

Illustration

The Waterford Mail

AND

SOUTH OF IRELAND ADVERTISER.

IT IS THE DUTY OF THE PRESS TO MAINTAIN THE TRUTH—ITS MISSION IS TO INSTRUCT AND IMPROVE THE PEOPLE.

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The Mail.

"VINCIIT VERITAS."

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WATERFORD—TUESDAY, APRIL 23, 1859.

Our London Letter.

London, April 23rd, 1859.

The last days of Parliament were not happy ones for members, neither did they reveal a very agreeable state of things to the public. The M.P. wandered about the House of Commons like birds of ill omen, and were uncomfortable and fidgety in the extreme. The greater number, however, were off before the prorogation to their various constituencies, doing the agreeable, a la Pelham, to the families, playing with the babies, eating plum pudding and other indigestible things; and, with this dearth of legislative wisdom, a large amount of business was got through. One day very near the close, not more than a dozen members were in the House for the first hour, during which period some tolerably important matters for the country were hurried through, one official after the other listlessly dawdling through his work of making fast and binding law of the business still before the House, while the rest seemed to be wandering in thought to far different subjects.

On Monday night, however, there was a slight resuscitation, and things again looked something like themselves. War or peace was to be discussed, and we were to hear how near we stood to the dread threshold of the former, or what happy chance might realize the latter. The statement of Lord Malmesbury was listened to with breathless attention by a full House, for the Lords have no electioneering anxieties. The universal impression was that it was a speech made with the conviction of impending war, with little, if any, probability of escaping therefrom on the part of Continental Powers, and a disagreeable foreboding that, sooner or later, England may have to play an important part therein. All who listened to his Lordship on that occasion must have arrived at that conviction—his manner was depressed, hesitating, and ominous—the purport was earnest, sensible, and statesmanlike, and all must have felt how thoroughly he vindicated himself from the fierce and unkind attacks that have lately been made on his ability as a statesman. The tone in which he alluded to the ambition and meddling of Sardinia, was justly full of censure, and there was not wanting a dash of indignation in the concluding peroration, which invoked punishment on those who should rashly and lightly enter upon war. What the effect of these explanations may be it is difficult to say; but after the recent telegrams we can hardly think they will lead to any possible good. The real guiding star of the whole agitation is, undoubtedly, the Emperor of the French. But if it be not yet too late, and the honor of France is not too far plighted, let him pause even at the threshold—let him cast off, as utterly pernicious, any worse, as downright foolish and short-sighted, all advice and advisers who may counsel warlike movements. The best and wisest amongst us in England are really most desirous, indeed, to support his power and see it firmly established. Why, then, risk his all by throwing out of gear the machinery of all the monarchical and aristocratic powers? For, with most consummate wisdom and most undeniable foresight, has Lord Malmesbury predicted that war in Europe will awaken all the fiercest passions which have ever shaken dynasties, and the lowest ruffian that plays the game of revolution for his personal interests will seek therein his profit. The Emperor of the French may be much pledged, but let him pause ere he throws into the scale most fearful and weighty interests against that of personal friendship, or even a desire to aid the weak and oppressed. If he truly desire it, without wishing to foster the ambition of Sardinia, there are ample means, and at any congress, with such an object, he will find England amongst the very first, the very warmest, of his supporters; for we are all fully aware how much the Italians stand in need of freedom. Voices are raised on all sides in their favour, and that England—a very home of freedom—will not be found wanting. But bloodshed and ruin, fair homes desolated, the thrift and the wealth of times of prosperity, are too serious to be set at naught, even for the sake of giving freedom to the Italians.

Party politics are running high upon home themes; but they are not taking a new turn; there is still shown the same apathy as was manifested as to the issue of the debate on Reform, and, for what we can see, will still continue; at least, such at present is the aspect of the metropolis. Perhaps, when the struggle comes nearer the result may be different. We may then see a flush of excitement; but more than a flush it certainly never will be.

The *on dit* is that the Conservatives will gain forty members in the contest; but it is difficult to say at present. A fierce and clever hustings' cry may upset everything. One thing we know is not wanting on the side of the Conservatives to secure place and power—that is cash. The amount said to be subscribed is truly fabulous, and never were the sinews of war so plentiful. I may state that the subscription of one noble lord is believed to be £20,000.

The feelings of the diplomatic world were never better exemplified than they are at Court just now, and curious, indeed, are the *on dit* that circulate upon the subject. Diplomats, whose first and foremost duty it is to endeavour not to wear their faces in their sleeves, are now to peep, seem rather deficient in power over their physiognomy, and should take a few lessons from Robson or St. Aubrey in the art of managing their countenances. It is said that the real state of diplomacy and foreign politics was beautifully illustrated at the last Court, by foreign ministers. Austria was proud and defiant; France—represented by a minor light—was bellicose and haughty; while Sardinia was as swollen with pride as though she were the very frog who sought to imitate the bull, which is certainly not an inapt likeness of her present position among the great Powers. At the former Levee it was generally remarked how defiant Austria was towards all, and how warily she courted Lord Malmesbury.

COUNTY ELECTION.

The Hon. Walter Talbot, second son of the Earl of Shrewsbury, and nephew to the Marquis of Waterford, arrived at Dobby's Hotel on Saturday; he has addressed the electors of the county, and his address will be found elsewhere.

THE CITY ELECTION.

The canvass of those in the field is going on; of course each party says he will be at the head of the poll. Sir Henry Barron has not arrived, but his brother, William Newell Barron, Esq., accompanied by Sir Benjamin Morris, and the conducting agent, Mr. Pierce Kelly, has been canvassing actively—we believe with very indifferent success; he will have a large amount of the Old Ireland support, but the most influential of that party will not take active measures for his return, though they may support him—they remember his conduct in 1851 and 1852, and are afraid to trust him. Mr. Hassard's canvass is progressing very favourably, and there is no doubt of his return. As far as we can learn, Mr. Blake will obtain the support of those who on a former occasion honored him with their confidence.

YOUGHAL ELECTION.

There are so many conflicting accounts, but for each of the three candidates and their agents, that it is rather difficult to come to the exact state of their numerical strength at present. Much attention prevails in the evenings, particularly when crowds are assembled to hear the rival claims enlarged upon in a speech from the would-be M.P.s. On Tuesday evening a rather unpleasant collision took place, the people who were assembled in Col. Smyth's Committee-room made themselves obnoxious to the crowd collected to hear Mr. Pitt, whose Committee met next door. After the speech was over stones were thrown at the Colonel's windows, and were returned by the parties in the room. There were several summonses issued by both parties, and one case was gone into at some length, but the evidence was conflicting that the magistrates in Petty Sessions, William Knareborough, R.M., in the chair, dismissed it to the great satisfaction of the friends of the gentleman falsely charged with having flung a stone at Col. Smyth's window. Mr. W. H. Parker, solicitor, strongly recommended the withdrawal of the complaints, which was agreed to by Counsellor O'Brien and the Solicitors concerned at each side.

MR. LEVER—THE BANQUET.

In consequence of the length of our report of the proceedings at the public meeting, held on Saturday, we are compelled to hold over our report of the proceedings at the banquet given by Mr. Lever.

War! Inevitable War!

FRENCH MOVEMENTS.

THE EMPEROR AT THE HEAD OF THE ARMY.

THE Ultimatum Delivered!

Paris, Saturday, April 23. The *Patrie* of this evening announces that the Imperial Guard has been placed on a war footing. The officers have received orders to be ready for departure, General Canrobert left this morning to assume the command allotted to him. The regiments which quitted Paris yesterday were enthusiastically cheered by the people. The report that the soldiers on renewed furlough will be called in is confirmed. We are assured, adds the *Patrie* that the *Ultimatum* of Austria to Piedmont was delivered at two p.m. to-day at Turin. The Four-and-a-Half per Cent. Rentes for money closed at 92.50; Three per Cents closed at 65.50; for account at 65.

Berlin, Saturday, April 23. According to the Prussian gazette, "Kreuz Zeitung," the Prussian government has taken the resolution to place the *corps d'armes* of General Luder on a war footing. The cabinet of St. Petersburg has declared its intention not to advance troops so long as Germany also refrains from so doing; otherwise, a corps of observation would be placed on the Austrian frontier, Russia would thus assume the same attitude of watchfulness as Austria did during the war in the East.

Paris, Sunday, April 24. The "Moniteur" of this morning contains the following:—"Prussia, like England and Russia, has protested against the conduct of Austria."

A telegraph message from Toulon announces that troops have arrived there intended to commence the formation of a camp, to consist of 40,000 men. The report current in Paris that King Leopold has quitted Belgium is untrue.

The semi-official Prussian Gazette publishes a leading article of which the following is a summary:—"The resolutions of the government for placing the federal means of defence on a footing corresponding to the armaments of neighbouring states were prepared before the last mediatory proposal of the powers had been made, and were accidentally taken at a moment when Prussia was using pressing language at Vienna in favour of the above proposals, and it was also accidental that their publication coincided with the first news respecting the *ultimatum* of Austria to Piedmont." The Prussian resolutions were determined on quite independently of the events of the last few days. Neither the presence of German princes nor any pretended conventions said to have been concerted during their stay are in any way connected with these resolutions. As regards the last measure towards Piedmont, the news was all the more surprising for the government, because during the days which immediately preceded it nothing had been neglected by Prussia to impress on the attention of the Austrian government the incalculable consequences and the heavy responsibility which would result from every act of Austria.

Frankfurt-on-Maine, Saturday, April 23. In an extraordinary sitting to-day of the Federal Diet the proposal of Prussia to keep the principal federal contingents in readiness to march, and the resolution to take all the necessary steps for arming the federal fortresses were agreed to. The representatives of some few governments who attended the Diet were without instructions to vote.

The official report of the proceedings in to-day's sitting of the Federal Diet had been published. It announces that the sitting agreed to the proposals of Austria to keep the principal contingents in readiness to march, and also that the resolution was adopted to take all necessary measures for arming the federal fortresses. The report adds that the federal military committee has been ordered to place itself in connection with the different military commissioners appointed to execute the resolutions of the Diet. It is also authentic that a "corps d'armes" of twelve thousand men will shortly be posted in and round Frankfurt for the protection of the Diet.

Frankfurt, Sunday, April 24. It is asserted by well-informed persons that, in case of war, a considerable corps of observation, composed of troops of the German Confederation, will be sent to the Rhine, to which France also, on her part, will furnish a contingent of 250,000 men under the command of the Emperor in person.

VIENNA, SUNDAY, APRIL 24.—The official *Vienna Gazette* publishes a communication dated April 19, addressed by the Austrian government to Count Cavour. This imperial communication calls upon Piedmont to reduce her army to a peace footing, to disband her volunteers, and within three days to give a positive answer to these requirements. In conclusion, it emphatically threatens a resort to arms in the unfortunate event of Piedmont not acceding to Austria's demands.

Turin, Saturday, April 23. The deputies assembled for public sitting this day at 3 p.m. The Chamber, without discussion, adopted a project of law investing Government with all executive and legislative powers by 116 against 24. This vote was greeted with animated cheers and acclamations of the deputies and the public.

Turin, Sunday, April 24. Austria was presented yesterday (Saturday) evening to the Piedmont government. The ultimatum demands the disarmament of Piedmont and the disbanding of the volunteers within three days. Baron Kellerberg remains in Turin until that time shall have expired. The movements of the Austrians towards the Piedmontese frontier have ceased, and the usual traffic on the railway from Milan to Ticino has recommenced. The Archduke Maximilian has departed from Venice to inspect the Austrian fleet. It is currently reported that the Austrians are on their march to enter Modena. General Ferrari, commander of the troops of Tuscany, has tendered his resignation.

Dresden, Saturday, April 23. The Dresden journal contains a royal decree dated 16th April, concerning the levy of horses for army purposes.

Berne, Saturday, April 23. It is asserted that the English ambassador has left Berne this morning for Milan, in consequence of an order received by telegraph from his government.

Berne, Sunday, April 24. Captain E. J. Harris, the English Ambassador for Switzerland, has left this city for Milan, to deliver to General Guisot the protest of the English government against the ultimatum which Austria has addressed to Piedmont. It is asserted that 100,000 French soldiers are on their way towards Savoy. Two divisions of the army of Switzerland have been placed on a war footing.

DISSOLUTION OF PARLIAMENT. A supplement to the London "Gazette" has been issued containing the Queen's proclamation, dissolving the present parliament. The writs are made returnable on the 31st May.

FRANCE.—WAR PREPARATIONS.

The Paris correspondent of the "Times" states that the Emperor is expected to take the command of his army in Piedmont. The officers of his military household have received orders to be ready. The marshals have received their orders from the Emperor. The field pay has been already issued to the troops. A new division of Infantry is immediately to be formed at Lyons. A division is under orders for Toulon, where the troops embark for Genoa.

The "Herald's" correspondent says:—"The storm in Paris deepens every hour. The fourth division was to have started on the night of Thursday, but the portion left taken its departure, Paris would have been left without an adequate garrison. The third division, which is quartered chiefly at Vincennes, is to be removed to Paris to replace the troops that have left."

"The Piedmontese troops have been advised from Paris to retreat slowly should the Austrian army advance, and not to hazard any engagement until the French troops come up."

POSSIBILITY OF AUSTRIA WITHDRAWING ULTIMATELY.

The *Herald* expresses, though in faint terms, a hope that the peace of Europe may still be preserved; and this hope seems founded on the fact that, when the Austrian ultimatum left Vienna, intelligence of the admission of Sardinia to the general disarmament had not reached that capital. This fact affords an opportunity for Austria to pause. The *Herald* also suggests that the French Government, before making final dispositions and ordering the embarkation of troops, seems willing to pause until definite intelligence of the Austrian ultimatum, the reply of Sardinia, and the immediate results, can be obtained.

FRANCE AND THE AUSTRO-SARDINIAN WAR.

The *Morning Herald* gives in a special article some specific exclusive information respecting the movements of the French army. The Emperor's orders have been given by the French Government for the embarkation at Toulon of 30,000 men. These troops are not, however, to sail until further orders. The divisions at Lyons, Besancon, &c., have also received orders to be ready to march at a moment's notice, though they will not move until further instructions are given.

The total amount of the French force destined to cooperate with Sardinia in the event of a war is estimated at 80,000 men. It will be in two divisions, the one commanded by Marshal Canrobert, and the other by Marshal Bugeaud. The Emperor is personally acting under the command of the Emperor in person.

RETURN OF THE BRITISH AMBASSADOR TO TURIN.

His Excellency Sir James Hudson, British Minister and Plenipotentiary, left Turin this morning to resume his diplomatic duties at Turin.

KILKENNY.

Great excitement exists in Kilkenny respecting the forthcoming struggle. A meeting will be held there to-morrow (Tuesday), and a banquet will take place in the evening, given by the County Liberal Club to the friends and supporters of George Henry Moore and John Guescu. Mr. Charles Stewart and John A. Blake are invited, and have promised to attend. The contest in the evening will be a very interesting one, notwithstanding the opposition given to Mr. Blake, it is supposed he will be returned by a very small majority.

FRANCE. PARIS, FRIDAY, APRIL 22.—Since the arrival of the Austrian ultimatum here the Emperor has given orders to assemble an army at Lyons.

BOULOGNE, FRIDAY EVENING.—The French army is in full march to the frontiers of Piedmont. This is official.

An extraordinary Council of Ministers was held at the Tuilleries on Thursday, the Emperor presiding. Prince Napoleon, who since he resigned the Ministry of Algeria has never attended these Councils, took his seat in the character of prince of the blood.

The "Constitutionnel" announces that a portion of the Army of Paris has received orders to hold itself in readiness to march. The first and fourth divisions of the army of Paris are under orders to Toulon by railway. The first division will leave Paris on Friday evening.

The following has been received at Reuter's Telegraph Office:

MAUSSELLES, APRIL 21.—Advices have been received from Naples to the 9th inst. A fresh discharge of matter has relieved the King's chest, but the fever, which has lasted for three months, has reduced his Majesty to the last stage of exhaustion. Letters state that Sicily is threatened by death. The Queen of Prussia has today left Naples for Rome. Letters from Leghorn announce warlike manifestations.

Lord Stanley has declined to come forward as a candidate for the City of London, but his committee nevertheless announces their intention to continue the canvass.

The Tagus, with the Peninsular mails, arrived in Southampton this morning. Considerable damage has been done to the crops in Portugal by the dry weather.

The Paris of this evening contains the following:—The delay granted by Austria to Piedmont for disarming will, as it appears, expire on Sunday next. It now remains to be seen whether the report is correct that an engagement has been fought on the Ticino. It is rumoured that General Randon will be appointed Major-General of the army to be concentrated on the frontiers of Piedmont, and that Marshal Baraguey d'Hilliers will take his departure to join the army on the Alps. General Canrobert has arrived in Paris from Nancy. The report is current that the Austrians have the Duchies of Tuscany, Parma, and Modena. It is also asserted that the French soldiers on renewable furlough are to be called in.

LONDON, FRIDAY.—This was a close holiday on the Stock Exchange.

PARIS, FRIDAY, APRIL 22, 11.45 A.M.—Rentes commenced at 65f 50c, and fell immediately to 65f 40c, being a decline of 1 per cent since yesterday. At 12.15 P.M.—Rentes opened at 65f 45c, and are now 65f 40c. The Bourse is very flat. At 2 P.M.—Great vicissitudes still prevail; Rentes 65f 20c. At 3 P.M.—A further decline has taken place; Rentes 64f 90c, being 1 1/2 per cent lower than yesterday's closing.

BANK RETURNS. Issue Department.—Notes issued, £31,882,630. Government Debt, £11,016,000. Other Securities, £3,459,900. Gold coin and other bullion, £17,407,360. Total, £53,765,890. Banking Department.—Proprietors' Capital, £14,563,900. Res. £3,141,459. Public Deposits, £5,079,902. Other Deposits, £16,121,365. Seven Day and other Bills, £407,957. Total, £38,703,623. Government Securities, £11,371,118. Other Securities, £16,808,520. Notes, £9,830,240. Gold and Silver Coin, £648,745. Total, £38,703,623.

