresses so much, because it was voluntary, and arose entirely from a feeling of mutual respect. Allies have fought together in other times who could with difficulty be kept from cutting each other's throats, so strong was the hatred, so bitter the contempt, by which they were respectively moved; but the cordial feeling amongst the allied troops in the Crimea has been reciprocated this week at the Mansion-house, in the city of London, where the representatives of each country vied in compliments to the cordiality of the alliance, and to the moral effects which it must have on the future destiny of mankind. Indeed, the speeches on this occasion, and the forthcoming visit of the French Sovereign, will do much, in connexion with this Russian war, to compensate for the blood and treasure which have been spent in punishing the aggressions of one insolent dictator.

Austria is again said to be cooling in her feeling towards the Western powers, and inclined, until matters in the Crimea take a more decisive turn, to wait upon fortune. She is accused of temporising, but the time for doing so is past. No course which she can now pursue will wipe out the memory of the deep offence she has given at St. Petersburg,—a fact of which she must be already aware. If we are to credit some of the accounts which come from Vienna, the Austrian authorities are anxious to prevent Omar Pacha from making a diversion in Bessarabia, which he is anxious to do, in order to prevent Russian reinforcements from reaching the Crimea, and the inference is, that Austria in thus acting is favouring the Czar. Whatever the motive may be for giving this advice to the Turkish commander, supposing it to have been given, the reason assigned is certainly not the right one. A feeling of uneasiness nearer home is quite as likely to influence Austrian councils, for the rage of Nicholas against Austria is known to be boundless—the feeling with which people generally regard a professing friend by whom they have been betrayed. Besides, Omar Pacha is not exactly the man to listen to such advice unless it coincides with his own views—an estimate of his character which must not be overlooked in the discussion of a mooted point like this. Nevertheless, the conduct which the whole of the German Courts have pursued since the commencement of this war is a melancholy commentary on the smallness of rulers who keep in check so great a people. It is amazing how the spirit of patriotism has sunk in the German mind of recent years under the military code to which they have been subjected, for the Prussians, as well as the Austrians, are known to be most inveterate in their hostility to the Czar and his system.

SIEGE OF SEBASTOPOL.

The siege of Sebastopol is the engrossing event of the day. We therefore make no apology for giving at the utmost length which our limits will permit the details connected with that important operation. Some of the incidents recorded in the following despatches might at other times seem trifling; but, in the present state of public feeling, we believe that the minutest particulars will be perused with interest. The following details complete the narrative of the siege since our last publication:—

THE SEA ATTACK.

River Katcha, Oct. 18.—The following is a copy of a few details of yesterday's cannonading of the Sebastopol forts by the fleet, which may be interesting:—

"Yesterday, the 17th, about half-past noon, the French fleet commenced the cannonade, leading in from the south along the south forts, exposed at the same time to a severe fire from the north as well as the south forts, which was not returned until their position was taken up. Admiral Dundas followed with most of his fleet, steering first southward and rounding up again, taking position northward of the French, the Britannia and Napoleon being next ships, and placed towards the mouth of the harbour. The Terrible and Sampson began on the north side from the northward, the first interchanging a very heavy fire with the large fort on the north side (two tiers of guns and a third *en barbette*—I think Fort Constantine). The Terrible kept at it with her engines stopped. The Sampson, disregarding the large fort, directed her fire on two very mischievous little forts on the parapet of the precipice which overlooks the sea fort northward of Fort Constantine—the Wasp and Telegraph forts. Occupied with these, she steamed right through the fire of the big fort, swept round in a beautiful manner, and again went straight at them. All the fire, however, which was directed throughout the day at these two forts seemed to have little effect. Silenced only at intervals, they continued a most galling fire. While the Britannia was rounding in from seaward, the Agamemnon proceeded along the north coast southward, to where the Sampson and Terrible were engaged. It was evident that this ship had a distinct mark in view. Cautiously closing with the land, she anchored within 900 yards of Fort Constantine, and she must have been quite close to very shoal water. This was the position of the day, and here the Agamemnon remained until near sunset, when she came out, but only owing to the closing darkness. She was closely supported by the Sanspareil astern, and later in the day by the Bellerophon on her bow. Latterly the fort (Constantine, I think) which they were engaged with was almost silenced, and the guns *en barbette* wholly so. The general impression is that very little damage has been inflicted on the enemy; but, though all did their best, there can be little doubt that, had the other ships been able to close with a distinct object, and hammer at it as the Agamemnon did at hers, the result would have been very different. She lay close to her work, and would have breached it, but the fire at times had to be withdrawn to silence the small forts on the hill, which were hulling her meantime. On resuming the fire on the larger forts, of course the line of fire was altered, and more distributed.

