

first who landed with the mail-bags, with which he proceeded to Liverpool, via Belfast. In the course of the following day, Wednesday the 23d, a large number of the passengers proceeded to Warren Point, others to Downpatrick, with the intention of returning to Liverpool; the larger number proceeded to the latter place, where the scene on the Thursday morning presented one which that little Irish town never before witnessed.

On the same day a considerable number of the passengers held a meeting in the coast-guard station house, the Rev. Dr. Cox, of New York, presiding, to take into consideration the best means of making application to the shipowners for reimbursement of their passage money, and also the other expenses attending their unhappy situation. A committee of four of their number were deputed to wait on the captain to confer with him on the subject, and to make a report at a subsequent meeting. The committee having done so, were informed by Capt. Hosken that he did not feel warranted in coming to any arrangement at that moment. The passengers were, however, of opinion that were they to quit the ship without such an application being made, it might tend to their disadvantage on their claiming the return of their passage money on their arrival at Liverpool. Subsequent meetings were held at Liverpool, and the owners of the ship have, in the most handsome manner, returned the passage-money, and expressed their extreme sorrow and regret that the passengers were placed in their present unfortunate situation.

There is a remarkable circumstance connected with this most unfortunate affair that must undergo further investigation—which is that the chart of the Irish coast furnished to the Great Britain lays down the St. John's Point without a light, whilst almost all others now in use have the light marked down an "intermittent light on St. John's Point;" and to the defect in the chart furnished to Captain Hosken, and published in 1846, may be attributed this catastrophe. When the light on St. John's Point was first observed, it was thought to be the light of a ship; but as the Great Britain proceeded, it was found to be an intermittent light. St. John's Point was referred to in the ship's chart, and no light being there marked, it was possibly then mistaken for one of the Isle of Man lights. The following letter from Captain Claxton, one of the directors of the company, will give our readers a full idea of the cause of this unfortunate disaster:—

Great Britain, Dundrum Sands, Sept. 28.

Dear Sir,—On my arrival on board this morning, after looking at the position of the ship, and Captain Hosken's dispositions for getting her afloat at the proper time, I sought, and, as I expected, received from him a clear and candid detail of the circumstances which preceded the unfortunate occurrence. For the information of my colleagues and the rest of the shareholders of the company, I hasten to convey to you the result of that inquiry, which I have no hesitation in saying has satisfied me that the confidence which we have for so many years placed in that most excellent man ought not in the slightest degree to be shaken by an event so deeply affecting his character as an officer and a seaman.

The first officer has charge of the ship's log, and from him I obtained the following extract:—

"At 12h. 50m. p. m. discharged pilot. At 1h. abreast of the Bell Buoy, speed 11 knots, wind southerly; set maintopsail and topgallantsail and foresail (foretopsail had been previously set); course N.W. by N. At 4h. fresh breezes and thick hazy weather. 5h. 30n. saw the land on starboard bow indistinctly through the rain. 7h. 30m. in mizen spencer. 8h. fresh breezes and very thick, with constant rain; trimmed sails to haul up N. by E.; in topgallant sails. 8h. 15m. observed Calf of Man Light bearing N.N.W. half W., altered course to N. by W., 8h. 30m., in first and second reef of fore-topsail and single reefed the main topsail. At 9h. squared the yards. 9h. 30m. in foresail, while taking it in saw land on starboard bow; stopped engines, put helm hard a-port, reversed engines full speed; ship came up to N.N.E., afterwards to N.E. and stopped; clewed sails up." [Then follow details of proceedings as to after occurrences, when she was thumping and in the breakers.] The following note appears to have been added to the log, probably when the excitement was over:—"At 7h. the captain remarked to me that the ship ought to be well up to the Calf of Man lights as the log showed she had run her distance. He asked if the log glass was correct, which was a new

one and found correct. At 8h. the sails were trimmed for hauling the ship up N. by E., after doing which observed the light and kept ship off again to N. W. half N.; squared yards. The captain said the ship had run her distance, but supposed the light was the Calf light, and that one of them was obscured by the thick weather.

