

broad bench runs along the side; a kettle of stone or iron hangs over a train oil lamp, which supplies the place of a stove or hearth. The windows are formed of the entrails of the whale and seal, instead of glass. The entrance is through a long, narrow passage, through which the hot air escapes, and although there is no door, such a heat is kept up inside that even in the winter the Greenlanders go almost without clothes. A European cannot exist in such stink and stench.

Since the natives subsist principally upon the supplies which the sea affords them, they bestow great pains on the construction of their boats, which they guide and propel with great dexterity. They make clothes and boots, tan leather, build houses and boats, pitch tents, cook and take care of the children, while the man considers it unworthy of him to work; his proper employment is in catching seals and shooting birds. Since there are no rich Greenlanders, the bride brings her husband no other dowry than strong arms. It is, however, customary and proper, that after the betrothal—a matter in which the parents never interfere—she should shut herself up for several days and weep, or run loose among the mountains, whence she is brought back by the bridegroom. Polygamy is allowed, but is only practised when the first wife remains barren; in which case she requests her husband to choose a second. If the man wishes to separate from his wife, he puts on a discontented face for a time and leaves the house without saying where he is going. The woman understands this hint, packs together her property, takes her children and returns to her relatives.

The country would be uninhabitable even for Esquimaux, were it not for the seals, which are as indispensable to them as the reindeer to the Laplanders. Their flesh is eaten, their skins used for clothing and to cover boats and houses, while the fat furnishes light, and fuel. The animal is taken with a harpoon, to the end of which a bladder is fastened. Sea birds also serve as food, and sometimes the boldest couragers make chase after a whale, but only in company with the Danes. They then wash themselves and put on their best clothing, because they think the whale would not suffer them to approach if they were unclean. The labor of cleaning the cooking utensils devolves on the wives, who, in turn, call in the aid of the dogs, and everything is speedily licked smooth and clean. The bill of fare of a Greenland feast runs as follows: dried herring, dried, boiled and half-raw seal's flesh; boiled sea-gulls; a piece of half-putrified whale's tail, (the principal dish); dried salmon; dried reindeer, and billerries cooked with deer's tripe and train oil.

As far as the influence of the Moravians extends, these ideas have for the most part disappeared, as well as the magicians who caught them. Although the Christianity of the converted Greenlanders is still very rude and limited, the labors of the zealous missionaries have borne good fruit. In addition to the Gospel, the latter teach whatever handicrafts the Esquimaux are capable of learning, and protect them against imposition in their trade with foreigners. When Egede came to Greenland, where before him the Dutch whalers had occasionally visited the coast, the natives remarked: "Why are not the Dutch as you are to teach us about God?" Their only speech is "meat! meat! the kettle full!" The trade with Greenland is now carried on by the Danes who send thither annually half a dozen vessels. They take ammunition, knives, axes, needles, arrow heads, some linen and woollen ware, cloth, tobacco, meal, tea and coffee and bring back in return, eider-down, seal skins, whale's teeth, furs, fish-bone and train-oil. The sale of brandy is prohibited. The entire import and export trade of Greenland amounts to about £20,000 annually.

News Department.

From Papers by R. M. S. America, June 22.

HOUSE OF COMMONS, MONDAY, JUNE 19. MINISTERIAL EXPLANATIONS—RESPONSIBLE GOVERNMENT.

Mr. Sturt entered into some explanation regarding his recent exclusion from the Ministry. He had accepted office without conditions, and had devoted his whole time to the performance of its duties. On returning to town after the Whitsuntide recess he was informed by the Premier that certain changes of an important nature had occurred in the Cabinet, and the completion of these changes involved the appointment of another person to the Chancellorship of the Duchy of Lancaster. All the arrangements, he found, were already made in anticipation of his consenting to resign that office. Under these circumstances no objection but resignation was possible, and he, therefore, resigned; but declared, in contradiction to various reports on the subject, that his departure from office

was as perfectly unconditional as his original acceptance had been, and said that he had never been consulted respecting the new Ministerial arrangements before they were accomplished.

Replying to Mr. Bright, Lord John Russell stated that there was no foundation for the rumour respecting a prospective recall of Lord Stratford de Redcliffe.