SAMUEL R. GRAVES, ESQ. SOUTHAMPTON.—It is reported that Mr. Graves, an influential shipowner of Liverpool, has been urgently solicited to contest this borough, and, from the influence of the parties who have proffered him their support, coupled with his very extensive shipping connections, and the dissatisfaction prevailing against the present representatives, his prospects of success are considered certain should he agree to come forward. Up to this time it is not known whether he has accepted or not. [We are sincerely glad to learn that Mr. Graves has a fair chance of representing such a constituency, and have only to regret that Ireland should lose the services of so able a man. Mr. Graves contested the borough of New Ross at the last general election, but, as is usual in this country, the dictation of the priests was preferred by the electors to the professions of a townsman of whom they should have been proud, the energetic builder of his own fortune, and one who, if he had been returned, would have devoted his best energies to increase the material prosperity of his native town.—Evening Mail.]

HIGH WATER AT WATERFORD. Sunday, April 24, 9.57 a.m. 10.22 a.m. Monday, 11.21 a.m. Tuesday, 12.0 n. Wednesday, 12.49 n. Thursday, 1.58 m. 2.34 a.m. Friday, 3.5 m. 3.32 a.m. Saturday, 3.55 m. 4.16 a.m.

SOUTHERN GALLANTRY AND HOSPITALITY.—The New York Commercial Advertiser gives us an account of the brutal and disgraceful manner in which a lady of Brooklyn has lately been driven from Aiken, S.C. She had been spending the winter at a hotel there, with a sick daughter, who required a mild climate. Some weeks ago, she wrote a letter to a brother in western New York, in which she spoke of the evils of slavery. This letter was published, and some one sent a copy of the paper to the postmaster at Aiken. A public meeting was immediately called, and a committee appointed to ferret out the writer. A northern gentleman, who, as an individual, happened also to be at the hotel, was suspected, and was threatened with lynch law if he did not confess; and, of course, he could only persist in a denial, he would probably have suffered accordingly, had not the lady nobly come forward to exonerate him by acknowledging the letter as her own, affirming, at the same time, that she was not privy to its publication. The citizens then turned their wrath upon her, and she was promptly ordered to leave the place in forty-eight hours. The lady pleaded for more time on behalf of her sick daughter, but the citizens of Aiken (and such indignity) she asked for liberty to remain until her husband could arrive to escort her and her sick child. But the citizens of Aiken knew nothing of gallantry or courtesy. The order was imperative, and she was this all. The landlord of the hotel premises the mother and sick daughter to leave his premises in half an hour. What further occurred between the lady and the inhuman citizens of Aiken, South Carolina, we are not informed. But we hear that on Wednesday morning last, her husband received a letter apprising him of her situation, and on the afternoon of the same day he started for the South, and met his wife and daughter at Columbia, on their way home.

Bohacek is going to be married, at the age of sixty-seven. The banns are now placed at the majority of the 10th arrondissement, in the Rue de Grenelle, Paris. The illustrious poet has gained the heart of a widow, Madame Marie-Amelie Tulle, whose first husband was a M. de Bois-Richard. R.M. gambler the Maggie arrived here this morning for the first time and ordinary seaman for the Navy.

CAPTAIN NORTON'S WAR MISSILES.—CHATHAM, APRIL 13.—In consequence of an order received from his Royal Highness the Commander-in-Chief, the whole of the officers of the Royal Engineers were assembled on the practising ground of the Royal Sappers and Miners at Brompton Barracks today, for the purpose of witnessing Captain Norton's experiments with his liquid fire rifle shell, and several other of the destructive missiles which he has recently invented. His Royal Highness having directed a report of the results of the experiments to be transmitted to the Horse Guards. The number of officers assembled on the ground to witness the experiments was nearly fifty, including Colonel Sandham and nearly all the officers of the staff now at head quarters. Captain Norton, who performed all the experiments himself with the assistance of a non-commissioned officer of the Royal Engineers, first exhibits his liquid fire shell in order to show how easily anything could be fired with this missile. A breach loading rifle was charged with about half a drachm of powder and one of the liquid fire shells then placed in the liquid fire being contained in a small glass bottle enclosed in spherical leaden case. The shell was then fired by the non-commissioned officer at some matting fixed in the open air at the end of a short range. Immediately the shell struck the matting wadding the liquid fire was spirited over it, and in an instant after the matting burst into flames. Another rifle shell was then fired from the breach loader at a plank of wood; but in this instance the shell appeared to strike the board at a very obtuse angle, as the liquid did not touch the board, which consequently was not set on fire. Captain Norton, however, repeated the experiment, and in the second instance the shell set the plank on fire about a minute or two after it had exploded against it. Captain Norton then exhibited his explosive percussion bolt signal, which he had directed one of the officers present to throw into the air. On this being done, the bolt was discharged before reaching the ground, and exploded with great violence. This grenade will prove of immense value in warfare, as several of those thrown into the faces of a body of men ascending the glacis or slope of a fort will eventually stop them. Captain Norton next fired one of his concussion fuses into a bank of earth, in order to show that these shells explode instantly on entering earth works or striking a ship's side, an advantage not obtainable in the concussion shell or the Borer fuse. The experiments, which occupied some time appeared to give the greatest satisfaction to all the officers present, and it is understood that a favourable report on them will be made to the Duke of Cambridge.

A LOVER MURDERER HIS MISTRESS.—An extraordinary sensation was caused at Munich a few days ago by the trial before the Court of Assizes of Upper Bavaria of a gentleman named Ferner, on the charge of having, in October last, shot dead a young lady, named Sanguinetti. Some account was given of this crime at the time. Ferner, who, though only 22 years of age, is a doctor of civil law of the University of Munich, and author of a highly esteemed work on Roman Law, and who, besides, is skilled both in painting and music, made the acquaintance, at a ball in September last, of Mlle. Sanguinetti, 16 years of age, daughter of an eminent Bavarian sculptor. He at once fell passionately in love with her, and was, at his request, allowed by her parents to pay his addresses. She appeared to receive him with favour; but when, after the lapse of a few weeks, he proposed marriage, she returned an evasive reply, and she afterwards said to some of her friends, in order to have it repeated to him, that, though she entertained a high esteem for his talents and character, she did not think she was rich enough to give her the position in society to which she thought herself entitled. Instead of accepting his rejection quietly, he became more pressing for the young lady's hand, but met with a decided refusal, and was told not to visit her again. In October he was summoned to the town of Aspreck, where his parent resided, and he sent a message to Mlle. Sanguinetti, that, if before his departure she would not give him an interview, he would commit suicide. Alarmed at this threat, she agreed to meet him on the evening of the 17th in her father's garden. Shortly after she had gone to him in the garden, a report of a pistol was heard. Mlle. and Mlle. Sanguinetti rushed out with lights, and to their horror, they found their daughter lying on the ground bathed in blood; she had been shot through the heart, and was quite dead. An hour later Ferner gave himself into the custody of the police as the murderer of the young lady. After perpetrating the crime he had, he said, gone to the English garden with the intention of committing suicide; but the idea that suicide was a crime suddenly occurred to him, and he preferred giving himself up to justice. He added, that resolving to murder the young lady and then to commit suicide, he hoped to be united to her after death. After the preceding facts were stated in court, the inquiry was made if the main was sound in his mind. Medical men said that he was; and he himself declared that he considered himself perfectly sane, and had never had any mental weakness, neither had he ever heard that any member of his family had been afflicted with insanity. The jury decided that he had killed the young lady, but without any deliberate premeditation, and the court condemned him to be imprisoned for twelve years in the fortress.

THE SHAM OF PARLIAMENTARY PERDITIONS.—The Speaker is standing before his chair with a list of names in his hand. A junior Lord of the Admiralty is looking Ministerial on the Treasury Bench. Two or three scores members are longing about the green benches in all the variety of ungraceful attitudes which it is the privilege of the Anglo-Saxon race to have invented. Every one is talking lustily to his neighbour; and, indeed, if the members of the Stock Exchange had adjourned to Westminster, and were selling and buying Consols the conversation could not be more animated. Suddenly the Speaker shouts, "Mr. Smith," in a stentorian voice. A figure raises in a distant corner, murmurs a few words, inaudible in the babel of voices, brandishes a roll of paper in the air, and marches up to a black travelling bag, hung against the table. The speaker muttered a mystic formula, the roll of paper is plucked into the depts of the bag, and all is over; and then he calls on another Mr. Smith. And yet the roll of paper represents many days of anxious labour, and all for this, that it should be brandished for a moment on high before the Speaker's eyes, and then sent to his eternal home in a black travelling bag. Saturday Review.

NEIGHBOURING FAIRS. COUNTY WATERFORD.—Tuesday, April 26. Ballinacorney, 28, Carrickbeg. COUNTY KILKENNY.—Monday, April 25. Mullinaval, Rosbercon, 26, Mullinaval, 29, Tullaroan. COUNTY WEXFORD.—Monday, April 25. Bannacorney, Kilmelick, New Ross, Oulart, 26, Gourceloe, 29, New Ross, 30, Feathard. COUNTY LIMERICK.—Monday, April 25. Gormanstown, Kilmockney, Managh, Thurles, 26, Borriskane, Kilsash, 27, Newport, 28, Carrick-on-Suir.

MONN'S PHASES. Last quarter, Monday, April 25th, 4.20 a.m. New moon, Monday, May 2d, 9.29 p.m.

DUNGARVAN PETTY SESSIONS.—SATURDAY.

(From our Correspondent.) The following magistrates were present: Edward Orme, Esq., R.M., in the chair; Samuel Fitzgerald and John O'Keefe, Esqrs. Mr. Fitzgerald, previous to taking his seat on the bench, was sworn in a justice of peace for the county of Waterford, in the petty sessions office, by Edward Orme, Esq., R.M.

Mary Roche v. Michael Flynn.—The defendant, on the case being called, did not appear. The complainant stated that the case was amicably arranged, but the chairman having asked the clerk if an information had been lodged, and being informed in the affirmative, his worship said that the charge being one for assault, the magistrates would not allow any settlement outside, and directed complainant to bring defendant into court.

Constable Dwyer summoned John Tobin and Thomas Fitzgerald for not having their names and places of residence painted on their cars. Tobin persisted that he had his car branded, but the constable denied it, and the car having been brought to the court house door, and their worships having inspected it, fined Tobin 2s 6d and Is 6d costs, observing that he should not be allowed to traffic with the court by making such a statement, when he had only a few hieroglyphic marks on his car. The other defendant, having pleaded guilty, was fined 6d and costs.

The same constable summoned Margaret Wall, who was fined 1s, for allowing two of her studs of donkeys to "room at will" on the public road.

Five other parties were fined in penalties of 1d each for allowing their "becks" the same privilege.

ARRIVAL.—The "famous" Desmond, whose daring exploits were recently chronicled in this paper, as elicited by the magistrates at a former petty sessions has arrived again at this court, and has been recommended to the guardianship of Mr. Triphook, of Waterford, for one month, for soliciting, not the suffrages, but the alms, of the people of this ancient and loyal borough. He has announced it to be his farewell visit.

Catherine Morrissey summoned Catherine Hearne for overholding possession of some apartments in her house.—Defendant was ordered by their worships to surrender and evacuate her position within the space of ten days.

William Walsh summoned John M'Grath for 16s 1d wages due; and after much time had been occupied in endeavouring to "square" accounts, their worships gave an order for 12s 6d and 1s 6d costs.

James M'Grath summoned Daniel O'Brien for overholding possession of a gun which he had entrusted to him for repair. Defendant did not appear, and a warrant for his arrest was issued for contempt of court, by not appearing in obedience to the summons; but while the warrant was preparing, the defendant managed to evade the vigilance of the police by leaving in a steamer from this port for Liverpool.

LISMORE UNION.

(From our Correspondent.)

The weekly meeting of the guardians was held on Wednesday last, Sir JOHN H. KEANE, Bart., presiding. Other guardians present—F. E. Currey, V.C.; Wm. H. Parker, D.V.C.; Arthur Usher, Richard Chearnley, Richard Musgrave, R. M. Gumbleton, Major Croker, Thomas Foley, Richard Cliffe, Philip Chearnley, Edmund Foley, Captain O'Grady, Richard Parker, C. M. Usher, Thomas St. John Grant, Pierce Holy, Thomas Smith, Wm. H. Baldwin, Esqrs., and Messrs. Long, Kiely, Collender, Connors, Flynn, and Tobin.

STATE OF THE HOUSE.—Number in the house, 254; average weekly cost, 1s 11d; infirmary, 2s 4d; fever hospital, 3s 1d; healthy, 1s 6d; 4-lb loaf, 4d. Balance in favour of union, after all expenses, on 25th March, £1400.

The Clerk reported that he forwarded, on 7th inst., the abstracts of the union accounts for the half-year ended 25th March last, by which it appears that the entire expense for the half-year was £1165, exclusive of £226 under the medical charities act, making a total expenditure of £1392.

There was a large attendance of the guardians to consider two questions, viz., the lighting of the workhouse with gas, and the increase proposed to be made in the medical officer's salary, Dr. Mahony, Ballyduff dispensary.

After reading several communications from other unions in which the workhouses are lit with gas, and fully considering the matter, the board decided on its introduction into this house; and on the second subject, it was proposed by Arthur Usher, Esq., and seconded by Thomas St. John Grant, Esq., that the salary of Dr. Mahony be increased from £90 to £100 a-year. On a poll being taken, there appeared for the increase 16; against it, 8.

Previous to the board adjourning, the master exhibited samples of the new milk supplied, producing 16 degrees of cream in 14, by lactometer test, which is the highest quantity that has been known.

ELECTION NEWS.

Mr. Digby Seymour has offered himself for Beverley.

Two candidates have appeared for Birmingham, in opposition to the old members. One is a solicitor who resides in the county; and the other is Mr. J. D. Auckland, who once represented West Somerset.

Owing to the riotous proceedings in Finsbury, the chairman of Sir M. Peto's committee has announced that he and his friends will not again expose themselves to such treatment, but will leave the result to the polling.

It is stated that Mr. Peel and Mr. Dresfield Ferrard are making a successful canvass at Davenport.

A RAILWAY TRAIN ON FIRE.—An accident which might have been attended with fearful consequences, occurred at Liverpool at 8.20 on Monday night. Shortly after leaving Warrington the surrounding country was illuminated. Above the din of the train and the roar of the engine were heard the cries and shrieks of the passengers. On dashed the engine—the guard or engineer—and the roofs of the two carriages next to the engine, and all the luggage, were in a fierce flame. Most providentially, the engineer's attention was attracted by the brilliant light and loud cries, and the engine was brought to a stand just in time to enable the passengers to escape unhurt. The flaming carriages were detached and sent to a place of safety, though it is believed that the upper parts of them were totally destroyed. Great praise is due to the officials for their coolness, and the prompt measures they took to allay the terror and to secure the safety of the passengers. Messengers and lights were sent back to prevent accident from any on-coming train, and in the space of half-an-hour the train was speeding on to Liverpool. Such an accident as this brings the necessity of communication between passengers, guard, and engineer forcibly before the public; and directors cannot too soon establish a system which will secure passengers against the awful position those in the burning carriages were in last night.—Liverpool Post.

THREATENED AUSTRIAN CAMPAIGN IN PIEDMONT.

The Times in a leading article, describes as follows the present state of affairs:—"Austria can place upon the Ticino 200,000 men within the three days of grace fixed in the imperative demand of the Austrian Government. Sardinia occupies the opposite bank of the Ticino with a force which could not probably delay for one day its own destruction by that gigantic enemy. It may be that Sardinia can show 70,000 men in arms, including her free corps. After making deductions for her garrisons, Sardinia may be able to range 40,000 in line of battle. Three days' respite are all that is given. If the demand has been already made, next Sunday may see an Austrian army in quick advance upon Turin. If Austria and Sardinia are left to themselves, we shall hear in a few days of an invasion and a battle. Everything points this out as a natural sequence. The sudden ultimatum, and the short reprieve, are evidently a part of a well-considered military policy formed by Austria. It is clearly her interest, if she is resolved upon war, or if she feels that she will be compelled to accept war, to crush the Sardinian army before the French can arrive to its assistance. The march from the banks of the Ticino to Turin, offers every facility for the advance of a great army, and three days would bring the Austrian General to the unprotected city of Turin. There is nothing between the frontier and the capital but the army and bodies of the 40,000 Sardinian troops, who are so vastly outnumbered by the Austrians as to crush that army. To effect by force the disarmament demanded, and to dictate terms at Turin, would be but the efforts of a few days if Sardinia remained unaided." It examines the prospect of Sardinia in receiving timely assistance, and speaks as follows:—"We may assume, perhaps, that the passing of the Ticino will be considered by the Emperor of the French as a declaration of war by Austria, and that while the Austrians are marching from the East on Turin, the French Emperor will pour in his columns from the West, and march through the passes of the Alps to meet the Austrian invaders, and to anticipate if possible their arrival at the Sardinian capital; but we should not be very confident in trusting the safety of the kingdom to the possibility of uniting before Turin columns which had to penetrate the Alps, and to arrive from Genoa, if one condition of the military success of such an operation were, that the concentration would be effected in three, or even five, or six days, perhaps we may count something for the delay which may reasonably be expected to be interposed by the Sardinian army either fighting or retreating; but failing this, or those other chances of war which never can be fully calculated, the military heads, who seem to have conceived this plan of opening the campaign, have not failed in strategy. It concludes by remarking that physically speaking, if the war does come the power which strikes the first blow, and chooses its own field of action, will have the advantage. Morally speaking the picture is reversed." It also says that it discerns a spirit of hope that Louis Napoleon may not make a hasty rush to take up the glove that is now so rashly thrown. The Emperor of France, it says, must by this time meditate on the fact that Russia, Germany, and England have assumed an attitude already passively hostile, and are tending towards a state of even coercion if fortune should give him victory in the war and if his ambition should carry him beyond certain very narrow limits. When Prussia puts her troops in motion the Emperor Napoleon may be assured that it is not without some knowledge of the part which Russia is prepared to play. As to Austria, the telegraph by this time carried to the Court of Vienna the strongest protest of England against its hasty menace against Sardinia. It is hoped that there is yet time to enable England to prevail upon Austria not to precipitate a war, though the hope is but slender.

