

ruin of landlords and tenants, ruin as deep and radical in the one case as in the other. Nay, I hesitate not to say, that desolation has done its work more fully upon the former than upon the latter. There is an elasticity in the poor crushed laborer, which, when his burden is removed, will bring him up to the level of hope and of stirring motives, and these, acting upon his dormant energies, quicken them into activity, and often lead to developments of character which astonish the world.

But there is no such burden to be removed from the sinking landlord, no such elasticity to bring him up, no such dormant energies to be developed. Nay, the effect is to be reversed with him; enervated by a life of profligacy, and chagrined by the loss of position, his relaxed and flabby energies sink to dormancy, and he is left a prey to his mortification, his regrets, and his vices—vices which shone resplendent when gilded by the sun of prosperity, but which, shorn of that lustre only excite pity and contempt.

Such is the two-fold ruin which the landlord system has wrought out in this island, and which it is fast working out through the kingdom. Local circumstances have but hastened the crisis here, which is fast approaching upon the other side of the channel, and it is the opinion of some of the wisest heads in England, that the closing catastrophe cannot be kept off many years longer; and the breaking up of the great landed interest there, will overthrow the feudal despotism which has governed the country from the days of the Norman.—(Extract from "The Mud Cabin," by WARDEN ISHAN.)

FRENCH STUDIES ON IRELAND.

BY FELIX BELLY.

(From the Weekly Telegraph.)

THE LANGUAGE AND MUSIC OF IRELAND.—All the world knows the poetic designations of Green Erin. She is the "Emerald of the Ocean," the "Island of Saints," the "Land of Song," the "Gem of the Sea," the "Island of Beautiful Women." The most touching endearments of human speech have been lavished upon her by her poets; and her poets are the leading bards of the Celtic race. For the rest, everything she possesses belongs to her exclusively, and is of a far-off date. She has a special alphabet, based on the Hebrew, Celtic, and Phœnician—a music peculiar to herself, sweet, plaintive, or exciting, to many of whose airs words of singular beauty have been written by Thomas Moore, one of the most simply graceful of whose melodies has been onshrined by Boieldieu, in the third act of the *Dame Blanche*. It is to Ireland that Europe owes the harp, the regal instrument of the bardic ages, which, with the shamrock of her fields, has remained the heraldic personification of the country. It is from her, from her national history, from the poetic remains of her primitive language, that Scotland borrowed, by an audacious plagiarism, her famous poems of Ossian. This language itself, now-a-days too little cultivated, had shed so brilliant a light before the invasion of Henry II., that Leibnitz and Ussher have not hesitated to place it, for its harmony and elegance, in the first rank of ancient tongues.

THE ASPECT OF IRELAND.—Nature, on the other hand, has done everything for Ireland. Her soil is rich, inexhaustible, suited to all kinds of cultivation. Her landscapes are colored with that profound emerald verdure which has won for her her favorite name, and which seems to have entered into the ideal of Salvator Rosa. She knows neither wild beasts, nor venomous plants. The general aspect is that of a Switzerland in miniature, with a great profusion of lake and mountain, of shady valleys and jetting waters. But the design of this scenic decoration singularly differs in one county and another. There is an abundant diversity of the picturesque between the gorges of Wicklow, in the vicinity of Dublin, and Connemara, at the western extremity of Connaught—between the far famed Lakes of Killarney, in the south, and the Giants' Causeway, in the north—between the solitudes and bogs of Tipperary, and the refreshing fields of Munster. There are even on each of those points sensible oppositions of origin, manners, traditions, character, and figure, amongst the inhabitants, which would explain, if that were necessary, the intestine dissensions of the olden pentarchy. Thus, no man could boast that he knew Ireland until he had visited her below and above, from end to end, staff in hand and travelling bag on back, as Toppfer visited Switzerland; and, for the man conversant with the language of the country, endowed with the patience which supports privations, and with the sacred fire which braves obstacles, there would be a rich fund of artistic and scientific enjoyment in the hidden mines to be explored in this land hitherto unknown.

How to see the IRISH LIONS.—The chart laid down for the class of flying visitors who are to be met with in *La Belle France*, as elsewhere, cuts out the work as rapidly as if the lines were jotted by the author of "Rough Notes from the Pampas."

