

ADMONITORY ADDRESS FROM THE LORD LIEUTENANT OF IRELAND.

The numerous outrages which have lately taken place, and the lawless spirit which has been exhibited by the people in the disturbed districts, make it necessary that the Lord Lieutenant should announce his determination to exercise all the power with which he is invested by law, as well for the suppression of disturbance as for the prevention and detection of crime.

His Excellency deeply deplores the destitute condition of a large number of the people; but although outrages have been committed under the plea of distress, yet it is notorious that the robberies of Arms and the night attacks so constantly occurring in the Counties of Limerick and Clare, as well as the atrocious assassinations which have also disgraced Tipperary, King's County, and Roscommon, are not induced by the pressure of want, but are the acts of habitual disturbers of the public peace, who seek by the perpetration of such crimes to intimidate all other classes.

The Lord Lieutenant, while affording to the well-disposed the protection of the Law and the support of the Executive Government in their efforts to maintain order, earnestly asks for their co-operation in suppressing such violence of the public peace as have recently occurred in the County of Limerick, and in other places, and in endeavouring to detect and convict those who are engaged in the commission of similar crimes.

There is no class, save the guilty themselves, which is not interested in bringing to punishment the highwayman, the burglar, and the assassin, and the Lord Lieutenant hopes that a vigorous and energetic co-operation on the part of those whose properties and lives may be sacrificed at the hands of these offenders, will enable the authorities to carry out successfully the endeavours of the Executive Government to vindicate the Law and protect Her Majesty's peaceful subjects.

The Lord Lieutenant, therefore, confidently appeals, not to the gentry alone, but to the well disposed farmers and industrious peasantry who seek to earn their livelihood by honest labour, to aid his efforts in suppressing a system of terror, which he feels satisfied is exercised by the few, but which may be overcome by the energy and determination of the many, whom it is intended to overawe.

His Excellency hopes that the misguided people who are often led into crime by a few wicked men, may be persuaded to listen to better advice, and shun the companionship of the felon and the murderer, whose course through life can often be traced by the misery which he has drawn upon those who have unwarily joined him in a career of crime.

His Excellency is resolved by every means in his power to suppress the wicked spirit which now disturb the public peace, and retards the social improvement and the prosperity of the country. The constabularies will be increased in all disturbed districts, (whereby an additional burden will be thrown upon the rates), military detachments will be stationed wherever necessary, in aid of the civil authorities, and efficient patrols maintained; liberal rewards will be given for information leading to the arrest of offenders, and ample protection to all who come forward and prosecute them; in short no exertion shall be spared for rigorously enforcing the law against those by whom it is violated.

The Lord Lieutenant, therefore, warns all who engage either in resistance to legal authority, or in attacks upon life and property, to abstain from such crimes, which will be followed by the severest punishment—he cautions the people not to join with the habitual perpetrators of outrage, nor listen to the evil councils of men who encourage opposition to the law for their own ends, and will leave those they have deluded into crime to suffer its punishment—above all, he thinks it his duty to make known the penalties that will be incurred by accessories to crime, and that all persons are, by law, considered accessories who protect criminals against their pursuers—who afford them the means of escape—who aid in their disguise—who mislead those who may be in search of them—or, who harbour offenders in their houses.

The hand of every one should be against the perpetrator of crime, and the Law will pursue with rigour, not alone the culprit himself, but sentence to transportation, or imprisonment, all who give him aid, shelter, or protection.

By His Excellency's command.

WM. M. SOMERVILLE.

Dublin Castle, 9th November, 1847.

WRECK OF THE NEW YORK PACKET SHIP STEPHEN WHITNEY.

We regret to announce the total loss of the New York Packet Ship Stephen Whitney, off the south-western coast of Ireland, on the night of Wednesday last; and the disaster, it appears, has, unhappily, been accompanied with the loss of 91 lives.

The unfortunate Packet Ship left New York on the evening of the 18th ultimo, with 110 passengers and crew on board. Subsequently, on the 22d ultimo, she was spoken by the Packet Ship Sea, and during several days, until the 27th, the two ships sailed in company. They then parted, in lat. 41, long. 48; the Sea arrived in the Mersey on Thursday last, but so late as Saturday night no accounts were received of the Stephen Whitney. Yesterday morning, however, a letter reached his Worship the Mayor, from Skibbereen, dated Friday the 12th instant, announcing that a vessel had been lost on the coast on the night of Wednesday, and that a number of bills of exchange and money orders, with a quantity of her cargo, cheese, apples, &c., had been washed ashore;

and the writer also stated that the vessel was supposed to be a steamer from America to Liverpool. The receipt of this letter was instantly made known by his Worship, and for a time excited much apprehension in reference to the Royal Mail Halifax Steamer Cambria, now fully due. The non-receipt of letters from Lloyd's agents on the coast, however, joined to the nature of the cargo washed ashore, and the date of the occurrence, soon satisfied those informed upon the subject, that the inference of the writer from Skibbereen was unfounded, so far as regards the Cambria at least; and the conviction was then entertained, and subsequently realised, that the wreck was that of the Stephen Whitney.