**BURNING OF THE EUROPA TRANSPORT SHIP, AND LOSS OF TWENTY-ONE LIVES.**—This announcement of this catastrophe, which was communicated to Lloyd's on Thursday 22nd ult., at noon, by telegraph from Liverpool, created great sensation throughout the shipping interest. It took place on the night of the 31st May, in the Chops of the Channel, not far from the spot where the ill-fated Amazon was destroyed, and was attended with very lamentable consequences. The Europa was a fine ship, of nearly 800 tons burthen. She was built on the Thames in 1831, classed A 1 at Lloyd's for six years, and was the property of Mr. Somers, the shipowner, of Blackwall. She was taken up by Government for the conveyance of troops to the East, and, having undergone the necessary survey and equipment for the service, she left the river for Plymouth, her number as a transport being 92. She was originally intended to take out 300 troops, but on reaching Plymouth, on the 23rd May, the order was given for her to convey cavalry horses and men, and she accordingly received on board the 1st division of the Essex Light Dragoons, fifty in number. Colonel Moore, went out in the ship, and two women belonging to the troop. A quantity of ammunition, powder, and shot was also shipped in her. The troop having safely embarked on the 29th, the staff and remainder of the regiment going on in the Lord Rialton and other transport ships, the Europa on the following day was towed out of the Sound into the Channel, the men and officers in the yard, and Admiral Parker with them, cheering loudly, and the soldiers replying with hearty huzzas. She then sailed for the Mediterranean, the wind being westerly. Nothing more was heard of her until Thursday 22nd, when the Arno screw-steamer arrived at Liverpool from Marseilles, which place she left on Friday 15th, and reported, that when off Cape St. Mary she fell in with H. M. steam-frigate Tribune, the commander of which, the Hon. Captain Carnegie, communicated the total loss by fire of the Europa, which took place on the night of the 31st of May, about 200 miles from Plymouth, and that the Tribune had on board part of the survivors. The frigate was on her way from Portsmouth to the Mediterranean, to join the allied fleets in the B. & C. Sea. By this it will be seen that this disaster occurred on the night after the ill-fated ship left Plymouth.

The following is the account of Capt. Gardner, the commander of the transport:—

"On the 31st of May, the military officers were all suffering from sea sickness, with the exception of Col. Moore, who, with myself, had visited the tween decks and lower hold several times that day, and at nine P.M. we went and inspected every position that could be examined in the lower hold. There was no appearance of fire, and we returned to the cabin with the conviction on our mind that the ship was perfectly safe; but scarcely an hour had elapsed before we were startled by the alarm of fire. I immediately ran below, and discovered the fire burning fiercely in the peak, where we had stowed a quantity of lawyers, rope, tar, pitch, varnish, and sail. The officers, seamen, and soldiers were on the spot almost simultaneously with myself, and every one exerted every effort in their power to extinguish the fire. The fore pumps, which had been fitted by orders of the Government to supply the troops with water from the tanks and hats in the hold, had been attached to them, and with those belonging to the ship's pumps were taken below, and the jets directed in and upon the burning mass. The troops also worked vigorously in passing buckets of water to those below to check the progress of the flames, but to no purpose. The tar, pitch, and other combustibles, on igniting, sent forth an overwhelming blaze into the fore hold, firing the bulk of iron which was on board or padding the horse stalls. The heat and smoke now became so great that all hands were forced to quit the lower hold; many were almost suffocated. On reaching between decks we found flames ascending the fore hatchway in huge volumes, cutting off all communication with the fore part of the ship.

As hopes of saving the Europa from destruction were then past, and this, at the furthest, was at half-past ten o'clock, just half an hour from the moment that the alarm of fire was raised, this will show the rapidity the fire gained. The volumes of smoke that rolled up the main and after hatchway overshung the main deck like a cloud—it was most suffocating; and the flames from both hatches chased us on to the poop. I have omitted to inform you that on my first coming on deck I ran the ship away before the wind, in order to near a barque and a brig that were to the leeward of us. The boats were lowered and filled with men. All were got clear except the longboat, which from the beginning I saw it was impossible to get out. The last boat was taken off the skulls on to the poop, from whence we were compelled to launch it to save it from being burnt. It was then about half-past 11 o'clock; the main deck was then in an ignited state, and the masts and rigging aloft were in flames. I still kept the ship before the wind, to near the vessels to leeward and to keep the fire forward.