"For the common run of mortals, who have not time or the means to enter upon so many details, Ireland keeps in reserve a choice little collection of celebrated localities which, at this present writing, are almost all placed on the line or near the terminus of a railway. Here you have cities, harbors, valleys, groups of lakes or mountains, of which I can only here give a hasty enumeration. Three great railway trunks stretch from Dublin to the south, west, and north. The first is connected, by different branches, with Carlow, Waterford, Limerick, Cork, and Killarney; the second traverses Ireland right through, in a straight line, from east to west, from Dublin to Galway; and the third reaches Armagh and Belfast, in Ulster, whence you have short and pleasant excursions to the Giants' Causeway. Here, as you may perceive, is an almost complete system of rail. Ireland is thus furrowed with highways of rapid communication, before her industrial and commercial progress had rendered them necessary. But, at least, this material result of her union with England will serve to make her better appreciated, by facilitating excursions which, sooner or later, will become all the fashion, in consequence of the beauties attached to every stage of the journey."

THE PROVINCIAL CITIES.—The writer here introduces the French reader to a bird's-eye view of a swallow's glance, we might say) of our provincial cities:—"Cork is the second city of Ireland, a true predestined city—with one of the finest harbors in the world—with a girdle of wooded mountains—with Italian villas, like an amphitheatre, around the roadstead—

with a population of one hundred thousand souls, which would very soon be doubled, if British jealousy permitted full play to its commerce. In other respects it is something remarkable—this happy situation of the greater portion of the old cities of Ireland. Limerick, which is famous for its lace and gauze, manufactured in vast factories by poor girls, handsome as angels and nimble as fairies, is seated on the finest river in the three kingdoms—the Shannon—which conveys up to the city vessels of heavy tonnage, and communicates also with the Irish Sea, at Dublin, by the Grand Canal, with its sixty locks, concurrently with the railway, of which we have above seen she has likewise the advantage. Galway the key of Connaught—the Catholic and primitive city, par excellence—possesses, also, a splendid harbor, sunk at the termination of a magnificent bay of the Atlantic, in which, to the right and left, are sketched several small inlets. Belfast alone finds itself situated in a disadvantageous position, at the most narrow and difficult extremity of the Northern Channel; which circumstance, however, has not prevented the city from growing rich in half a century by its linen manufacture. Limerick still exhibits to travellers the stone upon which was signed the treaty of that name, which consummated the English subjugation of Ireland; as Dublin preserves in its archives the richest poems in the ancient language of Ireland, and the harp of that king, Brian Boroiombo, the victor of Clontarf, whose death abandoned his country to anarchy, and, as a consequence, to foreign invasion."

THE DARK SIDE OF THE PICTURE.—The following view is, alas, no novelty to our readers; but as sympathy is an assuager of grief, so it is a comfort that the world should know the evils of Ireland have not been, as English writers would have it believed, almost altogether self-inflicted:—

"It must not be imagined, however, after this somewhat brief exposition, that the Emerald Isle is an El Dorado, an Eden, a maritime oasis. She has, like all other sublimity things, her uninviting side. The climate is cold, gloomy, rainy, similar enough to that of Great Britain. Her hills are naked, her fields primibred. Entire counties—Kildare, Tipperary, Cork even—have the appearance of being unpeopled. The devastations of conquest and religious persecutions have left everywhere their indelible traces. In addition to this, the social state of the inhabitants condemns them to a wretched cultivation or to expatriation. From these causes has resulted a general impoverishment, not of the soil, but of vegetation, which imparts to the country a most miserable aspect. Extensive seigniorial properties cut far and wide through this desolated land. But those properties belong, for the most part, to families of the English stock, whose perpetual absenteeism is one of the plagues of Ireland. So that, in this unhappy country, man would have slain nature, if the latter had not preserved within herself an ever fresh and ever fruitful seed."

SCENES, SIGHTS, AND RESOURCES OF IRELAND.—With the following lively bit of word-painting we take leave, for the present, of M. Belly's sketches of Ireland:—