STEAM COMMUNICATION.—MEETING IN WATERFORD.

(From the Tipperary Free Press.)

We perceive that the Mayor of Waterford, in pursuance of a most respectable requisition, has convened for to-morrow a meeting of the citizens of the urbs intacta, for the purpose of conferring with John O. Lever, Esq., M.P. for Galway, on the course to be adopted for the promotion of the acceleration of the Mails to London, via Milford, and also to consider what steps should be taken to complete the connexion between Waterford and Galway, and thus direct the trade from the South of England and the Continent, to Waterford on its route to Canada and the United States. To the requisition is affixed the names of our prince merchants, Malcolmson Brothers, and all the leading mercantile interests. To use a popular phrase, we are in the same boat with the citizens of Waterford, and our gallant county will second their legitimate efforts. In another column will be found a report of the banquet at Milford, at which Mr. Orrell Lever, M.P., presided, for the furtherance of Steam Navigation, &c. The splendid haven of Milford has been too long kept in abeyance to a grasping monopoly, but spirits are awakened whose indomitable energy will surmount all bars to the attainment of success. This is another movement in the right direction, and glad are we to perceive that it has been gallantly prepeiled by our patriotic countrymen, Dr. Gray and John Macanara Cantwell.

MONETARY AND COMMERCIAL.

(From the Times.)

The English Funds opened this morning at an improvement of 1/2, and subsequently experienced a further advance.

(From the Daily News' City Article.)

The Funds opened this morning with firmness, upon the announcement that Sardinia has accepted the principle of disarmament. An afternoon reaction took place, but the closing quotations were still one fourth per cent. above those of yesterday. The transactions appear to have been principally of a speculative character. At Vienna the Austrian Five per cent. Metalliques rose 1/2 per cent. The amount of gold taken from the Bank to day for exportations was £65,000, making a total of about £330,000 since the date of the last return. In the discount market and at the Bank to day the demand was moderate. A memorial to the committee of the Stock Exchange, urging them to close the establishment on Saturday next, has been most extensively signed by the members.

DEATH OF JOHN ELLIOTT HYNDMAN, ESQ.—It is with extreme regret that we have to announce the sudden and unexpected death of John Elliott Hyndman, Esq., who for many years has filled the important office of Coroner for the city of Dublin. The sad event took place this morning, a few minutes after ten o'clock, at his residence on Raglan road, the immediate cause we understand, being aneurism of the heart. He has left a widow and several children to mourn his loss.

DEATH OF LADY MORGAN.

We regret to announce the death of Lady S. Morgan, which took place at William-street, Albert-gate, on Wednesday. It is not a little remarkable that her last work—the story of her life—should have been completed only a few months before that life was finally closed, and the circumstance will give an additional interest to the autobiography itself. The deceased lady had outlived her time, and the scenes in which she took part are matters of history, while the people with whom she associated are those of a bygone generation. In reading her life, the allusions to public events long since past, made it difficult to realise that she was still amongst us, while her freshness and vivacity with which she recounted her adventures, vivified the events of which she spoke to a degree that made her work valuable as a contribution to history, independent of the interest attached to it on account of the writer herself. Miss Ovenson was born in Dublin about the year 1780. Her father was a musician of no insignificant merit, while his intellectual gifts enabled him to introduce his daughter into the cultivated society of which she subsequently became so eminent a member. Her first literary efforts were directed to poetry; at fourteen she produced a volume of miscellaneous verses, and afterwards a series of songs set to Irish airs. When only sixteen she had published two novels, which, although favourably spoken of at the time, produced no very important effects; but the "Wild Irish Girl," published in 1801, at once raised her to a conspicuous position in the world of letters. This book passed through some editions, and introduced its authoress to the highest society. She first met Sir Charles Morgan, a physician of some note, at the house of the Marquis of Abercorn, and they were soon afterwards married. Her next work of importance was "France," a critical review of the social state of that country more than a book of travels. This achieved immense success, and led to a decision on the part of the then French government to refuse the talented authoress re-admission to the country. This was, however, disregarded, and Sir Charles and Lady Morgan stayed for some time in Paris on their way to Italy, moving in the first circles of that capital, and receiving unbounded adulation from every side, anecdotes of which Lady Morgan relates in her Diary with great gusto and an amusing naïveté. "Florence MacCarthy," her second great novel, was published in England during her stay in France, and contributed in no small degree to add to the writer's fame. To enumerate all her books would be somewhat tedious, the three which we have mentioned, together with the Diary, just published, are the most important. Lady Morgan, although receiving large sums for her works, was not wealthy, and a well-bestowed pension of £300 a year was conferred on her during the ministry of Lord Grey. In the enjoyment of this she had lived to the age of nearly 45, retaining her full mental vigour to the last. The letters contained in the Diary, have given us an insight into her character, which induced a warmer feeling than mere respect for her talents, and the regret which her immediate friends will feel at her loss will be sincerely shared by all who have read her life, and appreciated her character.—Globe.

SYDNEY, LADY MORGAN.

(FROM THE ATHENÆUM.)

Life was so strong and spirits were so brilliant in the woman genius who departed from amongst us only a few hours since—enjoyment of society was so keen with her to the last—habits of expression so eloquent—and life and spirits and expression kept such perfect pace with the interests of the day, the changes of the hour—that while recording the death of Lady Morgan we feel something of sudden surprise, besides much of personal regret. She had been ailing and well alternately during some winters past—now talking, now publishing—now gathering old friends and new acquaintances about her, herself older in years than she would ever confess, but younger in heart and in humour than many a middle-aged younger whom she received and patronised. She was among almost the last illustrations of Whig London society, belonging to the world of Moore and Byron and Rogers. The year of her birth she would never tell, and the subject of the when and where provoked a long discussion on the part of that ancient Tory faction to which she was all her life so sharply opposed. Croker issued a commission of inquiry—himself inquirer, jury, and judge, against his brilliant countrywoman; and the pretended discoveries of that scrupulous partisan amused the reading and talking world of London for a whole season. We believe she was born in, or about the year 1777. Her birthplace, she said, was between England and Ireland, on a ship-board, at sea. Her father, Mr. MacOwen, was an Irish gentleman of the fine old school, with a tall figure, a handsome Celtic face, and a dashing air. As a singer, a player, a manager, he made himself a reputation in Ireland—was more successful; it is said, among the ladies than behind the lamps—and came over to England on the strength of his good looks, and appeared under the name of Ovenson, at Covent Garden, in Rowe's tragedy of "Tamerlane." Party theatricals at that time ran as high as party politics; and while some of the newspapers, under managerial influence, praised the Irish "Tamerlane" to the skies, particularly dwelling on the charms of his person, the "Theatrical Review" described him as a gawky, and the assumption of the part a great insult to common sense. Leaving London, in which his stay was brief and his appearance unsuccessful, he went the round of the country houses, and at Shrewsbury the stalwart Irishman caught the eye and charmed the fancy of Miss Hill, a maiden lady considerably past her teens, and the result of their acquaintance was flight and marriage. Sydney was their first and only child. Sydney was christened Sydney—she used herself to tell—like many Irish children of the western counties, from an affectionate recollection by the Celtic population of the beneficial Irish rule of Sir Henry Sydney, in the reign of Queen Elizabeth I. Mr. MacOwen—a clever man, a famous companion, a great singer of convivial songs, a lover of art, and a helper of young poets—the man who brought forward Demody, "the Irish Chatterton"—gave his tiny, clever child such education as could be found among pianos, and poetry, and stage lamps—as he did the girl born to him eight years afterwards, and who became in her womanhood as Lady Clarke, a very brilliant ornament of Dublin society. But the small girl who afterwards became a great authoress chose to make her own life for herself. With little training in music she sang to her harp—with little education she wrote—with little poetical experience she rhymed. One of her last efforts was the discussion of the Papal Chair, in the spirited pamphlet addressed by her to Cardinal Wiseman; for the last she held her old convictions and philippic. Her absence of home, some 18 years ago or more, from Dublin to London in no respect changed Lady Morgan's habits: "If we had nothing else where-by to remember her—the social kindness—no personal obligations; by her literary qualities—her brilliancy of style—her magnetic quickness of collecting materials

her defence of her country, and her quick capacity of bringing out its wants and duties into strong relief—at a time, let it be recollected, when patriotism in Ireland was perilous, we should remember Lady Morgan. She was justly pensioned by our government for her services to Ireland; she ended her days in England, among the best of the best—and the end of her days leaves a void in the literary world.

PROSECUTION OF THE REV. PETER DALY.—At the weekly meeting of the guardians of the Galway Union on Friday, Joseph Grealy, Esq., in the chair, a letter was read from the Poor Law Commissioners, in which they refer to the payment of the Rev. Peter Daly's salary as chaplain up to the 25th of March last, and state "it was in pursuance of a request deliberately made to him by the board of guardians that the Rev. Mr. Daly illegally usurped the office of chaplain and exercised its functions. He has now by an act of the board of guardians, done in wilful contravention of the law, illegally received, and appropriated the emoluments of that office." The commissioners conclude by intimating their intention of proceeding in a court of equity against the guardians who agreed to pay the salary, and "proceedings will also be taken in the Court of Queen's Bench, against the Rev. Mr. Daly, by an information, in the nature of a *quo warranto*, as illegally usurping the office of a Roman Catholic Chaplain of the Union, and the solicitors of the commissioners have been instructed to take the necessary steps accordingly." The *Galway Vindicator*, which contains a report of the proceedings, states that the reading of this letter seemed to cause considerable indignation among some members of the board. The Rev. Mr. Daly shortly after entered the board-room, and stated that he had received a letter from the solicitors to the Commissioners, intimating that they were about to carry out the instructions they had received. The reverend gentleman, in the course of some conversation which subsequently took place, said that, "as long as the guardians chose to continue the resolution, calling upon him to act as chaplain on their books, no tyrannical or law should prevent him from doing his duty as a Catholic priest." Ultimately a resolution was passed, calling a special meeting of the board for that day forthwith, to take the whole subject into consideration.—*Fremantle Journal*.

LOSS OF FIVE WHALING SHIPS IN THE ICE.—A telegraphic despatch from Peterhead, on Wednesday, announces the arrival at that port of the whaling ship *Narwal* Deuchare from Greenland, which reports the total loss of five ships, two of them steamers, while employed in the fisheries in the Arctic Seas. They were—the *Empress of India*, an iron auxiliary screw steamship, launched at Newcastle in the early part of the year; the *Volunteer*, another screw steamship belonging to the Tyne; the *Barques Alert*, of Peterhead, and the *Milena*, of Frazburgh, and a three-masted barque, name at present unknown. It is supposed they were crushed in the ice. Although no mention was made of the crews, it is presumed that they were saved, as the *Narwal Deuchare* is stated to have thirty-six of the crew of the *Empress of India* on board. The *Gortule*, of Hull, also sustained considerable damage in the ice; and the *Narwal Deuchare*, which had on board 3,000 seals, reports having a very narrow escape. The *Empress of India* was a very fine vessel, 600 tons register, 100 horse power, and classed A 1 for 12 years.

INTERIOR OF THE HOUSE OF LORDS AT BUSINESS.—A row of bright red morocco benches lined each side of the chamber on which six or seven ill-favoured old fogies are vainly trying to go to sleep. The Chancellor sits upright and motionless on the woolsack; and two law lords are gossiping beside him with very animated personalities. Four or five white-robed bishops are sitting in a corner staring straightforward with that look of vacant solemnity which men assume when they form part of a spectacle and do not think it decorous to yawn. At the table in the middle a young gentleman with fair, well-smoothed hair, and an expression of pale vacuity, is vainly trying to press upon the reporters the fact that he is making a speech; while they provokingly bite their pencils and won't write. He is a distinguished member of his party; but the only two persons who are paying him any attention are two ladies in the gallery, who are asking the doorkeeper if that is not Lord Derby. It all looks like a scene in the *Sleeping Beauty*, just before the Court fell asleep for a hundred years. Suddenly the stately figures of the bishops began to relax from their stiff repose. They even show signs of impatience, and turn their heads with a dignified expression of remonstrance to the clock. The movement is desired by a wary party leader, who tries to put a stop to the fair young gentleman's address to the reporters. If the bishops will infallibly be lost. But nothing can check the palmist's eloquence; and as the minute hand reaches a well-known fatal number, the white-robed prelates rise with one accord, like a pack of ptarmigan on the wing, and disappear through the door. A few minutes later the result of the deliberations of the Arts of the Constitution is conveyed by the telegraph to the Clubs in the well-known formula, "Lords adjourned, 7-5."—*Saturday Review*.

COOKS IN RUSSIA.—The cook, who among the Russians of any pretensions is always a man, eaters; all the year round he is allowed the same amount per head, daily, for fish, flesh, fowl, and vegetables; he therefore provides what he likes every day, serving fish, soup, fowl, or game and flesh, two or three kinds of vegetables, and a dish—some times two—of sweets, fests of course expected. The German maid is served from the family table, but the other servants have their own dishes, their shoes and black bread, and their raw herrings, and so forth, at noon, and their fragrant Mocha at four o'clock. The cook is at liberty to do what she pleases with the remains of the daily fare; he may sell it either hot or cold, which he generally manages to do, to the neighbouring tractor, or coffee-shop, or to some of the people in the attics; this is a system here. The Emperor contracts with his cooks, paying so much for dinner; the Grand Duchess Marie the same. I dined one day with a lady from the interior, who, during her temporary residence in the capital, took an apartment near the Lendhamburg Palace, and our dinner, of several courses, was supplied by the cook of the Grand Duchess. On ordinary occasions, this lady and her companion dined very beautifully every day, after this fashion, at three shillings each.

A SKILFUL FEE-FINDER.—Sir Richard Jebb used to tell a story of himself which makes even rapacity comical. I had it from the lady to whom he told it. He was attending a nobleman, from whom he had a right to expect five guineas; he received only three. Suspecting some trick on the part of the steward, from whom he received it, he at the next visit, contrived to drop the three guineas. They were picked up, and again deposited in his hand; but he still continued to look on the carpet. His Lordship asked if all the guineas were found. There must be two still on the carpet, replied Sir Richard, "for I have but three."—*Medical Times*.

THE DEFENCES.

An article upon the national defences, in the *Times*, concludes in these terms:—The facts, that the merriment of mankind tells them that mere standing armies and fleets are not a sufficient defence of nations. A mere artificial organization which may be demolished by a campaign, a pestilence, or a tempest—which some event like an Indian mutiny may cause to be wholly transported from the land it was raised to defend—does not give a security to the people, who may at any moment be deprived of its services. There can be only one true defence of a nation like ours—a large and permanent volunteer force, supported by the spirit and patriotism of our young men, and gradually indoctrinating the country with military knowledge. We are the only people in the world who have not such a force in one form or another. There are the Americans at 3,000 miles distance from Europe, and without an enemy or a rival on their own continent. Yet they keep up a militia which can muster several hundred thousand strong, and on some occasions New York parading, drumming, and firing. The result of this strength, though without either army or navy, according to our notions of such forces. But at the meeting held in St. Martin's Hall, on Saturday, Sir Alan McNab cited an instance which still more closely interests us. He spoke of the Canadian militia and their services in the war of 1812. When Bonaparte was marching his forces on Russia the ambitious President, Mr. Madison, took advantage of the supposed embarrassment of England to attempt the conquest of Canada by an American army. Total defeat, however, awaited them, and General Hull surrendered with his whole force to Sir Isaac Brock. But of what was the victorious army composed? Of Canadian militia and volunteers; for when the war broke out the British had not in Canada nine hundred men of all arms above the city of Montreal. May we some day have in this country a force as useful and patriotic! And, though every Englishman may well feel proud of the gallant army which has fought in India; though the words of Lord Ellenborough will speak to their hearts when he said that with such troops we should engage any other in the world with the absolute certainty of success, yet we must once more raise our voices in favour of those local and domestic levies which will be the best support to a nucleus of Indian heroes. We know that if the hour of danger should come volunteers would rush forward by hundreds of thousands; but it is to obviate such a panic that we would ask for the speedy restoration of what may be called the old national force of the country. It is not line regiments—it is not exactly militia that we want—but men of ordinary occupations trained by a certain amount of drill to support the regular armed force, either in the field or the fortress. There is plenty of wealth and plenty of leisure for the formation of such corps, and the metropolis alone could furnish a contingent strong enough to garrison any two naval ports of the kingdom.

EMULE OF THE INDEPENDENT YOUGHAL ELECTORS.

Mr. Isaac Butt and Colonel Smith are steadily waging war in Youghal. The former, as we have already noticed has the substantial merit of having done more to raise it out of the condition of an obscure fishing village, than any local potentate or patriot, for the last century. Through great personal and party troubles he has never missed sight of the railway line for one minute, and to him it is mainly due that obstacles of the most apparently insurmountable kind have been overcome. By getting all the plant for the works made there he has filled the place with employment, and there is a thrifty stirring air about it to which that locality has long been a stranger. This is a kind of politician to which we confess, a great leaning, and the good townspeople seem to be of our opinion, for he is their favourite beyond all doubt. The gallant Colonel Smith relies upon great family connexions and personal influence and on being a thoroughgoing Tory, a title which we thought had lost its definition, but we have just been informed that it means—having a Papist without knowing why. There are a great many reasonable and estimable partisans of that class in this ancient town; and, of course, he reckons upon their support. The Colonel, having engaged numerous professional gentlemen of great experience and ability, has, amongst others, secured the aid of our eloquent and learned friend and fellow citizen, long a first rank man in frays of this kind, as his counsel, James O'Hea, Esq. A very considerable crowd having assembled in front of the committee room on the evening before last, the gentlemen inside very naturally considered that it was a demonstration in their favour, and it was resolved that it would be only courteous to recognise their attention and enlighten them upon the state of politics and things in general. On this suggestion a window was opened and Mr. O'Hea came forward, whereupon the crowd instantly unmasked their mutinous intentions. Breaking into skrimishing order, at the first volley they smashed every pane of glass in the house-front. The oratorical guns were silenced in three seconds such was the precision and beauty of the street practice. The youth shone admirably as *tirailleurs* flying about with inconceivable quickness collecting missiles, and not allowing even the shadow of one of the besiegers to appear. Many a fisherman's child could have whist single handed the heroics of Sargossa "sang the loud song, and dared the deed of war." The stalwart sons of Erin displayed their love for fatherland in an equal expressive manner. The action was maintained with such unflagging spirit that the besieged were quite surprised and paralysed. A hasty council of war was held under the parlour tables at which several conditions were suggested, upon which it was thought an honourable truce might be secured, and a brave volunteer having stepped over for the brazen pool-shuttle, emptied it of its bituminous contents, reserving however, two large lumps as *materiel* of war, in case his negotiations for a peaceful solution of the difficulty might fail. Holding it, then, helmet-like to protect his head, he suddenly appeared at the embrasures, when a perfect storm of stones rattled upon what romance writers call his "haughty crest." He retorted with the weapons he bore, like a second Ajax, but had to succumb to numbers, and prudently lie up against the wall. How long these glorious feats would have continued, there is no knowing, or what renown might have been won by the assailants, or those who were held in a siege, had not the green-coated minions of Saxon tyranny.