"The Albion and the London were engaged with Fort Constantine before the Agamemnon came up. They got a good deal cut up, and withdrew. The Albion had a number of men and her captain with the army, and was several times on fire while in action. We lay just outside, within fire, and not more than a mile from the Agamemnon, which was close in, and much nearer the others. The cannonade of the French appeared terrific and continuous. Enveloped in smoke, they kept up whole salvoes, which looked awful, the smoke being lit up by the volleys of flashes, and the roar of cannon continuous. The Turks followed the French in this, sometimes in whole broadsides, again their fire running continuously along the line. There was less of this with the English ships, particularly with the Agamemnon. The smoke and roar were more awful, but the other was more business-like. Captain Christie, R.N., principal agent of transports, had his flag hoisted on board the Colombo.

"Having expended the number of rounds of powder, which was limited to 50 each gun, at one time, the Sanspareil withdrew, and the forts on the hill directed their full efforts at the Agamemnon. The Agamemnon fired 70 rounds, and her broadside is quite scorched the whole length. Sir Edmund Lyons, at the time occupied with the big fort, sent his flag lieutenant through a galling fire to bring in the Bellerophon and to get the Sanspareil back. He said 'Tell them to come in; these forts will sink me, and I'm—if I leave this;" and this is quite the case. He is of the truest stuff, fixes his mark, and then sticks to it.

"The Britannia remained till after dark steady also at her work, but she and the French were all too far off."

The most tragic was certainly the fate of the Albion and the Arethusa—the first forming part of the central, the second a part of the left division. Bold and undaunted, they entered close to the northernmost, or so-called "Wasp" battery, and had scarcely time to open their fire when the cables with which they were lashed to the steamers were severed by shot, and they became unmanageable just at the moment when they were most exposed to the fire of the enemy. The Albion was set on fire in three places, and would certainly have gone on shore, as she was only in five fathoms of water, had not the Cambria, one of the steamers expressly kept ready for such an emergency, come up in time to rescue her from destruction, unfortunately not before she had lost 12 men killed and 70 wounded. To-day the Orinoco is going to tow her down to Constantinople. She is fearfully damaged, her mainmast much injured, and the mizen is tottering and bare. The Arethusa, although she suffered less in men, having only 4 killed and 14 wounded, suffered even more in her hull. It is, besides, asserted that the dry-rot is in her wood. She went away yesterday evening, towed by the Emeu. Both these vessels, owing to this accident, quitted the scene of action after a short time.

If these two vessels have been the most unfortunate, the Rodney may certainly be said to have been the luckiest vessel of the fleet, except perhaps in the shot by which she carried away the mainmast of the Retribution. She entered during the latter part of the action close to the forts, and went on shore on the shoal running out from Cape Constantine. Fortunately it was already dusk and the Colombo at hand, which got her off without her having suffered great injury. Not so the Spiteful, which was lashed to her. She was so much damaged that she was brought in a sinking state, and could only be kept afloat by the efforts of the crew at the pumps. She is still alongside the Rodney and undergoing the most necessary repairs to enable her to go away and be refitted.

Like the Albion and Arethusa, the Trafalgar could not long keep her place, or, rather, she never took it up properly, for the Rodney sent a Moorsom shell into the mainmast of the Retribution, to which the Trafalgar was lashed; it burst in it, the mast went down, and both vessels were unfit for action.