"Such as it is, however, I must fain say it, here is a most interesting field of discovery. Few countries possess so many ruins—none has preserved so many legends and traditions. One meets at each step, at every rock, under every stone, with a story of the bygone clinging to it, like parasites to a mouldering battlement. From the county of Wicklow, in which we find the celebrated cave of the Seven Churches (Glendalough), to the blue mountains of Glengarriff and Connaught, every object speaks to the imagination and relates the wonders of the past. The very names of the Milesian towns, Galway, Kildare, Armagh, Killarney, of the Lakes, are memorials of the melodious idiom in which the poets sang. The Giants' Causeway—that marvellous assemblage of many thousands of basaltic columns—and the isles of Staffa and Rathlin, which one would imagine were self-poised on pillars of basalt, are fraught with the fabulous recitals of Fingal and Odin. On another hand, round towers, some reaching 150 feet in height, perk themselves on all points of the landscape, like veteran warriors throwing down the gauntlet to Science. Old Catholic churches and ruined abbeys strew the soil. Even the bogs, which resembles prairies, where a pleasing verdure sometimes re-canopies abysses wherein one day were swallowed a great quantity of railway piling, with machinery and wagons—the bogs I repeat invite attention by their strangeness, whilst they incite labor by their riches. Those inexhaustible marshes, grateful to the eyes as a carpet of heath, sown with yellow daffodils, furnish the humble homestead with the precious turf fuel, and produce the bog-oak, the black diamond of Ireland, which her young maidens, wearing on neck or arm, substitute for the coral of barbaric shores, or the pearls of the Red Sea."

IRISH INTELLIGENCE.

DIOCESE OF FERNS.—The respected and patriotic Father Parle has, with the sincere regret of all who knew him, left the diocese to join the Lazarists at Castlenock.

A collection was made last Sunday, at the Cathedral of Enniscorthy, for the purpose of finishing the tower and steeple, when the large and munificent sum of £310 was received.—*Wexford Guardian*.

The *Nation* states, that recent reports from Wexford announce that, under a lately promulgated interpretation of certain statutes, the Catholic clergy of the diocese of Ferns have been forbidden to attend any public political banquet in future.

A pastoral letter has been issued by the estimable Bishop of Ossory, the Right Rev. Dr. Walsh, in which he calls upon the faithful of his diocese to aid in the completion of the truly magnificent Cathedral at present in course of erection in Kilkenny.

DUBLIN.—The Mayothon Commissioners are still pursuing their inquiry with unremitting activity, sitting from twelve to four o'clock each day, and examining witnesses, chiefly professors, or other officers connected with the college. A few days since the Earl of Harrowby, with other members of the commission, paid another visit to Mayothon, where they made further inquiries respecting the financial arrangements, the domestic economy of the institution, and other matters connected with the object of their investigation. A circular has been addressed to the Catholic bishops, by the secretaries of the commission, accompanied by a list of queries, to which answers are desired. Several of the bishops arrived in town on Friday, to attend a meeting of the board of trustees of Mayothon College, which was held in the presbytery of the Catholic cathedral, in Marlborough street.

On last Saturday, the Rev. Mr. Cummins, P.P., received £21 18s from three Claddagh men who emigrated a short time since to Boston; and they now transmit this money to bring out their families.—*Galway Mercury*.

BANQUET TO MR. DARGAN.—At a numerous meeting of the exhibitors, held on Tuesday at the Music Hall, Abbey street, Dublin, it was unanimously agreed that, in order to record in a practical manner their sense of the valuable services rendered by Mr. Dargan to his native country, that gentleman should be invited to a public entertainment at the expense of the general body of exhibitors; and that a committee be appointed to carry out the requisite arrangements on the occasion.

NEEDLE INDUSTRY IN THE WEST.—We are gratified to learn that the class of work done by the embroiderers in the West of Ireland shows considerable improvement, and that the good (?) wages which numbers of the girls and women in that quarter are now able to earn have already created a desirable change among the laboring ranks in those remote districts.—*Belfast Mercury*.

The first stone of the new pier of the Boyne bridge was laid on Friday week, the solid foundation having been found a few days ago through the indefatigable exertions of Messrs. Barton and Pakenham, the resident engineers to the Junction Company.

A special meeting of the Dublin and Bray Railway Company will be held on 28th October, to confirm an agreement which has been entered into with the Dublin and Wicklow Company for the sale of the former line to the latter. The particulars have not transpired, but there can be no doubt that it will be a satisfactory arrangement for the Bray shareholders.

The Waterford Steam Company have started a line of steamers between Liverpool and Bordeaux, taking goods for Dublin at a through rate.

THE LATE FATAL RAILWAY ACCIDENT.

VERDICT OF MANSLAUGHTER.

After a minute and protracted inquiry into all the circumstances connected with the late deplorable accident, the verdict of the jury was given on Monday. At 25 minutes past 4 o'clock the jury retired to their room, and at 20 minutes past seven o'clock—that is to say, in two hours and 55 minutes after they had retired to consider their verdict, they returned into court.

Coroner.—Have you agreed to your verdict, gentlemen? We have.