Those d—d sheethogues. The circumventing rogues. Dispersed the ranks, and they all out like fun. (List of killed and wounded in our next issue.) *Cor's Reporter*.

LONDON, THURSDAY EVENING.—The death of Dr. Deane, Bishop of Bangor, is announced. Mr. John Bagshaw, late M.P. for Harwich, was yesterday adjudged a bankrupt.

PORTFOLIO.

That our love to God be sweet, even, and full of tranquillity; having in it no violence or transportation, but going on in a course of holy actions and duties, which are proportionable to our condition and present state; not to satisfy all the desires, but all the probabilities and measures of our strength. A new beginner in religion hath passionate and violent desires; but they must not be the measure of his weakness; but he must consider his strength, his late sickness and state of death the proper temptations of his condition, and stand at first upon his defence, not to go at a strong fort, or attack a potent enemy, or do heroic actions, and flatter his giants in religion. He doth discreet violence, and untimely forwardness are the rocks of religion, against which tender spirits often suffer shipwreck.

Few men are so sick but they believe that they may recover; and we shall seldom see a man lie down with a perfect persuasion that it is his last hour; for many men have been sick, and yet have recovered; but whether thou dost or no; thou hast a virtue to exercise which may be a bandmaid to thy patience. Eppaphroditus was sick, sick, unto death; and yet God had mercy upon him; and he hath done so to thousands to whom he found it useful in the great order of things, and the events of universal providence. If, therefore, thou desirest to recover, if here is cause enough of hope; and hope is designed in the arts of God and of the Spirit to support patience. But if thou recoverest not, yet there is something that is matter of joy naturally, and very much spiritually, if thou belongest to God; and joy is as certain support to patience as hope. And it is no small cause of being pleased, when we remember that if we recover not our sickness, shall the sinner sit down in rest and joy. For recovery by death, as it is easier and better than the recovery by a sickly health; so it is not so long in doing; it suffers not the tediousness of a creeping restitution, nor the inconvenience of surgeons and physicians, watchfulness and care, keepings in and suffering trouble, fears of relapse and the little relief of a storm.

SEPARATION OF SEXES IN CHURCHES.

For some time past there appeared many curious and valuable notes, in that interesting publication, *Notes and Queries*, on the separation of the sexes in Churches. The following appears in that publication of Saturday last, the 18th inst., and is of some local interest, as it refers to our own diocese. It is written by the gentleman whose name is attached to it:— "In the Roman Catholic Cathedral of Ferns, county Wexford (Ireland), the Sea of the diocese, I remember more than 30 years ago, the then Rev. William O'Neill, who had been recently appointed Parish Priest, separating the sexes in the building. It is a structural church. The men were confined to the nave and the Gospel (left hand) side of the Altar, and females to the Epistle, or right hand. He would not allow them to enter or exit by the same door, and stated that it was an ancient custom of the church. He was a very learned man. I believe the custom is still continued there. He is long since dead.—S. BARNARD, Evera-pool.

THE MELANCHOLY DEATH OF DR. GLOVER.

Mr. Wakley, coroner for West Middlesex, attended at the Prince Albert Tavern, Kensington-park-road, to investigate the circumstances attending the death of Dr. Robert Mortimer Glover, aged 42, late physician to the Royal Free Hospital, and the author of several able medical works and papers, which melancholy event took place through an overdose of chloroform, Joseph Millar, on being examined, stated that he lived at 7, Tottenham-street. He knew Dr. Glover well, and he was with him when his death took place, on Saturday evening about half-past seven, at the deceased's late residence, 1, Kensington-park-road. He had been with the deceased the whole of the day. With the exception of saying "yes" or "no" three or twice while friction was being applied, the deceased continued insensible up to his death. Dr. Hopton was in attendance upon him, and, besides the application of friction, hot flannels were applied, and other resorted to. Mr. Walter M. Rochford was the next witness called, and he stated he was chemist, and resided at Kensington-park-road, where the deceased resided for the past twelve months. The deceased at that time was comatose—he could not speak. He had known the deceased previously from having taken large doses of opium in a partially insensible state. The deceased, on such occasions, said that he took the opium for attacks of dysentery and colic. He had also known the deceased take doses of chloroform or chloric ether; at least he said that he did so. The deceased was given to intemperate habits, but he had known him to be a month without being intoxicated. He dined with him (witness), and he said that he was obliged to take opium and stimulants, because of his having suffered severely from dysentery while in the east. He never said anything about suicide, and he (witness) believed that he was of a different disposition than commit suicide. He was married about six weeks ago. After his marriage he did not appear altered or depressed. There was a separation between the deceased and his wife about a week after their marriage, and she was at present an inmate of Colney Hatch Lunatic Asylum. The evidence of Mr. Grant, one of the surgeons to the Royal Free Hospital, went to show that deceased had taken an overdose of chloroform, when only intending to take it as an anæsthetic. The coroner concurred in this opinion, and the jury, after some deliberation, recorded that the deceased died from the mortal effect of his taking an excessive quantity of chloroform as an anæsthetic agent, and not with the view of destroying life, or of doing himself personal injury.

REMINISCENCES OF WILLIAM PITT.

In the obituary of last week was recorded the death of Mr. John Burfield, of Deal, formerly gardener, aged 88 years. In early life he had in this capacity lived in Walmer Castle, during its occupancy by Mr. Pitt, then prime minister, of whom the old man would relate many interesting anecdotes. On being admitted to the household he was apprised his bedroom was so situated that he would probably be disturbed by the sounds sometimes to be heard from his master's chamber, of which he soon had audible proof. During the silent hours of darkness the great man would rise from his repose, and, pacing the room, appear to be delivering a speech in the most impassioned manner; his preparation in all probability, for a coming conflict in parliament. The gardens at the rear of the house were at this time awfully laid out, Mr. Pitt taking much interest in the alteration, and giving personal directions; but in the midst of these he would become absent, walking to and fro for some time in silence, and then (witness) roused from a reverie, seem his superintending intervals. Burfield never ventured to disturb his master by an inquiry. Trivial as are these incidents they show the highest position and the most extended influence cannot be enjoyed without vast and absorbing cares. "He was like the head that wears a crown," and not less so his who administers the affairs of a great empire.—*Kent Herald*.

GRAND DEMONSTRATION—IMPROVED COMMUNICATION WITH ENGLAND.

The most numerous meeting we have seen in Waterford was held on Saturday in the Town-Hall to meet Mr. Lever, M.P. for Galway, in accordance with a requisition which appeared in our columns. It was not alone the immense numbers which attended, by the high position of those present, the meeting represented every interest, every shade of opinion in this city, and evinced the great interest which is taken by the people of Waterford in Mr. Lever's projects. The meeting had been convened for twelve o'clock, but in consequence of Mr. Lever's detention in Galway he did not arrive until half-past one. He was met at the train by Mr. O'Connor and Mr. Fisher, and drove immediately to Dobbyn's Hotel. All the vessels in the harbour had their flags flying to welcome one who can do so much to improve the port, and immediately on his coming being known the boom of the cannon was heard from some of the ships in the harbour; a large crowd assembled on the Mall, and Mr. Lever's appearance was hailed with hearty cheers. It would be impossible to give the names of all who attended the meeting, but some idea of its influence may be formed from the following list, hastily taken down:—

The Earl of Huntingdon, Sir B. Morris, N.M. Power, M.P.; M.D. Hassard, M.P.; Henry Davis, J.P.; W.M. Ardy, J.P.; Joseph S. Richardson, Thomas Clarke, Thomas Barnes, Charles Ambrose, William Malcomson, Thomas Elliot, J.P.; John Wall, Edmond Power, General Roberts, Edward Roberts, the Very Rev. Dean Hoare, Rev. James E.N. Barron, W. Hill, Captain R. Power, Rev. James Ambrose, Rev. William Peet, Henry G. Power, W. Power, Cornelius Redmond, Rev. John O'Connell, George Connerney, Captain John James Delaney, Richard Cooke, Thomas Dillon, Counsellor White, Dr. Barton, Rev. R.H. Smith, T.O. Reilly, Rev. R. Ryan, J.L. Conn, Owen Carroll, J.P.; Arthur U. Roberts, Joseph Fisher, Benjamin Collins, Albert White, Theodore Ryland, Arthur Smith, Joseph Ambrose, T.L. Mackay, M.D., J.P.; Pierce Cox, Anthony Cadogan, W.S. Thompson, George Power, John Esmond, M.P.; James L. Hickey, Counsellor; John O'Keefe, Henry Denny, M.P.; John O'Connell, Rev. J.M. Keen, Timothy O'Sullivan, J.P.; James Ambrose, Lawson, John Malcomson, H.N. Lewis, Dr. James O'Connell, John Walker, C.E.; J. H. Hughes, N. S. Harvey, Timothy Reade, John Sparrow, James Lawson, John Henson, Rev. T. Smith, Jacob Power, H. Hughes, J. McLaughlin, C. B. Mackay, D.L. Power, Eastland, J. Power, J. Walsh, J. O'Dwyer, A. O'Neill, A. O'Connell, P. W. Power, Pembroke, N.A. Power, J. W. Power, J. O'Connell, D. Lapham, Captain Henry, N.P. Hayes, Dublin; J. O'Brien, H. Baker, Esq., &c.

The Right Worshipful JOHN MACKAY, M.D., Mayor of Waterford, took the chair.

On the motion of Captain Newport, D.L., seconded by Thomas Clarke, Esq., T.C.

Mr. Lever, Esq., was appointed Honorary Secretary to the meeting; and at the request of the Mayor he read the following resolutions, which were adopted by the meeting, and the following letter:—

Dublin, 2nd Upper Merion-street, 22nd April, 1859.

WORTHY SIR, I observe, by this day's Freeman's Journal, that a meeting will be held on to-morrow, in Waterford, under your presidency, to consider the most effectual means of increasing and encouraging railway communication between Waterford and Galway, and attracting the trade of the south of England to the port of Waterford.

You will be glad for your information, and that of the meeting, that the project of a line intended to connect the counties of Ennis and Athlery, which, when completed, will form an unbroken link between Waterford and London, is promoted by

least influence, and that description, and I am happy to add, the same spirit has been most readily adopted throughout the counties of Clare and Galway.

The project of a line, and is making arrangements for the details for Parliament. I am, Sir, very respectfully, Sir, your obedient servant,

Wm. Henry M'GRATH.

The Hon. Mr. Lever, Esq., will explain his views on the subject of the proposed line, and will also read the following resolutions, which were adopted by the meeting, and the following letter:—

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improve the condition of its people, he comes not only as their friend but as the friend of the entire country, for what he will do, will not only be for the people of Waterford but for the country at large (cheers). He did not wish to take up their time with any further observations, but would merely add that he was convinced they would all earnestly unite with Mr. Lever in endeavouring to effect what will be so much for the benefit of this port. He was convinced that as soon as this link be completed Waterford will become one of the first ports in the kingdom (cheers)—she will then attain that position which her local position and other advantages, as well as her contiguity to the sister isle, so eminently entitle her to assume. The late communication have recommended that the government should grant a large sum of money towards the removal of the bar in the Harbour; he might call it an imaginary bar, because the largest vessels can float over it. The government will grant this money for Waterford, as it has been selected as one of the Harbours of Refuge, and for which purpose a sum of £50,000 is to be expended (hear, hear). His worship next alluded to the improvement intended to be carried out by the Harbour Commissioners, by the deepening of the ford near the city, which will enable ships of the largest size—even the Leviathan—to come up the river and float at our quays (applause). He brought—since he came into office—under the notice of government the capabilities of the harbour for the embarkation and disembarkation of troops, the result of which was that within the last few months five or six regiments have passed through Waterford (hear, hear). There was recently a very large steamer, the Melbourne—floating at the quay, from which, with troops on board, she glided away easily as one of the river boats (cheers). Before he introduced Mr. Lever to the meeting his worship said, that gentleman had just undergone a long journey,—he had not even breakfasted up to that hour—as he was most anxious to come here and state his views before the citizens of Waterford (hear, hear). They would therefore be pleased to extend their indulgence to him and give him a few moments to collect his ideas. The mayor concluded by introducing Mr. Lever to the meeting; he was most rapturously and enthusiastically applauded.

Mr. Lever commenced by saying he would not take up their time with any lengthened observations on a subject with which they were much better informed than he was; yet he would, as well as he could, lay before them his views, on which he was desirous to have their concurrence and support. He saw some faces around him, gentlemen of a large amount of experience in steam navigation (hear, hear). He saw the Messrs. Malcomson, gentlemen who are fully aware of the good effect conferred on a port by steam navigation. In every port where steam navigation gets up, all feel the improvement which it induces; all classes feel its influence, the labourer, the trader, the merchant prince, and the landowner—all feel its influence, and are benefited by it (applause). With respect to what their worthy Mayor had said respecting his journey here, he would merely observe that so anxious was he about the success of the object they all had in view, and so desirous was he to explain his views, that he left his friends in Galway without making a canvass amongst them. So warmly did he feel about the accomplishment of this steam communication which he came to advocate, and so much did he wish to enlist the support of the people of Waterford in its favour, he left Galway so suddenly that he was sure, not one-tenth of the people there did not know he left that town yet (hear, hear). With regard to the subsidy for the Milford route, he said that, from the facilities given him from his conversations with the South Wales line of railway, he has reason to hope for arrangements being speedily made whereby the communication between Milford and London, which now takes twelve or fourteen hours to accomplish, will be done at most in seven (hear). They all knew that to the merchant prince, the landowner, and to every one connected with commerce, that time is money, and that unless they had afforded to them facilities for speedy travelling, that they could never hope for increased communication (hear, hear). If the rate of travelling between London and Milford, of fourteen hours, was to be continued, they might as well return to the old stage coach plan; but he had reason to believe that instead of fourteen hours they would accomplish it in six or seven (cheers). With regard to the route between London and Galway, he wished to inform them that in a conversation which he had with Mr. Malcomson on the subject, he was sure the Messrs. Malcomson are satisfied it will be for their interest to give every assistance in their power to this movement, which will so much benefit this country (applause). They were all, anxious to benefit as much as they possibly can the port in which they are so much interested. These gentlemen are known in London to be the great shipowners in that part of the world, and it would be fully to think that they would embark their capital in an undertaking unless they saw it would be of advantage to themselves. It was well known the Messrs. Malcomson are not the drones of the hive, they are the bees who bring honey to their own pot; they are gentlemen whom he never saw but once before the present day, but from the conversation he had with them on that occasion, he saw they were most desirous to benefit both themselves and the people of Waterford (applause). When he spoke to them on the subject of the postal subsidy for the Milford and Waterford route, and to placing on the line boats to bring Milford and Waterford within six hours of each other, and London and Waterford within twelve, those gentlemen entered warmly into the question, and promised every support to the project which will have the effect of increasing the intercourse and the traffic between England and Ireland, and which will enable them to send forward their goods and their letters by the nearest and most direct route, instead of the round about way as at present (applause). Every one knew that increased steam power will necessarily create increased expense, and that the reason why the Channel and Holyhead line is able to continue the communication with this country from Wales to Liverpool, at a greater speed than before, is in having the regular arrangements to enable them to do so.