Nearly all on board had left the vessel by this time. Among them were all the officers of the ship, the adjutant, surgeon, and cornet of the troop, leaving Lieutenant-Colonel Moore, with the veterinary surgeon

and about 28 soldiers, besides myself, carpenter, an ordinary seaman and the crew on the burning wreck. The mainmast went at two o'clock, then the foremast, and the ship rounded immediately afterwards. It was blowing very hard at the time, with a very heavy sea on, raining heavily. I will not further dwell upon this painful moment than to add that, as the ship rounded with head to wind, the fire spread over to where we were and burnt us out, compelling us to seek shelter in any way we could. A number of men took to the wreck of the mainmast; some were lost in attempting to make it. I, with the carpenter got on to the leeward, and found great difficulty in getting under the weather channel and making along the bands to see if there was more unburnt wood to hold on by, but we were driven into the fore chains, the half of which were still unburnt. Suffice it to say, that at three o'clock the boat of the brig Cleopatra, Captain Pike, came up and took us out of the fore chains. The boat also picked up ten men from the spar of the wreck. One man died in the boat. The noble old Lieutenant-Colonel, I regret to say, perished in the wreck. Several troops employed him to leave the ship in the boats, but he would not leave his men, and shared their terrible fate.

**COLONIAL CLERGY DISABILITIES BILL.**—The measure was again down on the orders of the day for Monday, but could not obtain a hearing. It stands postponed to Monday, July 3rd. From the reply of Lord J. Russell to Mr. Ashurst, it seems more than doubtful whether it is not shelved for the present.

Lady Franklin refuses to accept a widow's pension. Sir John, she says, is not dead. Acting however in accordance with the contrary conviction expressed by the Lords of the Admiralty, the Prerogative Court of Canterbury has granted probate of the Will.

**CONVERSION.**—It is said that Mrs. Wines, the wife of the English Consul at Peru, the daughter of the late Daniel O'Connell, is about to enter the Church of England, of which her husband is a member.

RUSSIA AND TURKEY.

**RAISING OF THE SIEGE OF SILISTRIA.**—On the 15th inst, the garrison of Silistria made a sortie, attacked the Russians on all points, and drove them across the Danube.

Pursuing their advantage, the Turks crossed at one of the river, seized the opposite bank, where the enemy had constructed siege works, and from which Silistria had been bombarded. The Russians fled to the Wallachian bank of the Danube, and were compelled to witness the destruction of their batteries.

The Turks brought out their guns and erected batteries on the Bulgarian bank of the river, before the north face of the fortress.

The Russian battalions east and west of Shumla immediately began to recross the river, destroying the bridges as they withdrew.

The garrison on this occasion was assisted by the corps sent from Shumla to its relief by Omar Pasha. Some of the troops of the latter took part in the attack of the 13th, and the junction of the entire corps was effected on the evening of the same day.

There was nothing voluntary or strategic in the flight of the Russians. The defeats which preceded the rout of the 15th had been followed by extensive movements, with the object of reinforcing the besieging corps. On the 12th and 13th it was said at Kalaraeh. "Silistria must be taken speedily and at any cost." The expulsion of the Russians is entirely the work of the Turks.

The Russian army is in a most wretched plight. The men are downcast, and utterly demoralized. All the chief-commanders—Prince Paskiewitch, commander of the entire army of the Danube, Prince Gorchakoff, commander of the investing corps; and General Seidlitz, director of the siege works—are wounded and disabled. Five generals were either killed or wounded on the 13th, and on the same day, the siege works on the right bank were destroyed by the Turks with immense loss to the enemy. Fight to Wallachia was thus the only course left to the Russians. They are now in the neighbourhood of Kalarasch, awaiting reinforcements and orders. At Vienna it is thought that the Russians will find it impossible again to employ the same troops before Silistria, demoralized as they are by repeated and constant failure, and that being unable to replace them in sufficient time, Marshal Paskiewitch will then give orders to fall back on Jassy.

A letter from Mr. Craek, the Prussian officer who is in Silistria, announces the death of Nussa Pasha, the governor of Silistria, which occurred on the 2d of June. He was wounded by a piece of grenade shell, which entered his left side, and he died twelve minutes afterwards. This is a great loss for everybody. He named Pasha, Vixier, and Hussein Pasha, replace him. The latter was wounded at the battle of Oltina. Notices from St. Petersburg of the 15th state that the Emperor Nicholas had ordered Prince Dolgorouki

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