On examining Captain Hosken's chart, on which are his cross bearings of the supposed points of the Isle of Man, of which so short and indistinct a glimpse was caught, I find it is addressed to the Mayor and Town Council of Liverpool, published by John and Alexander Walker, agents to the Admiralty, 72, Castle-street, Liverpool, and 9, Castle-street, London, 1846. It was bought by Captain Hosken when going out on his previous voyage in June last as the latest and most correct chart, but in it is no mention whatever of a revolving or any light whatever on St. John's point. There, however, the light is; and it is now my business to show that had the light been, as it ought to have been—having been in use for three years (if I am correctly informed)—in the chart, or had there been no light at all on that point, the accident would not have happened. On taking his departure from the Bell Buoy, Capt. Hosken steered precisely the same course as the Windsor, constant steamer to Belfast, was steered by her captain on Saturday last, N. W. by N., and that is the correct course for the Calf of Man; St. John's point also bears N.W. by N. from the Bell Buoy. Capt. Hosken calculated his speed to be 11 knots; it really was more, and his ship no doubt was a-head of his calculation four or five miles. A glimpse was caught of the Isle of Man, but the lights on the Calf were never seen, which I account for by the fact that it was very thick, and between sunset and dark, when she passed probably four or five miles to the south. Had it been quite dark she would probably have seen them, and had she seen them the accident could not have happened, as he would have steered away his North Channel course after rounding them.—

At seven, it appears, by the first officer's note to his log, the captain remarked she must be well up with the Calf lights. There is no doubt he had even then passed them, but he had a fine open channel of more than thirty miles between them and the Irish coast. He informed me that he then said, as he could not see them he should alter his course at eight, shorten sail, and go easy for the North Channel, which intention he had begun to put in practice, and this was the right practice, and if pursued all would have been well, as he would soon have made the next proper light in his course of N. by E.—the South Rock, to the north of Strengford Lough entrance, (albeit, as he candidly admits, half a dozen miles nearer than he expected) when this St. John's light, of which they had never heard, and which is not named in his chart, is all at once seen, and that, too, within the exact bearing of the Calf of Man lights, supposing he had not passed them. The course was again altered; The St. John's light was treated as the Calf of Man lights would have been had they been seen—i. e. given such a berth as insured clearing the Hen and Chickens, and then rounded; and then, instead of being in a deep water channel, the ship takes the ground about a league to the west of this, at best, deceiving light, and, in his case, decided decoy duck.

In hastening to put this letter off, knowing the anxiety of my colleagues, I write under some excitement, and under most unpleasant circumstances; due allowance should, therefore, be made. I am quite aware of all that may be said by nautical men. I know, from my own thoughts, before I saw the chart in Capt. Hosken's possession, how many strong questions may be put as to distances and speed—as to one set of lights revolving every two minutes, St. John's light every minute only. To all of them I answer, it is easy to say the door should have been locked after the horse has been stolen. It was hard to make out the lights at all; and as to counting differences of time under some instances, it is impossible or next to it. The facts are simple:—The captain's judgment was right up to the time of his seeing this not laid down light; and puzzled, as he states himself to have been, to account for not being further a-head when he took it for the Calf, he acted by that light as, I very believe, most men would have acted under similar circumstances.

I have only to add my meed of praise for all that has been done by Capt. Hosken since the occurrence—my admiration of his manly bearing under circumstances that might well have crushed a weaker mind, and of the discipline and good conduct of the officers and men under his command, who are working gallantly,

I may say, under circumstances of great trial and difficulty, if not of danger.

The compasses were perfectly correct, and the ship herself so strong as to defy hitherto shocks from rollers and seas at high water, which, in my humble opinion, would by the end of last week have broken up the strongest wooden ship that ever was built.

The ship lies in the worst position for coming off; still if we are favoured with tolerable weather, I see at present no reason to doubt her being afloat by the end of the week.

Yours truly, C. CLAXTON.

W. M. Bennett, Esq., Secretary.

IRELAND.

It is not in our power to record any improvement in the accounts from the sister country since the date of our last publication. The distress and destitution consequent upon the failure of the potato crop is really awful. The law for affording employment to the people is being carried out with alacrity by the Government and the landed gentry of the kingdom. It is now admitted on all hand that the Labour-rate Act is imperfect in its details, and it has been urged upon the attention of the ministry that Parliament should be convoked immediately, to remedy its various defects.