The verdict of the jury was then handed in and read by the coroner. It stated that the jury upon their oaths said, "That the deceased Thomas Wm. Jelly died at Clownings, in the parish of Whitechurch, on Wednesday, the 5th October, 1853, from injuries received by a collision on the Great Southern and Western Railway on that day. We find that the collision was caused by the negligence of James Gass, the engine-driver, and John O'Hara, the stoker, of the 'pick-up' train; we therefore find James Gass and John O'Hara guilty of the manslaughter of the said Thomas Wm. Jelly."

The Foreman then handed to the Coroner the following resolution to which he and his fellow jurors had agreed:—"The jury were about to draw the attention of the directors of the Great Southern and Western Railway to some matters which require amendment and alteration in the working of their line, but as they are aware that the government have sent over Lieutenant Tyler, the government inspector of railways, to make an inquiry on the subject, they are exercising a wise discretion in leaving the matter in his hands, satisfied that he will make such a report as will effect the necessary changes. Having now brought this important and painful investigation to a conclusion, we feel it incumbent on us to state that we have minutely examined the rules and regulations which have been issued by the directors to their officials. It appears to us that those rules and regulations reflect the highest credit on the judgment of their authors, and that they are well calculated to secure the lives and property of the passengers. It is our conviction that no culpability can attach itself to the company on account of the late fatal collision, but, on the contrary, we consider them fully entitled to that public confidence which they have hitherto enjoyed."

The Foreman said that the jury had lost a great deal of time in the investigation, and he hoped they would be compensated for it by the grand jury.

The Coroner said he was sorry to say that the grand jury had no power whatever to pay them.

Mr. Fitzgibbon.—I presume that the guard Berry is discharged?

Coroner.—He is discharged. Mr. Curran applied to the coroner to admit the engine-driver and stoker to bail. Most solvent bail would be given, and there would not be the slightest fear of their not answering to their recognisances.

Coroner.—If I felt that I were legally entitled to take bail for them, I tell you candidly that I would do so; but I believe I would not be warranted by law in such a course, and I must, therefore, leave you to apply to the Queen's Bench.

Mr. Curran said that in the event of an application being made to that court he presumed he would be at liberty to state that the coroner would have willingly accepted bail had he felt himself authorised to do so.

Coroner.—Certainly. The prisoners Gass and O'Hara were then ordered to be committed for trial at the next Kildare Assizes. Another name is to be added to the dreary list of victims of the late railway collision. As was anticipated from the first by the surgeons in attendance, the case of Miss Pack has terminated fatally, the ill-fated lady having expired on Tuesday morning at two o'clock. The *Freeman's Journal* of Wednesday says:—

"The reports to Monday afternoon were favorable, and strong hopes were entertained of the poor lady's recovery. Her brother in law, the Rev. Mr. Wood, a Protestant clergyman, and other friends, visited the hospital on that day, and so far as the patient's critical condition could justify hopes, they appeared to be entertained of her ultimate recovery. But on Monday afternoon a series of bad symptoms set in, and about six o'clock the house surgeon found the patient laboring under severe difficulty of breathing, with other dangerous symptoms, indicating that the chest was affected, and the poor lady expired, as we have stated at two o'clock yesterday morning. The coroner (Dr. Kirwan) was duly apprised of the event by Inspector Ebbett, of the Kilmainham police station, and an inquest, so far as the identification of the body, will be held this day, at the hospital, at twelve o'clock."

Miss Pack is the fifteenth fatal sufferer from the collision.

WARLIKE MOVEMENTS.—A considerable quantity of arms and military accoutrements, which had been stored in the Pigeon House Fort, near Dublin, have been shipped to England, for the purpose, it is supposed, of supplying the English militia, in case they should be called out on active service.—*Globe*.

THE CHANNEL STEAM FLEET.—The screw squadron under command of Commodore Martin, were lying off the harbor, south of the Old Head of Kinsale, on Saturday, awaiting directions to join the Channel fleet at Spithead; but dispatches forwarded from the Lords of the Admiralty by the Highflyer, it is said, countermanded those orders. Her Majesty's screw steam-ship Highflyer, 21 guns, Captain Moore, which arrived on Friday in Queenstown, took up the mail for the screw squadron, and left on Saturday. It consisted of 6,000 letters for the officers and men of the fleet. H. M. screw steam-ship Ajax, 58 guns, Captain Warden, will leave Plymouth on the 18th, for Queenstown, and relieve H. M. steam-ship Terrible, 21 guns, Captain McCleverty. Rear Admiral Carroll's flag will be transferred to the Ajax on arrival.—*Cork Constitution*.