He would be in a position to see that the postal subsidy for the line, and would be supported there would be no danger of a railway (hear). Why should not the same treatment be given to one part of the country as to another? Why should the northern district of England monopolize all the advantages of a quick communication with this country, through the Dublin and Holyhead line, to the prejudice of other parts of England, and of the people of a metropolitan character, who are so much interested in the arrangements (hear, hear). He looked on Dublin as the heart of Ireland, and when the heart is sick the other parts of the body cannot be in good health. Looking at the position of Dublin as the capital of Ireland, and seeing the great interest taken by gentlemen in that city and neighbourhood, in its prosperity, he was not surprised at it if they are locally interested; yet they cannot present any fair objection to the granting of a postal subsidy between Waterford and Milford Haven (hear, hear). When the line shall be completed

between London and Galway, they will then be in a position to complete a direct line of communication between Dover and Galway in a shorter space of time (applause). That alone would be the creation of the most direct route from Paris to London, by which the traveller could be forwarded from one city to the other in eleven hours, and when it became known in Paris that the French traveller could be forwarded from that city to Galway in twenty-nine hours an impetus would be given to the line which would be certain to insure for it the greatest success. Every man present should put his shoulders to the wheel in this matter, and give his aid in every way in bringing the line to completion, he meant from Ennis to Galway (hear, hear). He travelled through the country in which this line is to pass, in order to inspect it, and to see the nature of the difficulties to be encountered by it. His duty, so to speak, it could be carried out, and the result was, that he is convinced it can be made in a short time, and, indeed, at a comparatively small expense (hear). A sum of £5,000 per mile will be sufficient to make the line from Ennis to Galway, and of that he was assured by one of Mr. Duggan's men, whom he met in the train on his way from Galway to Dublin. He adverted to the benefit conferred on the country generally by the Galway line, which established the practicability of a transatlantic postal service from this country. Viewing the position of the country between Ireland and America, he was convinced the Galway line was not carried out, when this country was in her greatest prosperity, but carried out as it is now, with such steam power that surpassed his most sanguine expectations (hear, hear). He hoped to see this line the pathway between Europe and America; and when they shall have steamers daily to America, what will it be? They know the omnibus lines in London would not pay if they ran only one hour, but they know the proprietors derive a large income when they go every five minutes; so in the Galway line they cannot hope for a full development of the line so long as they are confined to the periodical sailing of vessels, nor until they shall have steamers running daily from that port (hear, hear). Ireland being a portion of the British empire, they all know that in benefiting this country they were equally serving England also (hear, hear). Their views on the matter are of a cosmopolitan character, and instead of saying in England that this man lives in Ireland, they hoped to narrow that feeling to the extent of saying that he lives only at the other side of the street (hear, and applause). He hoped, therefore, they would all work together, and give this project the same bond, for where there is a large number of persons to work it is easily done (hear, hear). It was not trespassing too much on their time (no, no), he would beg to say that all were aware that it was the interest of their foreign commerce which was made manifest, and that she, while Ireland has not at all that she should have, which from her geographical position she should have (hear, hear). According to the population of the country, the number of the population ought to be the national property, and it is a matter of great difficulty to find a way to do so. Why should any of this one side be more than any other? Ireland has a fair share of the population, and its prosperity would be so great that it would be able to pay thirty-eight millions of money with greater ease than the six and a half millions it now pays (applause). Foreign commerce benefits all classes in a country—the farmer and the landowner—under its influence and employment for the working classes, and by that means the basis of future prosperity, and the elevation of the labouring classes are firmly based (hear, hear). Such arrangements are often used as party cries at elections for electioneering purposes, but they were not so with him, for his only object is the establishing of increased intercourse between Ireland and America (applause). He is a Manchester man, bred and born there—he is for free trade, for giving his poor man a cheap loaf, but he was bound to say that the doctors of Manchester carried out the project of free trade on such a narrow principle that while supporting free trade they never made any provision for fair trade (hear, hear). "Free trade and fair trade" was his motto, to support which had always been his anxious wish. "Property has its duties as well as its rights," he might be allowed to say that the shipping interest in this country had been neglected for more than twenty years owing principally to the constituencies of the seaports having no men present to represent them in parliament (hear, hear). He regretted to be obliged to say there was not a single name in the House of Commons fit to represent the shipping interest. One man there was looked on as a great authority on that subject, but he was sorry to say that late circumstances have made manifest that the country was misled in that opinion, as he turned out to be not a shipowner but a shipbroker. He need not tell them that the Messrs. Malcomson are not shipbrokers, they are, as all are aware, shipowners, and are the most qualified to serve their port, and he was surprised that it is not men of that stamp—who with a perfect knowledge and acquaintance with the shipping interest of the seaports of the country, who are sent into parliament by the constituencies to represent them (hear, hear). Mr. Lever continued to speak in a strong and appropriate language to show the vast benefits that would be conferred on the country by increased steam communication to its ports, and then referred to steam boats on land and water as one of the greatest civilizations of the human race, an extension of which great discovery applied to their own country, and which they were in justice to themselves called on to support by every means in their power. He next spoke of the superior capabilities of Milford Haven as a naval station. The advantages there were great, for coal could be put on board vessels at 11s a ton, and he would therefore say why should not government make Milford their principal naval depot? Southampton was held as the chief of Cherbourg, and he would ask, why should not Milford be made a principal station for the navy, and be placed in a position to protect the English and St. George's Channel. In consequence of the meeting the necessity of energetically carrying out the great object they all had in view, and showing them the example of the people of Manchester, who encouraged and supported omnibuses through their city, which now paid much better than they did before, to stimulate them (the people of Waterford) in following his advice, he grounded his proposition on the fact of how deeply interested Waterford was in the promotion of the project, and that if the Harbour Commissioners of Waterford were to make the line themselves from Ennis to Galway, that they would be acting most wisely, and receive cent. per cent. for their outlay. He begged again to impress on the maritime constituencies of Ireland the necessity of sending into parliament only men who have a knowledge of shipping. Mr. Lever testified to the readiness with which the Messrs. Malcomson entered into the project, for when he put the question to Mr. William Malcomson, that gentleman at once said it should have his warmest support (loud applause). He was glad to find the commission of inquiry had re-

commended the government to expend £50,000 in removing what the mayor had called a visionary bar, but which it was necessary to remove, for it was necessary to take away all visions of the kind (hear, hear). The government were acting perfectly right, for he considered it a duty to tell the meeting that until he came to Waterford, which he did for the first time a few days ago, he was not aware they possessed so fine a quay or harbour. He was as much interested in the success of the project as any one could be—he was there to advocate it because of the interest he felt in it, but in urging it on it was also their interest to support him, for both their interest and his own were identical on the subject they were met to discuss (hear, hear). Referring again to the dictum that "property had its duties as well as its rights," he said that the man who undertook to run steamers from a port like Waterford took on his shoulders a heavy responsibility; and without meaning any flattery to Mr. Malcomson, he would say that Waterford owed him a deep debt of gratitude (applause). He had heard of his shipping in St. Petersburg—he had been there when one of Mr. Malcomson's ships arrived there; and those were the men who, while increasing their own capital, had increased the traffic of the country, and gave great and enlarged employment (applause). He thanked the meeting for the kindness and attention with which they had heard him, and concluded by hoping that when the time came for making the line into Galway they would be ready to give every support in their power; for the truth is, they wanted as many lines in the country as they could obtain, in order to ensure its improvement.—Mr. Lever sat down, and was most enthusiastically cheered by repeated applause.)

Mr. Levy of Dublin rose and said he had so often addressed them on the postal arrangements and the carriage of the mails by a one horse car, as well as on the advantages that would result to Waterford from a free bridge, that he considered himself half a native. The statement made by Mr. Lever showed that the grand project he had in view, to bring London and New York within a week's journey of each other, to make Ireland the pathway, and Waterford one of the posting establishments on the route, would confer incalculable benefits on this country. From London to Milford could be performed in a few hours, from Milford to Waterford by first-class steamers, thence by rail to Limerick and Ennis, and there was but one link wanted, namely a short line to Galway, to connect both countries in such a way as to prove of mutual benefit to each. He considered that was easy of accomplishment, for a sum of £9000 a mile would complete that short line of railway. He asked why there were not dividends on the Waterford and Limerick line, because the original constitution of it was unwise. If the projected line were completed it would create the supply, and sufficient traffic both by goods and passengers would be the result. To ensure this they only wanted this short line to connect Galway directly with London. Waterford people must subscribe, Limerick would assist, and Ennis also would come forward, and he had no doubt that in one week they would have sufficient means to proceed with this very desirable work (hear, hear). He never had the pleasure of seeing Mr. Lever before, and he (Mr. Levy) might be permitted to say that the man who would bring Galway and New York in such close proximity as it were, deserved a place in the history of his country (applause). Waterford would become one of the most prosperous commercial cities in the world, having one of the best and safest ports in Ireland for the landing of troops, and having, as it soon will, an unbroken line between Galway and Waterford. He would say success to Waterford with tenacity, and, as he said on a former occasion, he would never abandon the warfare and amelioration of its citizens (cheers). He came to-day at considerable inconvenience to assist in Mr. Lever's project, whose name will hold a lasting place in the page of history as the man through whose exertions London and New York are brought within a week's journey of each other (applause). The Limerick people were also as anxious as those of South Wales, in all parties and all classes, the prince merchants of the humblest man, are anxious for the completion of this great project (hear, hear). The prince merchants of the South of Ireland—the Messrs. Malcomson—(cheers) whose truthfulness, through honesty and independent principles are well known, have promised their best support to it, and aided as the country is by the perseverance of Mr. Lever, and by all interests in his country, success is certain (hear, hear). They were laying the first stone of Ireland's future prosperity. The government will no doubt send the mails via Milford and Waterford, and the post office authorities will be so much ashamed of their one-horse car conveyance of them, that they will abandon it, and meet the wishes of the people by transmitting them by railway. The present was one of the most important meetings that was ever held in the untouched city (hear, hear). To Mr. Lever the gratitude and thanks of Ir. l. and of Europe generally, were due (cheers). By railways and steam boats the grand project will be carried out, and hereby the foundation of Ireland's future prosperity will be laid. Mr. Levy resumed his seat and was loudly cheered.

Mr. Lever said he was requested by Mr. Lever to read an extract from a report which that gentleman had made to the directors of the South Wales Railway, and which related to the advantage which must accrue by getting the Brazilian trade for Milford. The mayor then asked if any gentleman wished to address the meeting before he would call on those gentlemen who were to propose the resolutions. There were loud cries for Mr. Malcomson.

Mr. W. Malcomson then rose and was received with reiterated cheers. He commenced by saying that before he should propose the first resolution he would take the liberty to draw their attention for a few moments to a subject on which they were all interested (hear, hear). One of their objects was to obtain from government proper postal arrangements between Milford and Waterford. No subject would be received with more interest than the question of to-day (hear, hear). Party feelings would all merge in the one grand desire to promote, cherish, and encourage the commercial interest of Waterford and in the development of its resources (hear, hear). It must be gratifying to the mayor, who strongly feels on the subject, that the government of England is taking a most prominent part in facilitating with every quarter of the globe general inter-communication. They have developed a general good feeling, and have done much to cement it with all classes, and on which they must all rejoice (hear, hear); no one would pretend to say that on this ground they should not rest a claim that postal arrangements between Milford and Waterford should be placed on a proper basis. It would for a grand link between the two countries, and they would no longer see Ireland called a province, for it would rather see Ireland called Great Britain (applause). Many would be induced to visit America—to witness its industry and resources; Englishmen would also visit our country more frequently in consequence of the progress made during the last few years. He was told that England and Holyhead had done everything

to improve the condition of its people, he comes not only as their friend but as the friend of the entire country, for what he will do, will not only be for the people of Waterford but for the country at large (cheers). He did not wish to take up their time with any further observations, but would merely add that he was convinced they would all earnestly unite with Mr. Lever in endeavouring to effect what will be so much for the benefit of this port. He was convinced that as soon as this link be completed Waterford will become one of the first ports in the kingdom (cheers)—she will then attain that position which her local position and other advantages, as well as her contiguity to the sister isle, so eminently entitle her to assume. The late communication have recommended that the government should grant a large sum of money towards the removal of the bar in the Harbour; he might call it an imaginary bar, because the largest vessels can float over it. The government will grant this money for Waterford, as it has been selected as one of the Harbours of Refuge, and for which purpose a sum of £50,000 is to be expended (hear, hear). His worship next alluded to the improvement intended to be carried out by the Harbour Commissioners, by the deepening of the ford near the city, which will enable ships of the largest size—even the Leviathan—to come up the river and float at our quays (applause). He brought—since he came into office—under the notice of government the capabilities of the harbour for the embarkation and disembarkation of troops, the result of which was that within the last few months five or six regiments have passed through Waterford (hear, hear). There was recently a very large steamer, the Melbourne—floating at the quay, from which, with troops on board, she glided away easily as one of the river boats (cheers). Before he introduced Mr. Lever to the meeting his worship said, that gentleman had just undergone a long journey,—he had not even breakfasted up to that hour—as he was most anxious to come here and state his views before the citizens of Waterford (hear, hear). They would therefore be pleased to extend their indulgence to him and give him a few moments to collect his ideas. The mayor concluded by introducing Mr. Lever to the meeting; he was most rapturously and enthusiastically applauded.

Mr. Lever commenced by saying he would not take up their time with any lengthened observations on a subject with which they were much better informed than he was; yet he would, as well as he could, lay before them his views, on which he was desirous to have their concurrence and support. He saw some faces around him, gentlemen of a large amount of experience in steam navigation (hear, hear). He saw the Messrs. Malcomson, gentlemen who are fully aware of the good effect conferred on a port by steam navigation. In every port where steam navigation gets up, all feel the improvement which it induces; all classes feel its influence, the labourer, the trader, the merchant prince, and the landowner—all feel its influence, and are benefited by it (applause). With respect to what their worthy Mayor had said respecting his journey here, he would merely observe that so anxious was he about the success of the object they all had in view, and so desirous was he to explain his views, that he left his friends in Galway without making a canvass amongst them. So warmly did he feel about the accomplishment of this steam communication which he came to advocate, and so much did he wish to enlist the support of the people of Waterford in its favour, he left Galway so suddenly that he was sure, not one-tenth of the people there did not know he left that town yet (hear, hear). With regard to the subsidy for the Milford route, he said that, from the facilities given him from his conversations with the South Wales line of railway, he has reason to hope for arrangements being speedily made whereby the communication between Milford and London, which now takes twelve or fourteen hours to accomplish, will be done at most in seven (hear). They all knew that to the merchant prince, the landowner, and to every one connected with commerce, that time is money, and that unless they had afforded to them facilities for speedy travelling, that they could never hope for increased communication (hear, hear). If the rate of travelling between London and Milford, of fourteen hours, was to be continued, they might as well return to the old stage coach plan; but he had reason to believe that instead of fourteen hours they would accomplish it in six or seven (cheers). With regard to the route between London and Galway, he wished to inform them that in a conversation which he had with Mr. Malcomson on the subject, he was sure the Messrs. Malcomson are satisfied it will be for their interest to give every assistance in their power to this movement, which will so much benefit this country (applause). They were all, anxious to benefit as much as they possibly can the port in which they are so much interested. These gentlemen are known in London to be the great shipowners in that part of the world, and it would be fully to think that they would embark their capital in an undertaking unless they saw it would be of advantage to themselves. It was well known the Messrs. Malcomson are not the drones of the hive, they are the bees who bring honey to their own pot; they are gentlemen whom he never saw but once before the present day, but from the conversation he had with them on that occasion, he saw they were most desirous to benefit both themselves and the people of Waterford (applause). When he spoke to them on the subject of the postal subsidy for the Milford and Waterford route, and to placing on the line boats to bring Milford and Waterford within six hours of each other, and London and Waterford within twelve, those gentlemen entered warmly into the question, and promised every support to the project which will have the effect of increasing the intercourse and the traffic between England and Ireland, and which will enable them to send forward their goods and their letters by the nearest and most direct route, instead of the round about way as at present (applause). Every one knew that increased steam power will necessarily create increased expense, and that the reason why the Channel and Holyhead line is able to continue the communication with this country from Wales to Liverpool, at a greater speed than before, is in having the regular arrangements to enable them to do so.

He would be in a position to see that the postal subsidy for the line, and would be supported there would be no danger of a railway (hear). Why should not the same treatment be given to one part of the country as to another? Why should the northern district of England monopolize all the advantages of a quick communication with this country, through the Dublin and Holyhead line, to the prejudice of other parts of England, and of the people of a metropolitan character, who are so much interested in the arrangements (hear, hear). He looked on Dublin as the heart of Ireland, and when the heart is sick the other parts of the body cannot be in good health. Looking at the position of Dublin as the capital of Ireland, and seeing the great interest taken by gentlemen in that city and neighbourhood, in its prosperity, he was not surprised at it if they are locally interested; yet they cannot present any fair objection to the granting of a postal subsidy between Waterford and Milford Haven (hear, hear). When the line shall be completed between London and Galway, they will then be in a position to complete a direct line of communication between Dover and Galway in a shorter space of time (applause). That alone would be the creation of the most direct route from Paris to London, by which the traveller could be forwarded from one city to the other in eleven hours, and when it became known in Paris that the French traveller could be forwarded from that city to Galway in twenty-nine hours an impetus would be given to the line which would be certain to insure for it the greatest success. Every man present should put his shoulders to the wheel in this matter, and give his aid in every way in bringing the line to completion, he meant from Ennis to Galway (hear, hear). He travelled through the country in which this line is to pass, in order to inspect it, and to see the nature of the difficulties to be encountered by it. His duty, so to speak, it could be carried out, and the result was, that he is convinced it can be made in a short time, and, indeed, at a comparatively small expense (hear). A sum of £5,000 per mile will be sufficient to make the line from Ennis to Galway, and of that he was assured by one of Mr. Duggan's men, whom he met in the train on his way from Galway to Dublin. He adverted to the benefit conferred on the country generally by the Galway line, which established the practicability of a transatlantic postal service from this country. Viewing the position of the country between Ireland and America, he was convinced the Galway line was not carried out, when this country was in her greatest prosperity, but carried out as it is now, with such steam power that surpassed his most sanguine expectations (hear, hear). He hoped to see this line the pathway between Europe and America; and when they shall have steamers daily to America, what will it be? They know the omnibus lines in London would not pay if they ran only one hour, but they know the proprietors derive a large income when they go every five minutes; so in the Galway line they cannot hope for a full development of the line so long as they are confined to the periodical sailing of vessels, nor until they shall have steamers running daily from that port (hear, hear). Ireland being a portion of the British empire, they all know that in benefiting this country they were equally serving England also (hear, hear). Their views on the matter are of a cosmopolitan character, and instead of saying in England that this man lives in Ireland, they hoped to narrow that feeling to the extent of saying that he lives only at the other side of the street (hear, and applause). He hoped, therefore, they would all work together, and give this project the same bond, for where there is a large number of persons to work it is easily done (hear, hear). It was not trespassing too much on their time (no, no), he would beg to say that all were aware that it was the interest of their foreign commerce which was made manifest, and that she, while Ireland has not at all that she should have, which from her geographical position she should have (hear, hear). According to the population of the country, the number of the population ought to be the national property, and it is a matter of great difficulty to find a way to do so. Why should any of this one side be more than any other? Ireland has a fair share of the population, and its prosperity would be so great that it would be able to pay thirty-eight millions of money with greater ease than the six and a half millions it now pays (applause). Foreign commerce benefits all classes in a country—the farmer and the landowner—under its influence and employment for the working classes, and by that means the basis of future prosperity, and the elevation of the labouring classes are firmly based (hear, hear). Such arrangements are often used as party cries at elections for electioneering purposes, but they were not so with him, for his only object is the establishing of increased intercourse between Ireland and America (applause). He is a Manchester man, bred and born there—he is for free trade, for giving his poor man a cheap loaf, but he was bound to say that the doctors of Manchester carried out the project of free trade on such a narrow principle that while supporting free trade they never made any provision for fair trade (hear, hear). "Free trade and fair trade" was his motto, to support which had always been his anxious wish. "Property has its duties as well as its rights," he might be allowed to say that the shipping interest in this country had been neglected for more than twenty years owing principally to the constituencies of the seaports having no men present to represent them in parliament (hear, hear). He regretted to be obliged to say there was not a single name in the House of Commons fit to represent the shipping interest. One man there was looked on as a great authority on that subject, but he was sorry to say that late circumstances have made manifest that the country was misled in that opinion, as he turned out to be not a shipowner but a shipbroker. He need not tell them that the Messrs. Malcomson are not shipbrokers, they are, as all are aware, shipowners, and are the most qualified to serve their port, and he was surprised that it is not men of that stamp—who with a perfect knowledge and acquaintance with the shipping interest of the seaports of the country, who are sent into parliament by the constituencies to represent them (hear, hear). Mr. Lever continued to speak in a strong and appropriate language to show the vast benefits that would be conferred on the country by increased steam communication to its ports, and then referred to steam boats on land and water as one of the greatest civilizations of the human race, an extension of which great discovery applied to their own country, and which they were in justice to themselves called on to support by every means in their power. He next spoke of the superior capabilities of Milford Haven as a naval station. The advantages there were great, for coal could be put on board vessels at 11s a ton, and he would therefore say why should not government make Milford their principal naval depot? Southampton was held as the chief of Cherbourg, and he would ask, why should not Milford be made a principal station for the navy, and be placed in a position to protect the English and St. George's Channel. In consequence of the meeting the necessity of energetically carrying out the great object they all had in view, and showing them the example of the people of Manchester, who encouraged and supported omnibuses through their city, which now paid much better than they did before, to stimulate them (the people of Waterford) in following his advice, he grounded his proposition on the fact of how deeply interested Waterford was in the promotion of the project, and that if the Harbour Commissioners of Waterford were to make the line themselves from Ennis to Galway, that they would be acting most wisely, and receive cent. per cent. for their outlay. He begged again to impress on the maritime constituencies of Ireland the necessity of sending into parliament only men who have a knowledge of shipping. Mr. Lever testified to the readiness with which the Messrs. Malcomson entered into the project, for when he put the question to Mr. William Malcomson, that gentleman at once said it should have his warmest support (loud applause). He was glad to find the commission of inquiry had re-