The Bellerophon may likewise be numbered among the ill-used, together with the Sanspareil; the rest, although not without loss, escaped comparatively unhurt.

The old Britannia maintained her position, and was exposed to a hail of shot and shell. Both she and the Furious, to which she was lashed, kept up a very good rocket practice at the batteries. I saw towards dusk some very well-directed ones fly over. The Admiral himself narrowly escaped a shell, which burst on the poop. He was sitting on the poop railing when it fell.

The detached steamers on the left were decidedly the heroes of the day. To them was assigned the position north of the shoal running out from the Cape Fort. While the other vessels went down outside as far as Quarantine Bay and then veered round and opened their fire from their starboard broadside, the detached steamers steamed straight down inside, near the shore. The first were the Sampson, Terrible, and Tribune, who advanced like *éclaireurs* before the Agamemnon and the Sanspareil, which formed the main strength of this division. These two, after having tried the range of their long pivot-guns at the Wasp Battery, steamed right down to the fort on Cape Constantine—the formidable casemated battery at the left of the entrance into Sebastopol, and engaged it. There you could see them anchored, the Agamemnon at 800 yards, and the Sanspareil a little behind, enduring with unshaken firmness the heaviest fire of the enemy, and returning it with great vigour, while the steam frigates, which could approach closer in the shoal water, hovered around them, making the most of their independent position. The situation of two screw line-of-battle ships was the most critical possible, exposed as they were to a heavy cross fire, on one side from the northernmost batteries running along the shore, from the Star Fort side, and from the whole outward face of the fort on Cape Constantine. For two hours they had to encounter the whole fire of the enemy on that side alone, when the Queen, having left her first anchoring-place, where the Turkish flag-ship had come in her way, passed inside of the other sailing line-of-battle ships from the extreme right to the left, and came up alongside the two heavily-pressed screw steamers, and drew off part of the enemy's fire from them—a movement which, as I told you, was acknowledged by Admiral Lyons hoisting the signal of "Well done, Queen!" It was a marvellous sight to see such an immense vessel as the Queen passing the other liners inside; and both Captain Mitchell and Captain Powell, the commander of the Vesuvius, deserve the highest credit for the skill and enterprise with which they took the vessel in as well as out. Unfortunately, the respite which she brought was only momentary, for, being in but six fathoms water, she was in danger of going on shore unless she anchored, while if she had anchored she would have had to leave her anchors behind, and perhaps something more, for she had caught fire from a red-hot shot; she was thus obliged to yield to the *forza maggiore*, and withdraw.

The Sanspareil, owing to her unwieldiness and the defects in her propelling force, which fails almost when most necessary, would have had a hard fate had not the Shark, a tiny little steam-tug, which attends the Sanspareil as a planet does its sun, or the jackal its lion, gone in and towed her out. The skill and courage displayed by the commander of this little craft, Mr. Balls, second mate, excited general admiration. It was a striking practical illustration of the lion and the mouse, to see the little Shark help out the colossal Sanspareil, but at the same time it was a most gallant feat of seamanship. It is reported that Admiral Lyons sent in the commander of the Shark with the words—"Go in; you will find there a coffin or your promotion."

Both the Agamemnon and Sanspareil were obliged to leave buoys for their anchors, but they left also some heavy marks of their presence on the face of the forts. Both ships did not quit their post until nightfall, for Admiral Lyons determined to be sunk rather than give in.

The loss of the fleet in men amounts to 46 killed and 268 wounded.

Now, you will wish to know what was gained by the bombardment. As I told you in my last letter, the batteries were never more than for a few moments silenced, so that it is difficult to say whether this took place in consequence of the injuries sustained, or only in order to let the guns cool. The day after the bombardment, the Sampson went down to see what injury had been done to the forts. Well, they look as if they were marked with the small-pox; but I am afraid it is not of a very dangerous character, except perhaps on the northern face of the Cape Fort, where at one of the angles two of the portholes have been thrown into one, but a considerably larger one. There is, indeed, a rumour current that they were obliged to steady a part of the Cape Fort by buttresses; but I have not heard of any one's having actually seen with his own eyes the buttresses.