THE FRENCH CHANNEL SQUADRON.—Monday morning it was reported that the French Channel fleet had appeared outside the harbor, and were lying off the Lighthouse. It is now surmised that both fleets English and French, are to combine.—*Ibid*.

DUBLIN, Oct. 17.—We are enabled to assert, beyond doubt, that her Majesty's 17th Regiment of the line has received orders to hold themselves in readiness to proceed to the Mediterranean at a moment's notice. We understand also, and have no doubt of the fact, that five other regiments of the line are under similar orders, but we are not able at the moment to give their numbers.—*Daily Express*.

There is very little doubt that a large draft from the forces at present quartered in Ireland is contemplated, to take place immediately.—*Tablet*.

The Galway papers publish the prospectus of a joint-stock company, to be called—"The New York and Galway Steamship Company." The conductors of the new project intend that their vessels, constructed according to certain scientific principles, shall make the passage between New York and Galway in six days. The builders of these vessels are to be Messrs. Norris and Griffith, who engage to take stock to the amount of 25,000, so confident are they of the success of the improvements designed by them. The expense of running the vessel per trip is set down as under 3,000 dollars, which includes provisioning eighty first-class passengers. The company calculate on securing a portion of the mail service. The engagement and getting up of the company, are entirely American, and confined to New York.

Vast consignments of eggs and butter have been made to England through Dublin this week. Huge droves of horned cattle have also been shipped for the same destination.

Mr. Alexander, well known as an attorney at Gort, County Galway, Petty and Quarter Sessions, has succeeded, we are informed, to the Earldom of Stirling, with a large estate, which produces abundance of sterling coin to support the dignity of the title. The inhabitants of Gort intend entertaining the noble earl at a public dinner at Forrest's Hotel, on such a day as may be most suited to his arrangements. The chair will be taken by James Lahiff, Esq., J. P., Bridge House, Gort.—*Saunders*.

THE GREAT EXHIBITION.—The visitor who enters the Central Hall, by the Central gateway, and proceeds along the magnificent hall to its extremity, will find on his right hand an outlet which leads to the least showy, but perhaps the most pregnant and promising of all the departments which crowd this wondrous world of useful and elegant productions—we mean the rude fabrics, and substantial though clumsy tissues which have been manufactured by the hands of poor children in the poor law unions of Ireland.—These goods may be regarded as the solid foundations and rough elements of future greatness in the manufacturing prosperity of Ireland. There is one article in the department assigned to the production of the poor law unions which, however humble in itself, is of the highest importance if regarded in a national point of view. We mean bed-ticken. Bed-ticken is a linen tissue, and accordingly this country may be said to have no rival in producing it, though, on the other hand, Ireland has a market for bed-ticken which is for all practical purposes inexhaustible.—The market is North America, and it is no exaggeration to state that a single farmer never comes down in America with Indian corn to the sea-board towns without purchasing, or desiring to purchase an article which, in his domestic management, he finds indispensable, and which even in his return home he knows to be advantageous. If he has, for instance, carried down his corn in a waggon, he must, of course, return home in the same vehicle, in which case, a bed ticken stuffed with straw, and laid on the bottom of the waggon, mitigates the pain and irksomeness of jolting back over corduroy roads. The facility with which we in Ireland might transport such manufactures to foreign countries has been already tested and demonstrated.—*Dublin paper*.

On Monday—the first sixpenny day at the Exhibition—the number of visitors was 10,690. Several groups of well-dressed peasantry arrived by the excursion trains. On Tuesday, the number was 9,719. All the men employed on the Dunkalk and Enniskillen Railway, and Dunkalk Harbor, were treated to the Exhibition by their employers. The number on Wednesday was 11,714. An immense concourse of children were among the visitors. Fry and Co. purchased tickets for all the men in their employ; and 100 females from the Semstresses' Society visited the Exhibition. The fine band of the 11th Hussars attended on Wednesday. For the last two days the attendance has been also most satisfactory in a social and financial view.

THE VALUE OF FEMALE INDUSTRY.—At a dinner at Limerick, on Wednesday, Mr. Dargan, in reference to female labor, said:—"I believe it is a source of more value than any other branch of industry practised in Ireland. When I was in Belfast the other day I was astonished to hear that two millions of money came to this country from the labor of these girls. There is no education of greater importance to females than the cultivation of habits of industry; in fact, there is not an act of their lives which is not improved by it; and if we needed corroboration upon the subject we would find it in the reply of Madame de Staël, when Napoleon Bonaparte asked her how he could make France a great nation. The reply was 'Educate the mothers.'"