commended the government to expend £50,000 in removing what the mayor had called a visionary bar, but which it was necessary to remove, for it was necessary to take away all visions of the kind (hear, hear). The government were acting perfectly right, for he considered it a duty to tell the meeting that until he came to Waterford, which he did for the first time a few days ago, he was not aware they possessed so fine a quay or harbour. He was as much interested in the success of the project as any one could be—he was there to advocate it because of the interest he felt in it, but in urging it on it was also their interest to support him, for both their interest and his own were identical on the subject they were met to discuss (hear, hear). Referring again to the dictum that "property had its duties as well as its rights," he said that the man who undertook to run steamers from a port like Waterford took on his shoulders a heavy responsibility; and without meaning any flattery to Mr. Malcomson, he would say that Waterford owed him a deep debt of gratitude (applause). He had heard of his shipping in St. Petersburg—he had been there when one of Mr. Malcomson's ships arrived there; and those were the men who, while increasing their own capital, had increased the traffic of the country, and gave great and enlarged employment (applause). He thanked the meeting for the kindness and attention with which they had heard him, and concluded by hoping that when the time came for making the line into Galway they would be ready to give every support in their power; for the truth is, they wanted as many lines in the country as they could obtain, in order to ensure its improvement.—Mr. Lever sat down, and was most enthusiastically cheered by repeated applause.)

Mr. Levy of Dublin rose and said he had so often addressed them on the postal arrangements and the carriage of the mails by a one horse car, as well as on the advantages that would result to Waterford from a free bridge, that he considered himself half a native. The statement made by Mr. Lever showed that the grand project he had in view, to bring London and New York within a week's journey of each other, to make Ireland the pathway, and Waterford one of the posting establishments on the route, would confer incalculable benefits on this country. From London to Milford could be performed in a few hours, from Milford to Waterford by first-class steamers, thence by rail to Limerick and Ennis, and there was but one link wanted, namely a short line to Galway, to connect both countries in such a way as to prove of mutual benefit to each. He considered that was easy of accomplishment, for a sum of £9000 a mile would complete that short line of railway. He asked why there were not dividends on the Waterford and Limerick line, because the original constitution of it was unwise. If the projected line were completed it would create the supply, and sufficient traffic both by goods and passengers would be the result. To ensure this they only wanted this short line to connect Galway directly with London. Waterford people must subscribe, Limerick would assist, and Ennis also would come forward, and he had no doubt that in one week they would have sufficient means to proceed with this very desirable work (hear, hear). He never had the pleasure of seeing Mr. Lever before, and he (Mr. Levy) might be permitted to say that the man who would bring Galway and New York in such close proximity as it were, deserved a place in the history of his country (applause). Waterford would become one of the most prosperous commercial cities in the world, having one of the best and safest ports in Ireland for the landing of troops, and having, as it soon will, an unbroken line between Galway and Waterford. He would say success to Waterford with tenacity, and, as he said on a former occasion, he would never abandon the warfare and amelioration of its citizens (cheers). He came to-day at considerable inconvenience to assist in Mr. Lever's project, whose name will hold a lasting place in the page of history as the man through whose exertions London and New York are brought within a week's journey of each other (applause). The Limerick people were also as anxious as those of South Wales, in all parties and all classes, the prince merchants of the humblest man, are anxious for the completion of this great project (hear, hear). The prince merchants of the South of Ireland—the Messrs. Malcomson—(cheers) whose truthfulness, through honesty and independent principles are well known, have promised their best support to it, and aided as the country is by the perseverance of Mr. Lever, and by all interests in his country, success is certain (hear, hear). They were laying the first stone of Ireland's future prosperity. The government will no doubt send the mails via Milford and Waterford, and the post office authorities will be so much ashamed of their one-horse car conveyance of them, that they will abandon it, and meet the wishes of the people by transmitting them by railway. The present was one of the most important meetings that was ever held in the untouched city (hear, hear). To Mr. Lever the gratitude and thanks of Ir. l. and of Europe generally, were due (cheers). By railways and steam boats the grand project will be carried out, and hereby the foundation of Ireland's future prosperity will be laid. Mr. Levy resumed his seat and was loudly cheered.

is constructing a line which connected the south of Ireland with the South of England. It was for Ireland to say that they should have postal arrangements, and Irish representatives should say so to the government. A gentleman had told him that in a conversation with Cobden, he said, "our Irish members have no unity, and can't agree with each other; if they did unite they could achieve a good deal for the prosperity of their country. The Scotch members, who are smaller in number, work together, and government can never refuse to grant them any reasonable demand they make" (hear, hear). Though it would seem that this contemplated project was solely for the benefit of Waterford, they must know that it is useful and necessary for the whole of the south of Ireland (hear, hear). Mr. Lever had spoken of him (Mr. M.) in too flattering terms (no, no). Now that government are giving a subsidy to the Galway line, and his (Mr. L.) connecting this country with America, that subsidy and connection will unquestionably be a benefit to Ireland generally (loud applause). He (Mr. M.) trusted that when choosing their representatives they would strongly impress on them the necessity of using every means in their power to influence their fellow representatives to support them in the present movement; and if their exertions be brought to bear on it, the government are both anxious and willing to support it (great applause). Mr. Malcomson concluded by proposing the resolution, which, with the others adopted, will be found in our advertising columns.

Nicholas M. Power, Esq., M.P., seconded the resolution, which was relative to the acceleration of the mile and increased communication between this city and Milford. Mr. Delahanty said, before the motion was put from the chair, he had a word or two to say. He commenced by congratulating Mr. Lever on the spirit arising in Waterford from the combination of all interests, in a great measure owing to his great commercial enterprise. They had all the elements in Ireland to make them a great nation, but sloth and want of energy had kept them in the back ground (hear, hear). Although their vitality was aroused, and he considered this was a great day for Ireland (applause). They were seven millions of people in as fine a country as God ever created, with ports and harbours innumerable and unsurpassed by any on the face of the habitable globe; yet, with all those acknowledged advantages, other countries were fully one hundred years before this (hear, hear). Anything that would stimulate the people of Ireland to greater exertion, and to shake off the apathy that too long existed in this country, would confer one of the greatest blessings on it (hear, hear). He would despair of amelioration if natural circumstances caused this depression, but such was not the case. They should unite, and see what would remedy the evil under which it has so long laboured. Ireland should prosper as well as England, or America, or France, or any other go-ahead country (applause). With regard to Waterford town or harbour there was none other better situated for general commerce than Waterford. It was on the Atlantic open to the ships of the world, and it would be to their own profit and advantage to aid by every means in their power to the profit to Mr. Lever (hear, hear). He (Mr. D.) had a right to say, for he had struggled assiduously for the furtherance of the Milford traffic. If the people of Waterford put their shoulders to the wheel they would make Waterford the principal port between England and Ireland. By an Irish north western line the traffic of Sligo, Roscrea, &c., &c., and, he might say, the whole of Ireland, would be opened to Waterford. They would have commerce coming from all those places to Waterford to pass over to England. He would again say, if they put their shoulders to the wheel to effect those objects they would be helping themselves in obtaining the great and important advantages that would result to the country at large (applause).

Mr. Levy here observed that the chairman of the Waterford and Limerick railway line had requested him to state he exceedingly regretted being unavoidably obliged to be absent from the present meeting. The Mayor having put the resolution, it was passed amid rapturous applause. The Earl of Huntingdon said he was happy at having a resolution, thanking Mr. Lever for his coming amongst them, put into his hand, and before moving it he wished to say to Mr. Lever how proud he was to see him in Waterford (hear, hear). They had tried, he believed, on several occasions to obtain from government facilities for postal communication, and they had failed, but now that they had got a "Lever" amongst them he hoped they would succeed if they aided him and pulled all together (cheers). Mr. Lever had done wonders in Galway, and if he did near as much for Waterford they might rejoice at the day he came amongst them (cheers). If the screw was put upon the government, what they reasonably required must be granted. They would all, he was quite sure, give a hearty adoption to the resolution (cheers). Alderman Sir Benjamin Morris, D.L., seconded the resolution. Mr. Edmund Power, M.P., said he felt proud at seeing such a meeting there that day to carry out what he humbly advocated some years since in that very hall a line communication via Milford and Waterford. He joined sincerely with all present in giving Mr. Lever a hearty welcome (hear, hear). In putting out the merits of the Milford route Mr. Power read to the meeting notes made by him in November last, showing that on two days in that month there was no communication between England and Ireland via Holyhead, as the steamers could not run owing to the severity of the gale, but the Malakoff and Courier went on the same two days between Waterford and Milford in little more than the usual time. This was one important fact to be added to the others that could be adduced in favour of the Milford route. Recently in London he posted a letter at Charing Cross at five o'clock in the evening, he left himself next morning, travelling via Milford, and he reached some time before the letter, which came via Holyhead (hear, hear). Was that a fair state of things in which to have the postal regulations for the south of Ireland? Mr. Power expressed his conviction in Mr. Lever's views, and his readiness to assist him. He concluded, amid cheers, by urging upon the people of Waterford to do likewise.

Mr. Fisher rose and said—Perhaps you will allow me, Mr. Mayor, to address a few words to this important meeting before you put the resolution to it. I congratulate you, sir, on this important demonstration, which, if it is brought to a successful issue, will realize your majority as one of the brightest that has happened in the history of Waterford; and you, gentlemen, who have come here to-day, will have in future years the satisfaction that you will have come here and aided in these efforts. The present meeting is, I am happy to say, the greatest demonstration I have seen in Waterford; and I think the issue that lies at stake is so great, so tremendous, that we may well think to ourselves, What are we about to do?—what can we do to push forward projects that are designed to benefit this city, which possesses an unrivalled situation, and is admirably adapted to be one of the principal ports of this kingdom? My Lord Huntingdon has referred to our previous efforts to improve our postal facilities. He has alluded to the small number who attended the meeting, and the difficulty we experienced. We tried then to obtain for the south of Ireland those postal facilities to which we are entitled. We were at that time aided by Mr. Meagher, and we tried to obtain those facilities by putting the screw on the Post Office. You are aware that there are several mechanical powers, and we shall now be able to put on, not only the screw, but also the Lever (cheers). We have got him here, and we will throw our souls into the movement; and thus, with his aid and our own exertions, we will carry this project to a successful issue, and we shall by this means raise our city to a high and proud position (cheers). Mr. Mayor and gentlemen, let us look for a moment at what Mr. Lever has done or can do—you take the map of the world, you can examine it. Many a thousand persons, nay, many millions, have passed over these maps, and they saw that Ireland was the nearest land to America, and that the port of Galway was the best and nearest port to St. John's. This fact was apparent to any one. Mr. Lever saw it, his mind pondered over it, and suddenly a ray of inspiration lit up his mind, and a grand idea presented itself, and he grasped it, he made it his own. Oh! how great is the power of imagination! You see a man like Columbus, whose mighty mind was able to grasp the whole world, who weighed the globe in his mind, and found there was a portion wanted, and this portion was the world. This was the grand idea of Columbus. Mr. Lever conceived the grand idea of connecting Ireland with America, and then having seized this idea, he proceeded to carry it into effect, and he has been successful, eminently successful. You may see the difficulties which surround such an enterprise, no one but a man of command the winds and the waves, no one but a man of such an incident as the iceberg and the Prince Albert, nor control the elements of the ocean, but no withstanding these casualities, Mr. Lever has succeeded, and Mr. Lever has made arrangements for placing new steamers on the line between Galway and America, and the passage will be made from Galway to New York in five days (loud cheers) and the world can beat this (Mr. Lever, who is here, has done this to-day, conceived this idea, and he has carried that idea to a successful issue (cheers). He has thus turned a tide of water in Ireland—to our native land (cheers). Now, gentlemen, that the men who benefit any part of Ireland, let us express our gratitude (hear, hear) if he improves the condition of the western coast of Ireland, he is a benefactor to Ireland, and as such is entitled to our gratitude (cheers) but, gentlemen, Mr. Lever has stronger reasons for you, he wants to improve Waterford—he wants to give you a share of this wealth, and he wants to make Waterford one of the stepping-stones between the Old World and the New World. Well, how can this be done? I hear you say, it is a very complex thing, it is simple. The South Wales Railway, who found the telegraph line is not increasing so much as they had expected, have invited Mr. Lever to join them, and he has done so. He sees that the natural commerce of the western coast of Ireland, and Waterford, and that the class of boats, he can do the passage in a sailing-stage at Milford to the Quay in a few hours. Mr. Lever—Six hours. Mr. Fisher—Mr. Lever, the voyage in six hours is a very long one, then the passage from London in six hours, as this line of railway is made in six hours, it is a broad-rauge line, and it is a fact that everyone can appreciate, and Mr. Lever says that he can carry it out. He says that he has brought his project to a successful issue, and I am assured he will do so with this line. Here he is before you, with his own hands, and his own right hand. He has won a high and noble position. He is invited by the greatest railway company in the world but one to come on their board. This company has at their command railways whose united capital is FIFTY MILLIONS. Mr. Lever's project has been acknowledged by our own government, and he says he can bring Waterford with him to London, and at this side you may see the line made between Ennis and Athlone, to be completed in the course of this year. The estimated cost of this line is £200,000. If this were done, you would make the distance from Galway to London in a few hours (cheers). The trade from Liverpool, Manchester and the north of England to Ireland by Dublin, but that from the south of England, and from Europe, would be carried to Waterford. The line is in the chain, and to try and supply the demand. He says he has a postal contract between Waterford and London. It is not many years since we had a postal contract between Danmore and Milford, and that was paying £30,000 a year. Why should we not require that this contract be revived (hear, hear), and that Mr. Lever be aided in his projects—you can assist him by a pressure to bear on your representatives, and thus the completion (cheers). On the subject of the prospect that is before our country, we have by the exertions of a stranger a line of railway thrown over Ireland, rolling from the coast to the coast, and by the constant intercourse with the world, that is that intercourse. Last year 22,000 passengers passed over the Atlantic, that is 10,000 passengers per day. Now Galway cannot accommodate more than 100 passengers a day, passed over Ireland, and embarked at Galway, what an immense amount of money would be spent in Ireland (cheers). Gentlemen, when you glance at the map of the world, you will see that we have, in Canada, a line of railway, with wealth, a region which is one mighty ocean to the other, from the Atlantic to the Pacific, and we have on the Atlantic one of the finest ports in the world, that of Halifax. The western coast of America is for 3000 miles without a safe harbour except that which we possess at Van Couver's Island. The Great Trans-Canada Railway of Canada are designed to span the western continent from sea to sea, and then from that we pass through the British dominions from one mighty ocean to the other in six days, if this were done you are at Vancouver's Island within 10 days of China and Japan, and thus Galway will be placed within 21 days of the most fertile empire (cheers). I know some of you may think I am talking nonsense, but I think of those things and to remember that the man who has bridged the Atlantic from Galway to America, is now here asking your support. He is one of the men who will bring the wealth of the world to Waterford. I see the future, brighter, far brighter days for Ireland; it is impossible for these projects to be carried to completion without materially improving my native land from the bottom of my heart, I thank the man who sits beside me for what he has done, and I pray that his life may be spared until he sees the completion of the

great enterprises in which he is engaged (cheers). It is for you that I say, and I will aid him by every means in my power. I have seen some years ago your material advancement of Waterford or of Ireland, in which I have not given my warmest support, and I confess to you that the grandeur and magnificence of Mr. Lever's ideas, their adaptability to the great object I have before me, the advancement of my country, have my warmest approval, and shall have my most strenuous support (cheers). I know I can calculate on your assistance; your presence here to-day assures me of this; and I hail as a happy augury the presence, the sanction, and the promised support of our great merchant princes, the Malcomsons, whose ships have made the name of Waterford known all over the globe, and whose manufactures are worn by the inhabitants of both hemispheres. I thank Mr. Lever for his visit. I agree with Mr. Lever in his project, and in your name and my own I promise him your and my own hearty cooperation in at least that portion in which he asks our assistance, the obtaining of a postal subsidy (loud cheering).