Subsequent Siege Operations.

October 24.—It is now the eighth day since the beginning of the great conflict. No steamer has made its appearance from Sebastopol for the last two days. It is said that one effect of the naval diversion on the 17th was, that the allies were able to gain a parallel 200 yards nearer the Russian works, a considerable advantage, if the story be true; for such an advance might make all the difference between a destructive and an ineffectual fire against earth and stone. A person who left on the 19th says that the only effect of the English and French balls on some of the Russian works was to make them seem speckled all over. The strength of the defences is most undoubted. But when once a breach is made the rest will be easy. The Russian troops are said to be disheartened. The sailors from the fleet work well, and are the principal artillerymen. Should the allies once get in among them, the affair will not last a couple of hours, though it cannot be doubted that numbers must fall before an entrance is effected. The loss at Alma is a proof of the difficulty of attacking a strong position, even when those defending it are inferior in every way. It would be madness to attempt an attack without having made two or three practicable breaches, and, as far as our present information extends, we are unaware of any such success having been achieved. However, there is another month fit for operations, and there seems no reason to believe, that any considerable force of Russians can advance to help the place for some weeks to come. The troops fired at by an English steamer when crossing the Dniester did not appear to be more than 20,000 strong, and they can hardly arrive in the south of the Crimea for another month.

Oct. 26.—The British army mail, which left yesterday by the French boat for Marseilles, will be 14 days on its passage. It may be as well to give some account of events up to the last arrival from Sebastopol. We have news up to the 23d, which is on the whole satisfactory, although the progress of the siege may not keep pace with the anticipations of the sanguine. On the evening of the 20th, the Russians made a sortie, and spiked three of the French guns. They were, however, driven back with considerable slaughter. Much harm is done to the siege operations by the insufficient solidity of the French works. It appears that they are much injured by the Russian fire, and the work of cannonading goes on slowly in their part of the line. A spectator on the 20th compared it to child's play, and said that the fire did not exceed a shot every five minutes from each battery. This, however, seems to be an exaggeration. The town has been on fire several times; it is much cut about, and the loss of the enemy must be very great. A deserter who came out on the 21st said that no less than 5000 had been killed and wounded. Nachimoff, the admiral who commanded at Sinope, was said to be among the dead.

The accounts we receive are of the most meagre kind, as they are mainly furnished by persons who write a few hurried lines to their friends, or by naval officers who have been kept at a distance from the scene of action. It is, however, stated as positive, that the British have advanced their works within 300 yards of the Russians, and are making a considerable impression. The Rifles have been engaged in picking off the Russian gunners, who are shot down in considerable numbers. There are several volunteers also armed with rifles who have joined in this part of the warfare. It is said by deserters that the greatest panic prevails in the town, which is almost in ruins. The soldiers are said to be kept at their guns by the swords of their officers, and many have been shot for attempting to desert.

There is good reason for believing that Austria and Bavaria have come to a satisfactory understanding.

It is said that at the Council of War held by the commanders and admirals of the allies on the 27th October, it was resolved that the allied fleets should not be allowed again to participate in the bombardment of Sebastopol from the sea side, it having been found that the ships are thereby exposed to severe injury, without being able to render a proportionally effective service. At the special recommendation of Admiral Dundas, the batteries Nos. 1 and 2, erected near the sea coast, have been entirely manned by the marine artillery, whose services are beyond all praise. The gallant admiral has now proposed to furnish several other batteries with naval gunnery, to be worked by marines and sailors from the ships—an idea which has been approved of and adopted. The storming columns are to be formed by volunteers from the *elite* troops. All the reinforcements of the allies, which still arrive in the Crimea, are to be concentrated at the head quarters of Lord Raglan, the commander-in-chief.

