

elves ready to embark for Calcutta and Bombay, between the 3d and 10th of January next. The men will be conveyed by railway and steamer to Cork, where they will embark on board transports. The greater number (2,200) are to be landed in Bombay.

It has been rumoured, during the past week, that, in consequence of the daring pitch to which the pirates, on the coast of Morocco, have carried their lawless avocations, as specially evinced in the seizure of the British merchant-vessel, *Three Sisters*, recaptured by Her Majesty's steam-sloop, *Polyphemus*, the British Naval Commander-in-Chief, in the Mediterranean, has been instructed to visit Tangier, for the purpose of demanding satisfaction from the Emperor of Morocco.—*Morning Herald*.

BANK OF ENGLAND.—Another specimen of ingenious fraud has been discovered at this establishment. A few days ago, a note of £1,000 was presented for payment.—The inspector examined it; found it genuine; looked to the numbers of the stopped notes; and seeing that the note presented was not among them, two £500 notes were given in exchange, for which gold was procured almost immediately. On the following day it was discovered, that the leading figure of the number had been dexterously changed, and that 94,825 was altered to 04,825. It required the eye of a chemist to detect the change; and, as no blame can be attached to the inspector, we presume the "rest" will be reduced by the amount paid in error. The figure was so well inserted, that no ordinary examination was equal to its discovery. The note thus sent in formed one of a series of which a bank clerk was defrauded a few years ago.—*Sun*.

The three great families of Liverpool occupy, respectively, as follows:—The Jones', 849 lines of the Directory; the Smiths', 442 lines do.; and the Hughes', 326 lines do.

APPRENTICE MARRIAGES.—The attention of the Board of Admiralty having been called to the fact that many of the Apprentices in Her Majesty's dockyards have married at an unusually early age, their Lordships have directed the following order to be issued:—"Admiralty, Dec. 4, 1848.—It having come to the knowledge of my Lords that marriages have been contracted by Apprentices at the age of 17, and even 16—in contravention of the terms of their agreement, which states that they shall not contract marriage during the period of their indenture—I am to desire you will make known to the Apprentices that the clause upon this subject will in future be strictly enforced, and that no Apprentice will be placed upon the establishment should he marry before he has served his time. My Lords are satisfied that, both physically and morally, this restriction will be a benefit to all parties.—By command. H. G. WARD."

*The Catastrophe on board the "Londonderry."*—There is a fatality this year about emigrants and emigrant ships. We have scarcely recovered the shock of the *Ocean Monarch's* loss, and now there has come upon us another calamity more appalling, more heartrending, more sickening than even that. There, indeed, wherever they turned, the wretched creatures who embarked a few hours before from the quay of Liverpool, so full of life and hope, saw before them but an election of two modes of destruction. Fire or water—their option must be made. It seemed impossible to match the horror of such a scene. The reports spoke of mothers who held their little children aloft from the fiery storm that raged around them, until life departed, and with it hope; and then mother and child fell together from the burning wreck into the sweeping tide below. All circumstances considered, we then thought, that in our memory nothing so sorrowful had occurred. The burning of the *Ocean Monarch* is, however, outdone now. In the cabin of the *Londonderry* steamer, on the night of Friday sen., there happened a scene so fearful, that the mind instinctively recoils from dwelling, even for a moment, upon human suffering in so intense and agonising a form. If we here repeat the details of what occurred, it is with no wish to harrow up the public feeling, nor even of signalling to public indignation the persons by whose gross indiscretion and most criminal carelessness the tragedy was brought about. It is rather with a view that Government may be at length compelled, by public opinion, to look more closely into the condition, not only of emigrant ships, but of all vessels licenced to convey passengers from one port to another throughout the United Kingdom. What security have we now for the skill and competence of the Commander to whose care the lives of so many human beings are, for a time, confided? What precaution is taken that steamers such as the *Londonderry* should convey no more passengers in each of their compartments than their means of accommodation will justify? Is a storm of such rare occurrence in the Irish Channel, in the month of December, that the contingency of the deck passengers being compelled to take shelter below ought not to have entered into the calculations of the proprietors and Commanders of such vessels? These are general points, and are applicable to the entire system of the coasting conveyance of the three Kingdoms. In the case of the *Londonderry* we must, however, go further. It will be no answer for Captain Johnstone to say, that the steerage cabin was but eighteen feet long, ten or twelve in width, and about seven feet in height. We do not know yet with precision the exact number of human beings he caused to be crammed into this space. We are only told that 70 were found dead when the door was opened, and air was admitted into their prison. A storm levels all distinc-