Mr. J. A. Blake, M.P., who was received with loud applause, moved the appointment of a committee, comprising the Mayor, the members and members of resolutions, and a body of highly influential merchants, landed proprietors, &c., to carry out the objects of the meeting. In common with all present, he felt the highest pleasure at seeing so important a meeting assembled; and he knew he expressed the sentiments of the citizens of Waterford when he stated the great gratification they derived from having Mr. Lever, the man for Galway, amongst them (loud cheers). There was an old saying, that misfortune never comes alone; and he believed the same was true of good fortune, and Waterford seemed to be in for her share of the latter. They were about to have the bar at the entrance of the port removed and the river deepened; and next they were about to have the communication with England on one side, and with Galway on the other, enlarged and improved (hear, hear). With respect to the removal of the bar, Mr. Blake said he did all that lay in his power, both as a citizen and as one of the parliamentary representatives, to obtain the grant for that purpose, and he bore strong testimony to the services of his colleagues, Mr. Hassard, in the same behalf. To Mr. Hassard the credit was chiefly due, in consequence of his being a member of the Harbour of Refuge Committee, which reported in favour of the port of Waterford (hear, hear).

Commercial Intelligence. (Specially Reported for the Waterford Mail.) MAIL OFFICE, Waterford, 25th April, 1869. The weather, which was very keen and cold, has changed to-day, and we have risen genial gain, though in rather small quantity. The harshness of the wind has checked vegetation, and on exposed pasture there is a lack of herbage. CORN.—Our imports last week were 5,100 barrels Oats and 1,188 sacks of Flour. The excitement in the trade to-day renders quotations difficult. There are not any sellers under those given for the various articles, but of course buyers are not yet prepared to come forward freely,—still, in some instances, full rates have been paid; for the above reason it is impossible to particularize. WHEAT per Barrel of 280 lbs. White 26 0 26 6 Foreign 25 0 25 6 Red 23 0 23 0 Hamburg 22 0 22 0 Shipping 22 0 22 0 Bran 22 0 22 0 Prepared Mill 22 0 22 0 Bran 22 0 22 0 Shipping 22 0 22 0 BARLEY per Barrel of 24 lbs. Malting 17 0 18 0 Grinding 13 6 14 6 OATS per Barrel of 196 lbs. Prepared White & Tawny 00 0 00 0 Black 12 3 12 6 Foreign 12 9 13 0 INDIAN CORN per Barrel of 280 lbs. Odessa & Galatz 19 6 20 0 Egyptian & other 19 0 19 6 Damaged 12 6 13 0 FLOUR per Sack of 49 lbs. Superfine 35 0 36 0 Thirds 25 0 25 0 Fines 32 0 33 0 0ATMEAL per Ton (new) 513 0 0 513 0 INDIAN MEAL per 280 lbs. 18 0 18 0 BEAN per Barrel of 34 lbs. 3 10 4 0 CATTLE AND SHEEP.—We have had rather large shipments of cattle during the past week; our exports were 245 head of cattle and 156 sheep. BUTTER.—The quantity at the Market-house on Saturday was 237 firkins, and to-day 12 firkins. The price ranges from 120s. to 125s. The export is becoming more liberal, and increased last week to 2,220 firkins. PIGS.—The only fair of consequence was that of Newbridge, on Saturday, at which there were about 800 pigs. Prices ranged from 50s. to 51s. Jobbers' lots were sold to-day at 49s. 6d. to 51s. The exports last week were greatly deficient, and were 1,211 bites of Bacon, 290 casks Lard, and 1,155 live Pigs. Pork Pigs 45s 0d to 46s; Haddock Lard 70s to 06s Bacon do. 50s 0d to 51s; Keg do. 60s to 06s Hams 68s to 70s; Cask do. 45s to 00s Bacon Middles 56s to 60s; Offal 28s to 30s Heads 28s to 29s; Feet 8s to 10s. RETAIL MARKETS. MEAT.—Beef, 5d to 8d per lb; mutton, 7d to 8½d per lb; veal, 5½d to 8d; pork, 5d to 0d, hams 8d to 8½d per lb; bacon, 7½d per lb; lamb, per qr., 5s to 6s. FISH (fresh).—Turbot, 10d per lb; sole, 7d per lb; haddock, 2s. 6d.; cod, 2s to 4s each; eelsters—Milford Haven—4s 0d per hundred; Passage, 4s 0d per hundred; Salmon, 1s 8d per lb.; Newfoundland fish, 1s to 20s. EGGS, 6½d per dozen; wholesale, 4s 8d to 4s 10d per 120. BUTTER (fresh), 1s 3d to 17d; salt, 11d to 14d per lb. TALLOW, per cwt., 54 9d. HEMP, 32s to 36s per cwt. HAY, 60s 0d per ton. STRAW, 40s per ton. HORSES, 24s to 0s per ton. WAGGONS, 12s 6d. HIDES.—Cowhides, 35s to 37s 4d per cwt.; heifer-hides, 35s; calfskins, 3d to 4d per lb.; kips, 3d to 3½d per lb. WOOL.—Hoggs' 21s to 22s 0d; wadders, 20s to 22s 0d; skin wool, 19 0d to 22s. LUMBER.—Red Pine 60s to 65s per ton; Yellow Pine per ton, 40s to 45s; 12 x 9 x 3 Deals, £14 10s to £19 per hundred. COALS.—15s to 16s per ton. POTATOES, 6d to 5½d per stone. BREAD (Best), 5½d; (household per 4lb), 5½d loaf. WHISKEY (O.P.), 12s 6d to 15s 0d per gallon. DUNGARYAN MARKETS—APRIL 23. There were moderate supplies of butter at our market during this week, and prices advanced very much. 11s to 12 s per cwt. the current rates to-day. Scarcely any wheat in this week, and only limited supplies of oats and barley. The following are the current rates to-day:—White wheat, 23s 0d to 24s 6d per bbl.; red do., 10s 6d to 00s 0d; oats, 12s to 12s 6d; barley, 12s 0d to 13s; Indian meal, 18s to 18s 6d per sack. YOUGHAL GRAIN MARKET—APRIL 21. Prices for the past week incline upwards. The following are the quotations:—White wheat, 22s 0d to 23s 9d; red do., 21s 0d to 22s 6d; barley, 11s 0d to 13s 0d; oats 11s to 12s. CORK CORN MARKET. APRIL 21.—14 white wheat, 25s 6d to 07s 0d; 16 red wheat, 20s 0d to 23s 0d; 149 barley, 11s 6d to 16s 6d; 267 oats, from 12s 0d to 12s 8d; 23s do., 12s 8d to 14s 6d; turnips, 12s 0d to 14s 0d; 4 pork pigs, 33s 0d to 41s 0d; carrots, 00s 0d to 00s 0d. CLONMEL MARKETS—APRIL 23. Wheat shipping, per stone, 1s 1d to 1s 1½d; do milling per do., 13½d to 1s 2½d; do white, per do., 1s 2d to 1s 3d; oats, white, per bbl, 12s 1d to 12s 3d; do black, per do, 12s 1d to 12s 2d; barley, malting, per do, 14s 0d to 13s 0d; do grinding, per do, 12s 0d to 15s 0d; superfine flour, per bag, 27s 0d to 28s 0d; house-hold do, per sack, 29s 0d to 30s 0d; thirds, do, per do, 22s 0d to 23s 0d; fourths, do, per do, 00s 0d to 00s 0d; bran, per brl, 5s 0d to 0s 0d; pollard per do, 5s 2d to 0s 0d; oatmeal, per ton, £12 10s 0d to 00s 0d; wholemeal, per do, £9 0s 0d to 500 0s 0d; Indian meal per do, £7 2s 6d; butter, 120s to 126s per cwt. THE LANDED INTEREST.—Those who may, at this season, be improving the enclosure of their grounds and policies, shall have sent them, post free, on application, the wholesale price list of iron and wire fencing, plain and ornamental—for ornamental, horses, cattle, and sheep, wire netting, and general ornamented wire work, published by the subscribers for the month of April. Their wire netting is of the finest description, manufactured for pheasants, poultry yards, young plantations, and shrubberies, and should be made a trial of. The prices in the list being wholesale, shall be found to be much under those of any other house in the trade—nearly 50 per cent. Those who may be desirous of having these lists sent them early, should give immediate intimation to—Thomas Pearson and Co., 71, Queen-street, Glasgow. (6912) HOLLOWAY'S PILLS.—In bilious and nervous affections, indigestion, headaches, and low spirits, these pills have an effect equally surprising and delightful. They impart tone to the stomach, purify the blood, correct the secretions, and renovate the whole system, with such rapidity, and so effectually, that nothing in the form of medicine has ever before worked so much like magic, and as potent as benign and safe, being composed of rare balsams, without a particle of mercury. They are, therefore, as safe as they are efficacious. Directions for the guidance of patients in the use of this invaluable medicine are affixed to each box.

Mr. J. A. Blake, M.P., having been called on, came forward amid loud cheers, to second the resolution. He said he would not detain them by making a speech, as he considered that at a business meeting the less talking there was, except as to the case in hand, the better. Moreover, he thought it likely that he would have exercised enough in speechmaking in a very short time (laughter and cheers). He was glad to see Mr. Lever in Waterford, and seconded with pleasure the resolution proposed by Mr. Hassard. It was not the first time Mr. Lever and he had met, for he accompanied him in the India Empire's trial trip from Southampton, and it fell to his lot, though a very humble member, to speak to the toast of the House of Commons on that occasion (cheers, hear). This was the commencement of the undertaking, when his prospects were rather gloomy (hear, hear). It was in Mr. Lever's recollection that in speaking of the scheme and its claims upon the country, he (Captain Edmonds) said he petty jealousy would prevent him from giving the Galway project his support, as he considered it to be of national character (loud cheers). He was sorry to see some opposition to it from the representatives of other localities, but he was certain that so far as Waterford was concerned they would support the Galway project, station, if it were for no higher consideration than that of their own interests, which would be advanced by the complete success of the enterprise (cheers). Mr. Lever seemed to think that members of parliament, at least those from sea port towns and maritime counties, ought to be nautical men. In order to show that he was in some degree qualified to enter for that competitive examination, he would make this remark. They had already one line of communication with England via Holyhead. Mr. Lever was going to give them another via Milford; and he (Captain Edmonds) would do his best to assist in making England and Ireland, last to each other, both ahead and astern (cheers and laughter).

Mr. J. Walker, C.E., gave some explanation with respect to the removal of the bar at the mouth of the port and the dredging of the river. The resolution was passed by acclamation. Mr. Lever returned thanks, and expressed a hope that the meeting would give him their support, not only in words but in deeds (cheers). The Earl of Huntingdon was called to the second chair. On the motion of Capt. Johnson, seconded by Alderman Carroll, the cordial thanks of the meeting were voted by acclamation to the Mayor for his dignified conduct in the chair. The meeting then separated. BANKRUPTS. John M'Swiny, of Killarney, county of Kerry, wholesale spirit dealer, to surrender on Monday, the 22nd of May next. Martin Kenn, 192, Great Brunswick-street, city of Dublin, coal merchant, to surrender on Monday, the 2d of May next, and on Tuesday, the 24th of May. George John Flood, of No 28 Gattou-street, in the city of Dublin, wine and spirit dealer, and trader in cigars, to surrender on Wednesday, the 27th of May next, and on Friday, the 29th of May next. George Parrott, David Webb, and Francis Lisabe, of No. 3 Dame-street, in the county of the city of Dublin, general agents, trading as Parrott and Company, to surrender on Wednesday, the 27th of May next, and on Tuesday, the 24th of May next. DUNMORE EAST.—Strong N.E. winds. Pot in windbound, schooner Friends, of Waterford, Corbin master, and smacker Recovery and William—the latter from Dublin laden with potatoes.

Waterford Harbour.

THE Commissioners for Improving the Port and Harbour of Waterford, desire to receive Sealed Communications containing Plans, Specifications, and Estimate of Cost of erecting a Look-out House at Red Head, a mile to the Westward of Dunmore East. Each Tender should state the price for which the party will erect the House. It must not exceed Fifty Pounds. Tenders are to be addressed to the Commissioners and marked "Red Head." They will be opened at the Commissioners' Monthly Meeting to be held at Twelve o'Clock on WEDNESDAY, the 11th of MAY. JOHN FARRELL, Secretary, Waterford Harbour Commissioners. Ballas Office, 20th April, 1859. (6933)

The China Tea Company of London is incorporated by Act of Parliament, has a large body of respectable Shareholders, with ample Capital, enabling the Directors to offer to the Public greater advantages than any other establishment in the Trade. CHINA TEA—PURE, UNADULTERATED.

THESE well-known Teas, which are always of a uniform quality, and have been held in such high estimation for upwards of twenty years, may be had of the under-mentioned Agents, who are constantly supplied, direct from the Company in London. It is only by comparison of Tea, at a given price, with that usually sold at the same rate, that its relative value can be correctly ascertained. On such a test, the Directors confidently rely, looking always to quality as their first consideration, and they guarantee that the Teas are free from any artificial dye, or adulteration of any kind. WATERFORD... Mr. F. T. Howard, 93, Quay. Do... Mr. W. Bishop, 7, Barronstrand St. ARKLOW... Mr. Henry Dillon, P.O. CARLUCK-ON-SUIR... (Vacant.) CLONMEL... Mr. M. A. Keilv, Bagwell-street. CLOGHERN... Mr. P. Hackett. CAPPOQUIN... (Vacant.) CORK... Mr. B. G. Martin, 29, Prince's-st. CHARLEVILLE... (Vacant.) DUNGARVAN... Miss B. Walsh. DUNMORE... (Vacant.) KILKENNY... Mr. W. J. Douglas, Bookseller. Do... Mr. Wm. Wade, Confectioner. MULLINAVAT... Mr. T. Ryan. NEW ROSS... (Vacant.) LISMORE... Mrs. M. Green, Post Office. TULLOW... Mr. John Tallon. TIPPERARY... Mr. William O'Leary, Main-st. TRAMORE... Capt. William Fry, Hotel. YOUGHAL... Mr. John Hay, Stamp Office. WEXFORD... (Vacant.) ADDITIONAL AGENTS WANTED. Application to be made to the Secretary, at the Company's office, 52, Drury Lane, London, W.C. The Agents marked thus * have a constant supply of the celebrated CUMSEAW TEA, now so much in demand. WM. P. MOORE, Secretary.

ADELPHI HOTEL, WATERFORD, JOHN POWER, Proprietor.

THE above Hotel has been recently established at the ADELPHI TERRACE, adjoining the County and City of Waterford Club. Families and Gentlemen visiting Waterford will find that it affords every facility and comfort, combined with strict economy of charges. The arrangement for Families will be found exceedingly satisfactory. The Coffee Room is most commodious, capable of Dining Fifty Persons, and is replete with every comfort. The situation is one of the most desirable in the city, the locality being quiet and free from bustle, commanding a splendid view of the River Suir (which runs almost at its base), as well as the beautiful scenery at the opposite side of the River; it is also within a few minutes' walk of the different Railway and Packet Stations, viz., the Waterford and Limerick, Waterford and Kilkenny, and Waterford and Tralee Railways, and the Liverpool, Milford, and Bristol Steam Packet Offices. The Proprietor begs to assure all those who shall honor him with their patronage, that nothing shall be wanted to ensure their comfort and convenience. Superior Wines, Spirits, with Bass's celebrated Ale, always in readiness. Private Sitting Rooms for Parties of Ladies. Refreshments of all kinds at moderate charges. The strictest adherence to cleanliness is observed. Breakfasts, Dinners, &c., for Families or Private Parties, on moderate terms, attended to as usual. The Proprietor has also annexed a large Stabling Department, where Post Horses Inside, and Outside Cars, and Carriages of every description can be had at the shortest notice. A Night Porter always in attendance. Waterford, Nov. 1st, 1858. 6112

Sewing Cotton. Being the Manufacturers and Patentees of the SEWING COTTON

Which obtained the First Prize Medals both at London and Paris. WE BEG to warn ladies against the various imitations of our Patent Glace Reels, and trust they will carefully examine the Tickets. One on end will be found our name "BROOK'S" and Crest—a Goat's Head; And on the reverse, "The only London, and First Paris Prize Exhibition Thread." Low qualities of Cotton can receive an apparently good finish, if much stiffened; but none but the very best will bear the friction of the needle, or retain its strength after washing. Ladies, profiting an unglazed thread will find our Prize Nine, Six, and Patent Cord, mending and Crochet Cottons, of very superior qualities. The guaranteed lengths are marked on all our Reels. JONAS BROOKS & BROS. (6511)

THE ENGLISH AND IRISH CHURCH UNIVERSITY ASSOCIATION SOCIETY. Offices—4, Brasenose Square, Charing Cross, 90, High-street, Oxford, and 11, Grafton-street, Dublin. TRUSTEES. The Right Hon. the Earl of Yarborough, Thomas W. Booker Blakemore, Esq., M.P. for Herefordshire. Edward Bullock, Esq., M.A. (Ch. Ch., Oxford), late Common Sergeant of London. Rev. J. E. Cox, M.A., F.S.A., St. Helen's, Bishopsgate. EVERY description of Life Assurance undertaken at moderate rates. Immediate, Deferred, and Contingent Annuities and Endowments, Tables of Rates, Forms of Application for Shares and Assurances, and every information, may be obtained on application to the Local Secretary, JOHN WHITTINGTON, Esq., Agent for Waterford—J. L. HONEY, Esq., Registrar. Local Director—Rev. THOMAS GILBERT, Esq., Water-street. Medical Officer—JOHN ELLIOTT, Esq., M.D., Water-street [3994]

GALWAY AND NEW YORK, CALLING AT ST. JOHN'S, NEWFOUNDLAND. The Shortest and most Direct Route to America by the Atlantic Royal Mail Steam Navigation Company's Powerful Steam Ships. FROM GALWAY.

