

's denied admittance. It has the same effect upon society on shore that it has upon ships afloat, in the eyes of underwriters. The expenses of one and the premiums of the other are proportionately lessened.

**ILLNESS OF THE POPE.**—A letter from Bologna, quoted by the *Daily News*, says that the Pope had experienced a slight attack of epilepsy, a malady to which he was subject in his youth.

Attempts have recently been made at several places in the Roman States—Faenza, Ancona, and Sinigaglia, to get up agitation against the Pope. The movement is attributed to the machinations of Austrian agents.

**BELGIUM.—FOOD RIOTS.**—Private letters from Belgium are of a most alarming tenor. It has been with great difficulty that the stores of some of the principal merchants in Antwerp have been preserved against the attacks of the populace. A letter from Malines mentions that the inhabitants of the district were living in constant dread of outbreaks and attacks on property, and especially on the stores of corn merchants and provision shops. The prices continued to rise. In consequence of the overwhelming influx of mendicants from Flanders into Brussels, the Government came to the resolution of removing them all back to their respective communes. The Brussels journals of the 6th present a mournful picture of this operation. At six in the morning of that day upwards of 1000 of these poor creatures were marched out by the gate leading to Halle, escorted by gendarmes and other policemen the sick and infirm being put into three large waggons.

**GERMAN EMIGRATION.**—In various parts of Germany the impulse of emigration has gathered strength lately, and it was become a serious question how to facilitate the transport and settlement of the emigrants.

All the inhabitants of the town of Egelsbach, in the Grand Duchy of Hesse Darmstadt, 1,400 in number, have requested permission to be allowed to emigrate to the United States.

**DENMARK.**—The King has determined to grant a constitution to his subjects. Instead of proceeding by ordinance, he has convoked at Copenhagen a commission of 28 members, elected by the state assemblies.

The Pope has ordered general gas works to be constructed beyond the walls of Rome, in order to light the streets and supply private consumers.

The Queen of the French has forwarded some articles to be sold at a grand bazaar, which is to be opened at Cheltenham, in aid of the distressed Irish.

The Norwegian herring fishery for this year is ended, and on the whole 250,000 tons have been put into salt.

A crisis seemed to be imminent in Spain. The Queen mother had gone to France,—the young Queen having quarrelled with her husband, had chosen a lover, a General Sarrano; she seems totally incompetent to govern, and possesses all the weaknesses and vices of her race.

**PARLIAMENTARY.**—The Ten Hours' Factory Bill was likely to be passed. Leave to bring in a Bill for the abolition of capital punishment was refused on a division: Ayes, 41; Noes, 81; Majority against it, 40. Bills for the abolition of transportation as a punishment, have been introduced to the House of Lords by Earl Grey. The intention of the Government comprise the following particulars:—"Transportation as a punishment is to be totally abolished; the prisoners sentenced to that punishment will be retained at home, and subjected to separate confinement in the prisons of the United Kingdom, for various terms not exceeding eighteen months; they will then be employed on a penal class of public works; and, finally, they will be pardoned conditionally—the condition being their exile from this country for the remaining term of the original sentence. The pardon, of course, is to be made dependent upon the conduct of the prisoner." In the course of one of the debates on Ireland, Lord John Russell paid a just tribute to the benevolence of the people of the United States. His Lordship said, "I wish to take this opportunity to say, for the satisfaction of my own feelings, that I have observed with great pleasure the noble and munificent subscriptions in the United States of America for the relief of distress in Ireland, (loud cheers.) I think it is not improper in this House for me, as a British subject, to say that I am extremely gratified that, mindful of our common origin, the people of the United States are making exertions in a most charitable spirit to raise subscriptions for this object." (great cheering.)

A discovery has now been perfected by Mr. S. R. Parkhurst, a gentleman of great mechanical ingenuity, which must supersede

the existing modes of steam propulsion, and revolutionise the traffic by sea. This invention is secured by patent in Great Britain and all her colonies, the United States, France, and all other parts of the world. It is not merely original, but, like most useful inventions, remarkably, nay, beautifully simple. The advantages are threefold—a greatly increased rate of speed, a vastly increased power of stowage, by the reduction of the present cumbersome machinery in the holds of steamers, and reduced expenditure in the cost of the engine-power.

The greatest activity prevails in the ship-builders' yards at Sunderland, in consequence of the extraordinary demand for new vessels, to be engaged in the timber and corn trade.

Trade is reviving in Paisley—so much so that the relief committee expect to be able to cut off two hundred portions per day of soup kitchen supplies.

The central relief committee of the Society of Friends in Dublin have received £7,000, per Cambria, from their brethren in America.

It is expected that in the spring of 1849, a helmet similar to the one in use in the Prussian service, with the addition of a horse-hair plume, will be taken in wear by the British Infantry.

The total value of the coinage at the Mint between the 13th of February, 1845, and the 13th July, 1846, was £8,124,804 8s; viz., gold, £7,177,770 8s; silver, £947,034.

It is said that Government intend to introduce a bill for the entire prohibition of burials in towns.

The statement of the revenue up to the 5th of April last is most encouraging, when the fearful calamity of the failure of the potato crop is considered. There has been a net increase of £1,533,668 on the year as compared to 1846, and of £403,632 as compared to the first quarter of 1846. An increase has occurred in every branch of the revenue except the taxes and Crown Lands; of this, the Post Office has yielded on the year, £820,000, showing an increase of £52,000; and the quarter, £219,000, showing an increase of £4,000.

The Countess of Elgin, daughter of the Earl of Durham, took leave of the domestics of the household and other dependents assembled at Lambton Castle, on Thursday evening, previous to her Ladyship's departure for Canada to join her husband, the Governor-General.

The total number of poor Irish who have arrived in Liverpool during the present year, is upwards of 90,000. Of these about 30,000 are supposed to have emigrated to foreign countries, and 60,000 either to have settled in Liverpool, or to have gone into the interior.

The packet ship *Rochester*, from Liverpool to New York, on the 18th instant struck on the Blackwater Bank, between Dublin and Wexford. She immediately filled, and it is feared she will become a total wreck. The greater part of the passengers were brought into Wexford by the Arklow, and the remainder were being saved by other boats. The passengers, about 300 in number, were principally mechanics and lower classes, and their appearance at landing was most wretched.

The steamer *Grana Ulc*, was burnt, on Tuesday evening last, on her passage between Liverpool and Drogheda. Many of the passengers were taken off by a smack, but two boatsfull of people, twenty or thirty in number, were drowned. The captain also lost his life. It is not known how the fire originated.

The latest accounts of Mr. O'Connell's health are very unsatisfactory.

**IMMENSE IRON CASTINGS.**—Mr. Napier, of the Vulcan Foundry, Glasgow, is at present fulfilling an order for eight engine bottoms of very large dimensions. These bottoms or soles are immense plates of metal, including condensers, on which the engine cylinders rest; six of them are already cast. It requires several workmen fifteen days to prepare the mould for each bottom. The time required for fulfilling the order will be five months; each of these castings requires nearly fifty tons of metal, and the total weight of the eight bottoms will be between 360 and 400 tons, and all for four steamers, without taking into account the weight of cylinders and other engine appendages. It is said these are the largest castings that have yet been done in Glasgow.

On Saturday week, in compliance with a Government order, one-fifth of the men employed in the Irish public works were discharged, in order that there might be labourers sufficient for agricultural purposes.

The *Curlisle Journal* says there are at present no less than thirty widows keepers of inns in that city.