

European News.

From British Papers to the 19th November, received by the *Caledonia*, Steamer.

From the London Bell's Messenger.
IRELAND.

The Storms.—Shipwrecks, and loss of Life.—The light ship stationed at the Kish Bank slipped from her moorings, and ran up to Halpin's Pool, at the North-wall, and another vessel was at once tugged out by a steamer to supply her place. The most melancholy results of the gale were visible between Dublin and Drogheda. A large barque, laden with timber, was driven on shore near Skerries—the crew all saved; on the same day a brig was observed drifting towards the shore, about two miles north of Balbriggan; she struck about 11 o'clock near the Car-gue Rocks, and within a short distance of Lowtherlodge, at present occupied by the Earl of Clancarty. The spot where this vessel struck is a reef of sharp pointed rocks, not two hundred yards from the land; but completely exposed, and most dangerous to approach; nevertheless, Mr. H. Alexander Hamilton, Mr. Cole, the sub-inspector of constabulary for the Balbriggan station, the coast guard officers, and others on the shore, made immediately an attempt to reach her, for the purpose of taking off the crew (nine in number) who appeared greatly exhausted. Unfortunately, it was impossible to reach her; but Mr. Hamilton approached so close as to succeed in making the crew aware that from the nature of the vessel's position she must inevitably be destroyed as the tide rose, and that, therefore, their only chance of safety consisted in their taking to their boats immediately. Four of the crew followed his advice, and although the boat was swamped before they reached the shore, the men were taken out of the water, and saved by the intrepidity of Mr. Hamilton, Mr. Cole, and their associates, who with ropes fastened round them rushed into the surf and rescued the exhausted seamen. In a short time, as the tide rose, the situation of the five remaining seamen was more perilous; at length the vessel was completely cap-sized by the violence of the waves, and the five men for a few minutes, were seen clinging to the keel; the next wave swept three of them away—the fourth, a young man a native of Dublin, catching hold of a spar, committed himself to the waves. The fifth remained holding on by a chain in the keel of the vessel. Every effort, and a great risk, was made to save these poor men. One only—the boy who held by the spar—was rescued, every wave breaking over the hull of the vessel. The seaman who remained fastened to the keel was observed for several hours to sustain himself. Meanwhile every possible means were used, by firing the mortar with a line, and otherwise, to reach him, but they were unavailing. At length when the tide had fallen, about 8 o'clock in the evening and when approach became practicable, the poor man was still grasping the chain, but the vital spark had fled. The rescued seamen were carried up to Dowther lodge, where they were revived by the care and kindness of the Countess of Clancarty. The vessel proved to be the Shannon from Whitehaven. Another fatal casualty occurred at Glegher, about 7 miles from Drogheda. A large brig, name unknown, laden with wheat, supposed to be from Wexford, and bound to Liverpool, was totally wrecked, and all hands supposed to be lost, as there was no account of any of them. Another wreck took place at Anagasson, near the same place; name of the vessel unknown. She was dashed into pieces. A large vessel, about 700 tons burden, named the Rose, of Belfast, Montgomery, master, was driven violently on shore at Skerries, but most fortunately the crew, consisting of 14 men and one woman, a passenger, were all got off safely from the wreck. She was timber laden, and left Quebec on this day five weeks. She was bound for Belfast. A large quantity of timber and other things belonging to ships were picked up between Balbriggan and Drogheda; the figure-head of a ship and a piece of board with the name "Fairy Queen" were found at Balbriggan. Several craft were more or less injured at Baldoyle, Malahide, and along the coast. A large vessel, supposed to be an Indianman—but all inquiry proved unsuccessful to ascertain anything about her—was seen in a wrecked condition off Ireland's Eye. The Drogheda Railway did not sustain the slightest damage, although the trees and bridges along the line suffered severely from the severity of the gale.

Kingstown.—From the rock to Salt-hill the scene was truly grand; how, in the distance, looming through the misty, murky atmosphere, the sea foaming, raging, and chasing thence to the very wall of the railway, which it swept along in vast rolling waves, towering up often to the top of the Martello, breaking then in sheets of foam over the railway and beyond.

Dalkey.—The storm was experienced here with much severity, and caused great and wide spread injury to the roofs, windows, and chimneys of houses contiguous to the shore. The large projecting wall in front of Loretto-house Convent was washed away, and a metal railing which ran for several hundred feet into the sea in a continuous line from the wall was, notwithstanding that it was firmly fastened in the rocks shattered to pieces.

Killiney.—At this place, too, the storm raged with considerable power, and committed ravages similar to those described as having occurred at Dalkey; some firkins of butter and a dead pig were found on the strand, and we were shown a piece of plank driven in by the sea in the course of the morning. It bore the letters M A R, and evidently belonged to some ill fated vessel. Immediately following the R there appeared either the lower part of an E or an L, but here all clue to further surmise was lost.