The details of this lamentable disaster, attended with a loss of life so extensive, are not yet fully in our possession; but from the subjoined letter received from the comptroller of customs at Skibbereen, and kindly placed in our hands by Messrs. Smith & Co., of Water Street, it will be perceived, that of the main facts mentioned, there can be no question:—

“Skibbereen, 12th Nov., 1847.

“I send you a very bad account of a wreck, as you may know some of the merchants concerned. The Packet Ship Stephen Whitney, from New York to Liverpool, totally lost on the West Calf, (an island of Skull,) on the 10th inst., at 10 p. m., the master, Popham, drowned. She had on board a general cargo. Crew and passengers 110. 91 lost: namely, passengers 76, and master and crew 15. 20 were females and 3 children. The names of the cabin passengers lost were Mrs. Thom, English; Mr. Roberts, New York, merchant; Mr. McCabe, American; Dr. Sweeny, Irish; Mr. Robinson, Liverpool.”

Part of the cotton thrown ashore, we learn, had been brought into Skull; and we are also informed that notice of the wreck, with reference to the bills of exchange and money orders found upon the shore, had been communicated to the police authorities of Skibbereen and the vicinity.

We anticipate to receive full accounts of the disaster in the course of the morning.—*Liverpool Albion*.

Later accounts state that the vessel was completely dashed to pieces, and that the cargo, which was very valuable, was being carried off by the country people, who flocked in thousands to the scene of the wreck. The driver of the Skibbereen mail-coach had reported in Cork that 93 lives were lost, among whom were Capt. Popham and his wife.

The vessel became a total wreck in 15 minutes after she struck. The coast, the scene of the disaster, is of a fearfully rugged character, and Cape Clear lies within a few miles only of the spot.

Since its arrival, we find the following in a late edition of the *Albion*:—

We have been favored with the perusal of a letter received this morning from a magistrate of the County of Cork, by his son, residing in Liverpool, containing the explanation of the disaster to the Stephen Whitney, and other details.

It appears that Capt. Popham, the commander of the ill-fated ship, having run close on the land, mistook the light house of Crookhaven for that of the Old Head of Kinsale; and under this erroneous impression bore away and went ashore. In 10 minutes she went to pieces. All the female passengers are said to be drowned; the first, second, and third mates, shared the same fate; and in a short space, ninety one of the hundred and ten individuals on board were numbered with the dead. Immediately upon intelligence reaching the Inspector and Collector of Customs, they proceeded to the scene of the wreck, and rendered all the assistance in their power; and from the other accounts published, it will have been seen that 19 lives were saved.

Large quantities of the cargo and pieces of the wreck had been cast on shore.

Nine years back a similar fate attended another ship upon the same spot, the Lady Flora Hastings, we believe; and on that occasion every soul on board perished.

*Wreck of the Stephen Whitney, and loss of ninety one lives, including Captain Popham.*—We are grieved to announce that the splendid New York packet-ship Stephen Whitney, Captain Popham, was totally wrecked off Cape Clear, on the night of the 19th inst. and that 91 souls perished in the melancholy catastrophe, among whom is the captain. The subject, although a mournful one, and one calculated to cause lamentation and weeping in many of the families of our American friends, will be perused with great avidity. We have, therefore, collected from the several accounts of the disaster which have reached us, the following details. First in importance is the protest drawn up by the mate of the vessel for presentation to the owners, which briefly and fully narrates the particulars of the painful event:—

*Protest.*—“On the 8th of October last past, the ship ‘Stephen Whitney’ left the port of New York, bound for Liverpool. Nothing material occurred on the passage until Wednesday, the 10th day of November inst., on which day, on or about two o'clock in the afternoon, the ship was hove to, and soundings were had in fifty fathoms. The weather was particularly thick, and the wind blowing very hard. The ship was under double reefed topsails—at 6 o'clock p. m., the wind increasing, the sails were close reefed; at 8 o'clock p. m., made the land very close to the ship. After clearing off from the land, saw a fixed white light, which, on consulting with the captain, I took for the Old Head of Kinsale, hauled off the ship on the starboard tack, heading south east by south, at 9 o'clock. Considering we had sufficient offing, steered the chan-