tions. It matters not much whether an ante-chamber to the tomb be a state-cabin or a fore-cabin. If the weather were so rough that danger really existed, was there no other part of the vessel where a section of the emigrants might have been sheltered, until the decks were opened to them once more? The state-cabin of the *Londonderry* was occupied by three persons, on the fatal night of Friday last; the steerage cabin by about 150. Why not have let the poor creatures remain on deck? Had a score of them been washed away, what would it, by comparison, have signified? Of bullocks, twenty only were killed; of passengers, on board the *Londonderry*, seventy perished, and by a most frightful death. The *Londonderry*, it seems, left Sligo, about four o'clock on Friday afternoon. There were, on board her, three cabin passengers, a number of sheep and oxen, and about 150 emigrants, who were to be conveyed to Liverpool, on their way to America. As the night wore on, the wind and sea rose. Most people, who have crossed the Irish Channel, have seen, at one time or another, the strange gaunt figures of the deck passengers crouching about the deck, wherever they can find shelter from the spray. This, no doubt, was the case, at first, on board the *Londonderry*; but as the gale freshened, they were probably found to be in the way of the working of the ship. Captain Johnstone, in an evil moment, gave the order that they should all be sent below. We must here pause for a moment, and ask, how could the mind of that man be constituted who, knowing the number of deck passengers on board his ship, and being necessarily acquainted with the extent of the accommodation forward, could issue such an order? How can such a mandate be explained away? It may be accounted for, but never explained. There was no intention of deliberate murder, but there was indifference, there was incompetence, there was brutality. The sufferings of these poor people mattered but little to the crew, so they could find room to work their ship without interruption; so, with oaths and blows, they drove below the unfortunate beings, so many of whom were never destined to see again the light of day. And now the story becomes unintelligible. We cannot, on the one hand, attribute to Captain Johnstone and his crew the deliberate intention of murder; but, on the other, is it possible to conceive upon any known principle of human action, how a Commanding-officer, in such a situation, could issue an order that the only aperture by which air could enter into the foetid hole in which he had confined his passengers, should be hermetically sealed? The companion was closed, a tarpaulin was nailed over it, and further, the entry was secured by ropes, so as to make egress almost impossible! Captain Johnstone was afraid of the water getting in! But did the water get in, in any quantity, to endanger the safety of the vessel, when the cabin door was at length opened? Had the weather undergone any notable change between the time of their imprisonment and the moment of the release of the survivors? We think not—first because it was not by the free act of the crew the wretched creatures were at last released; and, secondly, because no very great interval could have elapsed, or not one would have survived to tell the tale. Be this, however, as it may, it needs but a slight effort of imagination to conceive what must have passed in the shambles of the *Londonderry* from the description of the scene which met the eye of the mate, when at last a steerage passenger had forced his way out, and communicated to him the terrible intelligence:—

"The mate instantly became alarmed, and, obtaining a lantern, went down to render assistance. Such, however, was the foul state of the air in the cabin, that the light was immediately extinguished. A second was obtained, and it, too, was extinguished. At length on the tarpaulin being completely removed, and a free access of air admitted, the real nature of the catastrophe exhibited itself. There lay, in heaps, the living, the dying, and the dead, one frightful mass of mingled agony and death—a spectacle enough to appal the stoutest heart. Men, women, and children were huddled together, blackened with suffocation, distorted by convulsions, bruised and bleeding, from the desperate struggle for existence which preceded the moment when exhausted nature resigned the strife.—After some time, the living were separated from the dead, and it was then found that the latter amounted to nearly one-half of the number."

Captain Johnstone appears, at length, to have been made aware that he had become a main actor in a scene of the most horrible atrocity within the memory of man. But he was uncertain what to do. He put his Steamer into Lough Foyle, but it was twelve hours before he could make up his mind to pass up to the quay at Derry. Lest it should be supposed that the former extract might convey but an impression received amidst horror and confusion, here is how we find the condition of the steerage cabin described when entered, on Sunday morning, by the Mayor and Magistrates of Derry:—

"The scene, on entering the steerage of the steamer, was perhaps as awful a spectacle as could be witnessed. Seventy-two dead bodies of men, women, and children, lay piled indiscriminately over each other, four deep, all presenting the ghastly appearance of persons who had died in the agonies of suffocation; very many of them covered with the blood which had gushed from the mouth and nose, or had flowed from the wounds inflicted by the trampling of nail-studded brogues, and by the frantic violence of those who struggled for escape. For it was but too evident, that, in that struggle, the poor creatures had torn the clothes from off each other's backs, and even the flesh from each other's limbs."