Ballybrack.—On the coast opposite this little village, which stands midway between Killiney and Bray, there was discovered a piece of timber, supposed to be part of a bowsprit, with several small planks. The peasantry, who congregated in large numbers, succeeded in getting possession of some pieces, and in the course of the day a seaman's hat was picked up, in the lining of which there was written—John Trant, Liverpool.

Graystones.—The coast guard of this station, which is situated on the shore midway between Bray Head and Dal-gany, discovered at noon on Saturday, a vessel without mast or rigging, little less than a mile out at sea. She was tossed about, and drifted from one point to another by the fury of the waves. The violence of the tempest at this time, rendered it impossible to approach the vessel safely, or render her any assistance, and the struggles of the crew to manage her movements, were fearful to behold. At one time they doubled Bray Head, when their position was truly perilous; but they were soon drifted back again, and after several hours fruitless exertion, they were at length driven in within reach of aid. The vessel was found to be the Sovereign, from Liverpool to Nova Scotia, with bales of Hoen. The crew, though naturally much fatigued from exertion, have, we are happy to say, escaped serious injury, but the vessel is a complete wreck.

The Late Gales.—The most alarming reports are in circulation respecting the loss of lives and shipping along the coast. On Saturday morning, during the tremendous gale, which continued with unabated violence from the previous evening, a steamer trading between Dublin and Liverpool, was totally lost off Lambay, and all hands, we regret to add, perished. The sea washed over the pier at Kingston so high as fifty feet. A more continuously violent storm is not within memory.

Waterford and Limerick Railway.—The whole of the shares of this company have been taken, and applications for a considerable number over the requisite capital been made; so that orders are issued that no more deposits be received at the various banks without the sanction of the committee. The Waterford Company do not propose to extend their line beyond the town of Tipperary; it will be carried on thence to Limerick by another company. The Board of Trade are about to issue a commission of inquiry into the comparative merits of the projected lines of railways in Ireland. It is more probable that the report of this commission will be considered as final in parliament.

We have been informed, says the *Enniskillen Chronicle*, that a riot of the most serious character occurred at Pettrigo, arising out of a pre-arranged challenge between two persons. The priest interfered; but, on failing to reconcile them, took the combatants to his own barn to fight it out, which ended in a general row amongst the partisans of either side. The shops had to be closed, as unfortunately, the police had left town for Kesh with prisoners. Several of the rioters were severely injured.

A man named Ransford, when returning to his residence at Ballynahinch, county Tipperary, was waylaid and murdered by an armed party. He was fired at, and received a gun shot wound in the thigh, and was also stabbed and left fo-

dead. Four persons have been arrested at O'Brien's bridge, county Clare, charged with this offence, and one of them is identified by the wounded man. The cause of this attack is not known.

The Duke of Leinster presided at a meeting on Monday at 2, Colledge Green whence has emanated a resolution to raise a sum of £20,000 for father Matthew—in the first place to pay his debts—and in the next, to purchase him an annuity.

It is estimated that if the railways now projected in Ireland, were in point of fact undertaken, they would afford employment to above 200,000 persons.

SCOTLAND.

The Weather in Scotland.—During the last few days we have been visited by a continued succession of gales from the North and North-east, which at times had all the force of a hurricane. This was particularly the case on the night between Friday and Saturday se'nnight, when the gale moaned fearfully among the trees and chimney tops, and excited the most uneasy feelings regarding its effects at sea. If we except an occasional and trifling shower, borne on the wings of the blast, the gale was altogether unaccompanied with rain. The farmer has thus been enabled to follow his out-door operations without the slightest interruption, and he will long have occasion to remember the season of 1844, as in every respect auspicious. Potato lifting is now entirely concluded, and taking the accounts from the country generally, the crop is believed to be one of the best that has been gathered for nine years. Already a great deal of the potato land has been prepared for winter wheat, the sowing of which is in full progress; and from what we learn the breadth sown will, on all the kindly soils here, exceed that of last year.

Symptoms of a Severe Winter.—The General Steam Navigation Company's steam ship Soho, which arrived in the river early on Tuesday morning from Antwerp, reports that on leaving that city on Sunday, the snow was full a foot deep on the ground.

From Charles Willmer's *American News Letter*, Nov. 19.

The Repeal Agitation.—Mr. O'Connell did not make his appearance at the Conciliation Hall on Monday, though announced, but sent a letter addressed to his "dear Ray," which was read, and intimated his intention to discuss at the association, on the 25th instant, the expediency of summoning the long-threatened Preservative Society of three hundred, and of impeaching the judges of the Irish Court of Queen's Bench, and at the same time of instituting an enquiry into the Recorder's conduct respecting the missing jury lists. The document is also interesting from the ambiguous terms in which he conceals his opinions on the subject of federalism, and the equivocal language he adopts, as to his real intentions and future course. Mr. O'Connell also enclosed a remittance of £500 which he had received from New York, adding, "I wish I could be personally present to reply to the address, and to speak of the splendid support we receive from the true-hearted friends of Ireland in New York."