(Irassia... April 18th Adelaide... April 30th Prince Albert... May 28th THROUGH FARES. Passengers booked for NEW YORK from any of the PRINCIPAL TOWNS in the United Kingdom at ONE FARE, viz.:— First-class, £18. Second-class, £10 0s. Steerage, £7. From GALWAY. First-class, £16 16s. Second-class, £9 9s. Steerage, £6 6s. (Including Steward's Fee and Provisions, but without Wines or Liquors, which can be obtained on board.) Freight from Galway to New York 50s. per ton and 5 per cent. The company being under Postal Contract with the Government, the prepayment of letters is optional on the part of persons sending them by the vessels of this Line. All letters should be addressed, per Steamer, (name of steamer,) "via Galway." For Freight and further particulars apply to BAKE, ADAM & Co., 8, Philpot Lane, London; or ANTHONY JACKSON & Co., 5, King Street, Waterford (6314)

MAIL STEAMERS TO NEW YORK, DIRECT.

THE LIVERPOOL, NEW YORK, and PHILADELPHIA STEAM-SHIP COMPANY intend despatching the Full-Powered Iron Screw Steam Ships, carrying the United States Mails. From LIVERPOOL to NEW YORK, as follows: City of Washington... Wednesday, 13th April. Kangaroo... 27th City of Baltimore... 11th May. And each alternate Wednesday. Cabin Passage—15, 17, and 21 Guineas, according to the accommodation. Forward Passage 8 Guineas, including Provisions. Passengers for CANADA, and the UNITED STATES, booked through on very advantageous terms. For further particulars apply to WILLIAM INMAN, 22, Water-street, Liverpool, Or to ANTHONY JACKSON, King-street, Waterford

STEAM COMMUNICATION BETWEEN IRELAND AND AMERICA.

The LIVERPOOL, NEW YORK and PHILADELPHIA STEAM-SHIP COMPANY'S STEAM SHIP "VIGO." 1935 tons, Captain P. McGUIGAN: Will sail from BELFAST for NEW-YORK on Wednesday 4th May next, Calling at CORK, (QUEEN'S OWN), which Port she will leave for NEW YORK direct, On Friday, 6th May. Returning from New York, to Liverpool, calling at Cork on the 28th May. Freight on Fine Goods £3 per ton of 40 cubic feet. Coarse Goods by Agreement. PASSAGE MONEY.—Cabin, 15 Guineas. Steerage 6 Guineas. Including a full supply of cooked provisions. Further sailings will appear in a future Advertisement. For further particulars apply in B'fast to JOHN McLE, at the Company's Offices, 103, Victoria-street in Queenstown to C. and W. D. SEYMOUR and Co., and in Liverpool to WILLIAM INMAN, 62 and 63, Tower Buildings South, 22 Water street. GEORGE FETHERSTON, Clonmel. A. JACKSON & Co., Waterford. (6886)

STEAM TO AUSTRALIA UNDER 60 DAYS. PASSAGE MONEY £14 AND UPWARDS.

To the consignment of BRIGHT BROTHERS, AND CO., MELBOURNE.

BLACK BALL LINE OF BRITISH AND AUSTRALIAN EX-ROYAL MAIL PACKETS, AND EAGLE LINE OF PACKETS.

In conjunction with the Celebrated Auxiliary Steam Clippers, GREAT BRITAIN and ROYAL CHARTER, Appointed to Sail Punctually, From LIVERPOOL on the 5th and 15th of each MONTH. THE ABOVE IN ADDITION TO BEING THE ONLY LINE WITH STEAMERS OUT OF LIVERPOOL, IS COMPOSED OF THE LARGEST, FINEST, AND FASTEST MERCHANT SHIPS IN THE WORLD. Ship. Regr. Bur. Capt. Date. SIR WM. EYRE. 1315. 3590. Jop. 5th May. ROYAL CHARTER. 2164. 3000. Taylor. 15th May. MORNING LIGHT. 2377. 5000. Gillies. 5th June. GREAT BRITAIN. 1763. 5000. Gray. 15th June. GREAT BRITAIN OCEAN CHIEF, INDIAN QUEEN, BRITISH TRIDENT, GIPSEY BRIDE, CHAMPION OF THE SEAS, DONALD M'KAY, MARCO POLO, EAGLE, SALDANHA, METEOR, MO' TROENCY.

THE above celebrated Steam and Sailing Clipper Ships, forming the only lines honoured by a visit from Her Majesty the Queen, and so well known for their rapid passages, punctuality in sailing, and splendid accommodation unsurpassed by any ships in the world, will continue to sail regularly between Liverpool and Melbourne, thus affording to Passengers and Shippers, the most unrivalled advantages. The Commanders are men of experience and noted for their kindness and attention to Passengers. The Cabin accommodation is most superior, the Saloons being elegantly furnished with every requisite to insure comfort to passengers, and are supplied with Beds, Bedding, &c. Parties wishing to bring their friends home from Australia, can obtain Tickets for these ships leaving Australia every Month. Apply to GIBBS, BRIGHT, & Co., Merchants, to JAMES BAINES & Co., Liverpool; or to MICHAEL DOWNEY, Quay, Waterford. 3107

Pure Colza Oil, To be had at COMMINS & CO. Wholesale, Retail, and House-Furnishing Ironmongers. No. 66, Quay, and 5, Barronstrand-street, WATERFORD.

STEAM TO AUSTRALIA UNDER 60 DAYS. PASSAGE MONEY £14 AND UPWARDS. Black Ball Line of BRITISH & AUSTRALIAN EX-ROYAL MAIL PACKETS

EAGLE LINE OF PACKETS, Sailing from LIVERPOOL on the 5th and 15th of every MONTH.

PACKET of the 15th MAY, THE Liverpool and Australian Navigation Company's Magnificent Steam Clipper ROYAL CHARTER, 2,719 Tons Register, 20 Horse-power. This Celebrated Clipper has made five passages to Melbourne—

1st Voyage in 69 Days, 2nd Voyage in 64 Days, 3rd Voyage in 62 Days, 4th Voyage in 63 Days, 5th Voyage in 64 Days, and earned a reputation for speed unequalled by any other Steam Clipper in the world. Under canvas alone she has frequently maintained, for several successive days, a speed of upwards of 400 miles in 24 hours. Her Saloon arrangements are perfect, and combine every possible convenience—Ladies Boudoir, Baths, &c.; and her noble passenger decks, lighted at intervals of six feet by sideports, afford unrivalled accommodation for all classes. Apply to GIBBS, BRIGHT & Co., Merchants, 1, North John Street, and JAMES BAINES & Co., Tower Buildings, Liverpool, or to their Agents. 6:05

PASSAGE MONEY—£14 AND UPWARDS. HERSEY LINE OF AUSTRALIAN PACKETS, Sailing from Liverpool to Melbourne on the 25th of every Month.

And forwarding Passengers by Steam at Through Rates to Sydney, Adelaide, &c. FLORENCE NIGHTINGALE, Holmes, 1188 2500 BLACK EAGLE, Davies, 1557 3500 LILLIES, Bell, 1450 3000 The "FLORENCE-NIGHTINGALE" is now on her second voyage, and has just returned from Melbourne, via Akyab. She took out 400 passengers last voyage, all of whom were landed in excellent health; and her commander received most flattering testimonials for the kindness he displayed. Her 'tween decks are nearly ten feet high, and ventilated and fitted in a most superior manner. The Cabins are furnished in the most elegant manner, and replete with every convenience. For freight or passage apply to EDMUND THOMPSON & Co. 20, Water-street, Liverpool;

Bones, the best Manure for Spring Corn, Turnips, &c.

GREAT REDUCTION IN THE PRICE OF LAWES' SUPERPHOSPHATE OF LIME. LAWES' SUPERPHOSPHATE OF LIME, made of firm Bones, has stood the test of many years, and is proved to be equal in quality to any manufactured. As a Manure for Turnips, it has been found to answer, as well as Peruvian Guano, at about half the cost, and is highly approved for Barley, Oats, Potatoes, &c. For proofs of its effects in this locality, the advertisers refer to testimonials in their possession. To be had only from Mr. DAWSON A. MILWARD, Tullagher, New Ross. Mr. GEO. WHITE, Waterford. (6835)

Important to every man who keeps THORLEY'S FOOD FOR CATTLE, 77, NEWGATE STREET, LONDON. Beware of spurious imitations.

Peruvian Guano.

THE present price of this valuable Manure is— £12 per Ton for 30 Tons and upwards, £13 6s. per Ton for 1 Ton up to 30 Tons. And, to guard against the purchase of adulterated mixtures and of inferior Guano purporting to produce results equal to Peruvian, consumers are recommended to apply either to ourselves, to our agents, Messrs. Gibbs, Bright, and Co., of Liverpool and Bristol, or to dealers of established character, in whose honesty and fair dealing they may have implicit confidence. [6866] ANTHONY GIBBS & SONS.

WATERFORD MILLION PAPER and ENVELOPE MAKER, 208, HIGH HOLBORN. No charge for stamping and a saving of all die in the pound. Good cream-laid note paper, five quires 6d; super thick do, 5 quires 1s; black bordered do, 5 quires 1s; India note, 5 quires 1s; Sermon paper 4s 6d; letter or draft, 4s; straw paper 3s; and foolscap 6s 6d per ream; useful cemented envelopes 4d per 100; office envelopes 5s per 1000, or 10,000 at 48s; the Queen's head envelopes, 9s. per dozen; 100 super cards printed for 1s 6d; good copy books 1s 8d per dozen. A Patent Regulator Pen for all hands 1s. per box (post free). Price lists sent post free. Orders over 25s carriage paid to any part of the country. Trade supplied. Arthur Grainger, Manufacturing Stationer, Printer, etc. 208, High Holborn, London.

IMPORTANT ANNOUNCEMENT. Metallic Pen Maker to the Queen. JOSEPH GILLOTT

BEGS most respectfully to inform the Commerce generally that, by a novel application of his unrivalled Machinery for making Steel Pens, and, in accordance with the scientific spirit of the times, he has introduced a NEW SERIES of his useful productions, which for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and, above all, CHEAPNESS IN PRICE, he believes will ensure universal approbation, and defy competition. Each Pen bears the impress of his name as a guarantee of quality; and they are put up in the usual style of boxes, containing one gross each, with label outside, and the fac-simile of his signature. At the request of persons extensively engaged in tuition, J. G. has introduced his Warranted School and Public Pens, which are especially adapted to their use, being of different degrees of flexibility, and with fine, medium, and broad points, suitable for the various kinds of writing taught in schools. Sold Retail by all Stationers, Booksellers, and other respectable Dealers in Steel Pens.—Merchants and wholesale Dealers can be supplied at the Works, Graham-street; 96, New-street, Birmingham; No. 91, JOHN-STREET, NEW YORK; and at 37 GRACECHURCH-STREET, LONDON. [6124]

TO PARTIES FURNISHING. Our Stock of House-Furnishing Ironmongery, comprising every article in IRON MONGERY, BRUSHES, &c. IS THE LARGEST, CHEAPEST and BEST Selected Stock in the south of Ireland.

Parties Furnishing should call and see it, previous to Furnishing from elsewhere. COMMINS & CO. Wholesale and Retail House-Furnishing Ironmongers 66, Quay, and 5, Barronstrand-st., WATERFORD. Detailed Catalogues per post, free.

Iron, Tin, and Copper Smiths, Plumbers, &c., &c. None but First-rate Workmen Employed. COMMINS & CO. Wholesale and Retail House-Furnishing Ironmongers 66, Quay, and 5, Barronstrand-st., WATERFORD. Estimates may be had for any Work in the above Trades.

ELECTRO-PLATE AND NICKLE SILVER

Those Materials, which have now nearly superseded the use of Silver, we beg to offer, of Warranted Quality, manufactured into the following Articles:— ENGAGED PLATED GOODS, ON SOLID NICKLE, In Tea Sets, Cake Baskets, Waiters, &c. Salvers of all size; Corner Dishes, with Embossed Edges, in sets; Liqueur, Pickle, Egg Cup and Ornel Frames; Wine Funnels, Coasters, Snuffers and Trays; Table and Chamber Candlesticks; Dessert Knives and Forks in Cases; Spoons and Forks; Soup, Sauce and Toddy Ladles; Fish Trowels; Sugar Tongues; Butter Knives; Marrow Spoons; Asparagus Tongues; Pickle Forks; Crumb Knives.

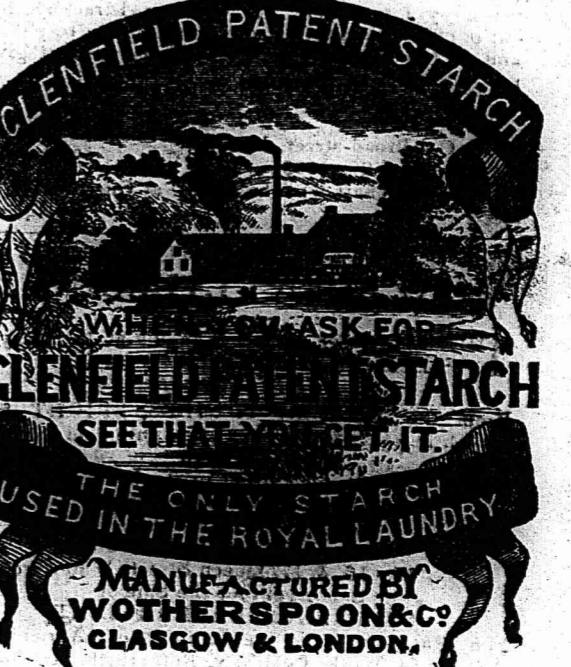
Detailed Catalogues forwarded per post, free. COMMINS & CO. Wholesale and Retail House-Furnishing Ironmongers 66, Quay, and 5, Barronstrand-st., WATERFORD.



THE WELL-KNOWN SIRE, Tiptoe Cider. AT HOME for 1859 in Mondays and Tuesdays at New Ross; on Wednesdays and Thursdays at Mr. Laurence Doherty's, Waterford; on Fridays and Saturdays at Cragg Farm, near Carrick-on-Suir. Terms—Service, £1. Groom's Fee, 2s 6d. (6908)

JOHN CASSELL'S COFFEES CELEBRATED FOR THEIR GREAT STRENGTH AND FINE AROMATIC FLAVOUR.

THESE CHOICE COFFEES have secured the most wide-spread reputation. Their great superiority is acknowledged by the many thousands of families throughout Ireland, who for many years have constantly used them. They are secured in canisters and air-tight packets, and reach the consumer in the highest state of perfection. Sold at 1s., 1s. 4d., and 1s. 8d., per lb., in quantities from 2 oz. to 1 lb., by the following Agents in this District: Waterford, J. Barton, 16, Little George s-street. Clonmel, Jacob and Co., Tea Dealers. Wexford, John Cooper, Grocer. Duncannon, E. Shannon. Cork, J. Langlands & Co., 11, Bridge-Clotheson. James Atkins, Grocer. New Ross, Agent wanted. Clonmines, do. do. Dungarvan, do. do. Kilmacomas, do. do. Carrick, do. do. Knoctopher, do. do. Thomastown, do. do. Callan, do. do. IMPORTANT AGENCY. Agents wanted in every town and district for the sale of JOHN CASSELL'S COFFEES, (where there is not one already). Full particulars sent free by post on application to John Cassell & Co., 80, Fenchurch-street, London, or to George Oldham & Co., 64, Dame-street, Dublin.



WHITENING WASH FOR GLENFIELD PATENT STARCH SEE THAT YOU GET IT. THE ONLY STARCH USED IN THE ROYAL LAUNDRY. MANUFACTURED BY WOTHERSPOON & CO. GLASGOW & LONDON. [6124]

THE GUINEA COAT and VEST introduced by B. HYAM...



SPRING OVERCOATS.—B. HYAM has brought out new and improved designs...

SPRING INVERNESS and SLEEVE CAPES.—B. HYAM invites special attention to his new collection...

SPRING UNDER COATS.—B. HYAM's style in Dress and Surtout Coats are infinitely graceful in design...

SPRING TROUSERS AND VESTS.—B. HYAM has introduced a diversity of new and Seasonable patterns...

SPRING CLOTHING FOR THE YOUNG.—All who would dress their children fashionably, becomingly, and cheaply...

THE NATIONAL BANK.—Notice is hereby given, that the TWENTY-FOURTH ANNUAL GENERAL MEETING...

IMPORTANT TO AGRICULTURISTS.—The Subscriber is now Landing at the Quay, Ex "ELEANOR," a Car of Peruvian Guano...

TO BE SOLD BY AUCTION.—On SATURDAY, the 30th Inst., at the CHAMBER of COMMERCE, Waterford...

DRAPERY DEPARTMENT.—We have Added considerably to our Stock of General Drapery...

COUNTY OF KILKENNY, NEAR WATERFORD.—To be Sold, THE Interest in the Lease of Kilmacow Mills...

Lismore Union.—NOTICE TO GASFITTERS.—The Guardians are anxious to receive Tenders for erecting the necessary fittings...

Great Demonstration.—At a Meeting for the creation of Postal Facilities between this and Milford...

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HOLLOWAY'S PILLS.—A Boon to the Sick! The want of a certain medicinal preparation to meet the many "ills that flesh is heir to..."

Indigestion.—The great scourge of this country, as of most others, yields quickly to a course of these invaluable pills...

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Sick-Headache with Loss of Appetite.—A certain cure for Coughs and Colds. The cause of half the diseases to which humanity is liable is the mode of treating the human system when attacked with these disorders...

Complaints Incident to Children.—In no country in the world are more children carried to an early grave than in this. Cough, measles, scarlatina, fevers, and diseases attack the little sufferers...

Ague, Anemia, Bilious Complaints, Blisters on the skin, Bowel Complaints, Colic, Constipation of the Bowels, Consumption, Debility, Dropsy, Dysentery, Erysipelas, Female Irregularities, Etc.

Stone & Gravel, Secondary Sympoms, The Doublureux, Tumours, Ulcers, Venereal Affections, Worms of all kinds, Weakness, from whatever cause, &c., &c.

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