The papers from this country are filled with reports of meetings held to provide means for the employment of the people. It is a source of gratification that, although Ireland has been torn asunder, her people rendered dissatisfied with their rulers, and her best interests retarded by party and religious animosities, the best spirit of charity prevails among the landlords at present. Everything which humanity can suggest for a speedy and effectual alleviation of the hardships and misery so universal throughout the country has been cheerfully adopted. Despite of these exertions, however, there are certain localities in which the spirit of insubordination and reckless despair, on the part of the peasantry, have manifested themselves, which, if allowed to proceed, may end in very serious results, not only to the peaceable and well disposed, but also to the lawless themselves. At Youghall serious outbreaks of this description have taken place. Lord Stuart De Decies, Lieutenant of the county of Waterford, had a narrow escape on the 24th ultimo. His lordship presided at the adjourned extraordinary presentment sessions for the barony of Decies, in the county of Waterford.

After the sessions had adjourned, the mob, which had collected in large numbers, began to hoot, using menaces, threats, and opprobrious epithets, which evidently betokened their extreme willingness to do violence to his lordship. A party of hussars were obliged to escort him to Dromore. On the cavalry returning, the mob attacked them. A ringleader, named Power, was very severely sabred, but was carried off by the populace, when their assaults were redoubled. Several of the horsemen were seriously hurt, and the force being small were obliged to retreat for their lives. The Irish papers now before us also contain accounts of outbreaks at Fermoy and Cloyne. At Castle-Martyr a number of men, women, and children, entered that village, and marching through it, to the terror of the inhabitants, commenced an attack on the few bakers' and huxters' shops, and seized on all they could lay their hands on. From the village they proceeded to the residence of the Earl of Shannon, contiguous to Castle-Martyr. The mob threatened to pull down the castle over the head of his lordship, and that they would return the following day in increased numbers to carry their threats into execution.

The Government have decided on directing the Board of Works to limit the operation of the Labour-rate Act to the making of roads, to extend it to all works which may be of general utility, and to the general improvement of the district. Plans are to be made weekly to the point.

On the 28th ultimo, a serious riot took place at Dungarvon. It mustered 11 or 12 thousand strong, were about to attack the magistrates to res, but a troop of dragoons arrived in time, had to charge repeatedly. The people, however, continued to throw stones, and the dragoons began to look very serious. It is said that about 20 shots were discharged. Two men were severely wounded, but we are glad to find are still living.

The Earl of Bandon has received a letter from Lord John Russell, stating that the Lords of the Admiralty have proved the settlement of a station at Cove, for the repairs of ironclad ships, &c. The work is to be commenced immediately.

Among the late reports is one from Dublin, stating that his Excellency Lord Lieutenant and Mr. Labouchere had tendered their resignation, in consequence of the Premier not coming to Parliament for the purpose of remedying the defects of the Labour-rate Act. We do not credit the report, as a confident Lord Besborough will not easily relinquish a post of such importance, and that, too, when both his sovereign and his country require his services.

The statue of O'Connell, by the late Mr. Westmacott, has arrived in Dublin from Rome upwards of eight feet high.

AMERICAN POTATOES FOR IRELAND.—There are now unloading at Dublin quays two American vessels freighted with potatoes from the States. They are of excellent quality and selling at the rate of tenpence a stone. We understand this is the commencement of an extensive trade of the once staple commodity of Ireland.

BY AUTHORITY.

LUTHER BRACKETT, Esq., of the United States of America, at Pictou, N. S., and other Ports near the residence of any other Consul or Vice-Consul of the said United States, appointed SAMUEL G. ARCHIBALD, his Consular Agent for the Port of St. John's and other Ports in this Colony, in the presence of KENNETH McLEA, Esq., Jr., Registrar of the said Port, on the 26th Oct. 1847. —Gazette.

The brig RATCHFORD, belonging to J. & J. Kent, on her voyage from St. John's to this port, foundered on the 20th ult. Two of the crew were killed on the decks, the remainder were taken on board the vessel bound to Miramichi, whence passengers, Mr. and Miss Taraband, here yesterday, overland from Bay of Fundy, Newfoundlander of Monday.

PASSENGERS.

In the Hound, from Oporto, Mrs. In the Aspindus, from New York, Mr. Foley. In the Douglas, for Providence, Mr. and Mrs. Plimpton and family. In the Symmetry, from Hamburg, Captain. In the Unicorn from Halifax, Mr. Rev. Mr. Beggs and Lady, Captain Messrs. E. Rendell, James Storer, Creed, and 4 in the steerage.

MARRIED.

On Wednesday evening last, by D. D. Evans, Mr. Wm. Haddon, to Mary Grace, second daughter of R. Lash, Paignton Devon.

Printed by John Thomas Burton, Printer.