"Pray get Maurice to make commemoration of the generous liberality of our American friends."
"It will delight them to hear of the bright prospects that open before us of restoring the nationality of our beloved fatherland, by a combination of Irishmen, of every sect and persuasion in the cause of Irish legislative independence."

"Pay all honours to our friends in New York."

Mr. M. O'Connell adverted to the subject of ribbonism, and moved that the leading members of the association be formed into a sub-committee, to take the subject of such secret societies into their consideration. He also read a letter from Joseph Sturge in the name of the Universal Suffrage Association in England, and Mr. O'Connell took the opportunity of publicly warning all bodies that there was an express enactment against corresponding societies, and he therefore advised them to elude the penalties of the law by omitting the word "corresponding," and their continuing to write as usual through their secretaries.

Mr. O'Reilly, T. C., in a speech which, affecting to denounce ribbonism, palliated the inhuman murders which have disgraced this country, and especially that of Mr. Gloster, a few days since; apologised for the assassin by declaring that the present state of the tenure of lands created a necessity to commit murder; he

excused the fiendish spirit of the "Lord of Tippetary," by calling it the instigation and dictates of nature; and concluded by stating that it was not only matter of surprise to him that these murders occurred, but he only wondered they did not occur oftener.

Mr. O'Connell severely rebuked the theologian of murder, who, in defence, pleaded his "unbridled tongue and clumsy method of delivery."

The amount of rent for the week was announced to be £836 16s. 3d.

DOMESTIC SUMMARY.

There is again a dearth of foreign domestic news of interest. All the world, except Spain, seems at present and commerce is thriving everywhere.

The Queen and Prince Albert have rested themselves sufficiently after their fatigues and excitement of their recent excursions to Scotland and the Isle of Wight, have commenced a round country visits, which seems likely to rival in splendour those paid by Majesty to the Dukes of Devonshire, Rutland last autumn. The Marquis Exeter has been the first honoured guest of the season; and Prince Albert acted as sponsor at the christening of the noble Prince's infant daughter, naming the child "Victoria," by consent of her Majesty, who attended the ceremony.

Some ministerial changes are spoken of as being in contemplation, but no definite has yet transpired as to new arrangement. It is said, but know not how truly, that Lord Haddington, the Earl of Ribon, Earl de Grey and Lord Lonsdale retire; that Lord Stanley will be the President of the Board of Control, Mr. Gladstone, Secretary to the Colonies, Lord Delmeida, President of the Board of Trade, Cardwell, Vice-President, and Lord Ellenborough First Lord of the Treasury.

There is an immense deal of Rail speculation going on in English, French and French lines, and it is apprehended will be productive hereafter of considerable embarrassment. There are in addition to the lines already completed or in progress, 131 new schemes, requiring a capital of £95,265, and with a view to borrow one-third more, making £127,000,000.

An additional scrap of two of the from China corroborates two facts stated at before, but not adequately confirmed by the last Indian papers,—that a supplementary treaty concluded by Henry Pottinger has in some way been garbled; and that the Americans busily at work in the market that have opened. The French too are doing. We learn, with no small interest, that the American Envoy who sent on a mission to China, had effected his purpose, and concluded a commercial treaty with Chinese government. The business was settled without least difficulty at Macao. In this Mr. Cushing evinces sound judgment and prudence.

COMMERCIAL SUMMARY.

In the colonial and foreign produce market of London, a fair amount, and the season, a very good business has been done during the last fortnight. Prices of sugar, coffee, and tea, have taken a higher and are higher. Raw material and provisions are difficult of sale, and imports have been light, and exports been to a fair extent. But little business advertised, except in cotton, coffee, and sugar.

In the country trade continues to flourish, and the consumption of taxable articles is rapidly increasing.

With the exception of the Brazilian export trade of Great Britain may be said to be in an improving state. The balance of trade generally is decidedly in favour of this country, and the opinion is freely entertained that the demand for our manufactures will increase.

Money is more in demand for ways and foreign loans, and, if it were not for the bank, would be now comparatively scarce.

FOREIGN INTELLIGENCE.

FRANCE.

From France we have no news of importance.

The *Reforme* gives a painful account of the great prevalence of discontent in the manufacturing districts of France. The master cotton spinners of Rouen, the number of 300 to 400, have agreed to shorten the duration of the daily hours of their operatives one-third until the next; working then only four days instead of seven.

SPAIN.

Our accounts from Spain give the