The Population of Sebastopol.—From what is heard from deserters it seems that the whole of the aristocracy, and indeed all the Russian population of South Crimea, have sought refuge in Sebastopol. So great is the concourse of inhabitants, that thousands sleep in the streets each night.

NEW BRUNSWICK.

A part of the neighbouring Province was visited with a severe rain storm, during last week. The St. John New Brunswicker says:—"The rain came down incessantly for upwards of fifty hours, and the rivers and streams have overflown their banks and deluged the low lands in every direction. The great Marsh in the vicinity of this city presented an extraordinary spectacle on Tuesday, being completely under water, in some places to the depth of several feet, and all travelling was consequently suspended. The Paper Mill of Messrs. Philips, near the Reservoir, has been partly carried away, and the Reservoir itself has been so much damaged that a supply of water cannot be obtained for the city. Messrs. Reed's Flour Mills at Little River have also been considerably damaged. The Colbrook Mills of Messrs. Estabrooks & Ring have been completely carried away, and the dam at the Nail Factory of Messrs. Scovil also damaged. The new Saw Mill at Musquash has also been much injured, and the road over the Musquash Bridge is rendered completely impassable. Messrs. Hawkes & Power, at Black River, had several thousand logs swept out of their dam by the rush of water, which were carried down to the shore. The Bridge over Hampton River is swept away; and the Saw Mills of Mr. Wm. Davidson, at Salmon River, have also shared the same fate. Mr. D. has also lost a large quantity of logs.

Bridges have been carried away in every direction, and the travelling both east and west is suspended except by water; consequently the mails are all behind-hand.

More Steam in the Gulf.—The new steamer *Rosebud*, built and owned by Mr. Heard of Charlottetown, made her first appearance on our waters on Wednesday evening, 15th inst., and returned next day to Charlottetown. Her model and general construction appear to be well adapted to the navigation of the gulf, and her Cabins are spacious and comfortable. The Rosebud is commanded by Capt. Matheson, so long favorably known to the travelling public. It is expected that she will next season be placed on the route between Charlottetown and Pictou, making three trips a week each way.—*Eastern Chconicle.*

The Election in Massachusetts.—The Know Nothings have drawn everything into their great political maelstrom.

The Representatives elected to the Legislature are: Lnow Nothings 351; Whigs 6; Democrats 1; Republicans (the last vestige of the Free Soil party) 1.

The Circulation of the Blood is justly esteemed the greatest ordination of Divine Providence; by that beating engine, the heart, it is driven to all parts of the system, giving vigor and strength to the complicated machinary of man. This living flood, whether we sleep or wake, sallies briskly through the arteries and returns softly through the veins. How necessary that it should be kept free from all impurity, and yet how negligent many are respecting this great essential to the enjoyment of perfect health. Derangement in the Liver and Nerves is generally the primary cause; and Jaundice, Indigestion, and all the harassing feelings attending Dyspepsia, which makes life a burthen result from it. Suicide would rapidly follow suicide, if there was no cure. No one would suffer long, if he is able to obtain a bottle of Hoofland's celebrated German Bitters, prepared by Dr. C. M. Jackson, Philadelphia, they rarely fail in effecting a permanent cure.

HASZARD'S GAZETTE.

Wednesday, November 29, 1854.

It gives us sincere pleasure to be able to inform our readers that directions have been sent on from the competent authority at New York to have the Electric Telegraph between Charlottetown and that City, put into proper working order. This will greatly facilitate the operations of commerce under the Reciprocity Treaty, the benefits of which are by this time, we suppose, extended to Prince Edward Island, as all that was wanting for that purpose was official information at Washington that the requisite Act had been passed by our Legislature. How it happened that such information had not before been given it is out of our power to say, but we have understood that the Hon. James Warbuton has been sent to the Capitol of the United States with an authenticated copy of the Act. It remains to be seen whether the Government of the United States will recognize the authority of the Colonial officer, or whether they will require that such information shall come through the medium of the Home Government, as being the other High contracting party in the terms of the treaty. We are in great hopes that there will be no difficulty raised, and are the more sanguine, as the vessels of New Brunswick have been admitted—we understand—to land their cargoes in the ports of the United States, and the Treaty is acted upon in those of the New Brunswick. The Nova Scotia Legislature is to meet on the 2d December, and although there will be a good shew of opposition,—for electioneering purposes probably—we cannot doubt but that the requisite sanction will be given to the Treaty. If we have been rightly informed by the public journals, the Administration of that Province is in fact, compromised in the matter at the conference held at Quebec at the request of Lord Elgin. With respect to the working of the Electric Telegraph, it is to be hoped that a proper understanding with the Nova Scotia company will be effected so that a full and free intercourse may be had with the City of Halifax. That arrangements will be made here to procure the earliest news, and impart it without delay to the people of the Island, we will not suffer ourselves for a moment to doubt. The cause of the discontinuance during the time the Telegraph was in operation, was chiefly, we think, because the cost of the telegrams bore no proportion to the value of the information transmittted: this is not likely to be the case during the ensuing winter.

THE TELEGRAPH.

We take a great interest in every exertion of our inhabitants to render themselves independent of foreign aid. Enterprise, however humble, provided it tends to utility, will always be held up by us for public patronage and encouragement. Above all, we love to see that capital which is raised in the Island, laid out in undertakings which, while they yield a fair remuneration to the capitalist, reflect credit on the community at large. It was with no small anxiety that we have viewed the endeavours of William Heard, Esq., to procure for us a Steamer in place of the Rose, which, all things considered, was decidedly the best, and the best managed vessel ever put upon the line between Pictou and Charlottetown: and it is with much satisfaction we announce that so far, his exertions have been crowned with success. Since the Rosebud's first trip, the funnel has been lengthened, and this has produced a very great improvement, and increased her speed considerably. She made the passage to Pictou on Wednesday, the 22d instant, in 6 hours, and the return trip on the following day in 5 hours and 40 minutes from wharf to wharf. It should be remembered that Mr. Heard has had many difficulties to contend with, and many obstacles to overcome, and consequently, that a little time is necessary for that nice adjustment of the machinery which is requisite to obtain the greatest results. It is expected that when her engines are in complete working order, she will make the passage to Pictou in less than 5 hours. We trust that in the future regulations for carrying the Mail, the claims of Mr. Heard—for we consider he has great claims on this community,—will not be overlooked, and that party feeling will be laid aside, and a generous disposition to encourage merit be displayed.—We would now turn our attention and that of the public, as to whether the time has not arrived when we should look out for a shorter and more convenient route for the conveyance of our mails, and the accommodation of passengers. On the 2d day of December, in the year 1828, the writer left Charlottetown in company with the late Chief Justice Archibald, for Nova Scotia. The latter was anxious to get to Truro with the utmost celerity, and the vessel made as direct a course for the opposite shore as it was possi- for her to steer. Mr. Archibald was landed some where between River John and Tatmagouche, and we have ever since been puzzled to ascertain the exact spot. Our attention has however, been called to the subject of a nearer postal line than that now used, and upon an inspection of Capt. Bayfield's Charts, we think we have hit upon the place we visited in December 1828, and one which is in every respect the proper route for mail communication, and for a more extended accommodation for travellers in search of health, or in the prosecution of business, The place to which we allude is Barachois Harbour. It lies in a direct line from Charlottetown Harbour, and is only 30 miles across, while Pictou is 50, making a saving at once of 20 miles by water, and enabling a Steamer to effect a passage and back with perfect ease the same day. There is at Barachois a bold shore having 12 feet of water at low tide, so that no difficulty would exist on the score of a convenient landing place, and we see by the map of Nova Scotia by McKay, that there is a road from thence to Truro, about 25 miles long, and we should suppose level, for the circumstance of its being laid down as running between two hills. The distance between Point Prim and Amet Island is about 12 miles, so that this is the only space in which a vessel would be liable to a heavy sea during