

IRISH NEWS.

CORK.

There are 331 paupers in the Youghal poorhouse, being 43 more than at the same period last year.

Sir John Arnott has been re-elected Mayor of Cork.

The proceeds of the sermon preached by the Bishop of Cork, in aid of St. Patrick's Orphan Asylum, amounted to £225.

A girl named Anne Burchill attempted suicide by throwing herself into the river at Cork, but was rescued by a man named John Murphy.

The Cork *Examiner* of the 3d inst. says: On Saturday a draft of the 1st battalion, 21st Fusiliers, consisting of four officers and seventy-two men, arrived by train from Parsonstown. At Mallow they were joined by a draft of the 1st battalion, 2d division, of the 14th Regiment, consisting of four officers and sixty-four men, and both came to Cork by the same train. They embarked aboard the transport William Hammond the same evening for the West Indies, where they are to join their respective regiments.

A porter in the employment of the River Steamers' Company, named Thomas Hennessy, was recently drowned near Aghada.

A public dinner has been given to Mr. Marmion, in Skibbereen.

We are happy, says the Cork *Examiner* to announce the arrival of Lieutenant Barry, at the University of Louvain, Belgium. The gallant Lieutenant was received most enthusiastically by the professors and students, and entertained at a grand soiree prepared in his honor.

The same paper says: A novel and ingenious piece of work in shoemaking was brought to this office. It is a leather shoe made without stitch or seam. The inventor, Mr. C. O'Brien, is only 15 years of age. He intends taking out a patent for the invention.

William Haughton has been elected chairman of the Great Southern and Western Railway, in room of Sir Edward McDonnell, deceased.

DERRY.

B. McKonkell has been elected Mayor of Londonderry.

DUBLIN.

The death of Sir Henry Marsh, the eminent physician is announced in the Dublin papers.

Sampson Carter, county surveyor of Kilkenny, lately committed suicide in Dublin, at the house 68, Montgomery-street, by shooting himself through the head.

FERMANAGH.

The Erne Steam and Tram Company propose running steamers from Beltenbel to Enniskillen and Belleck, a distance of forty-five miles, with a tramway to the seaport of Ballyshannon and watering-place of Bundoran. It would benefit the estates of Lords Palmerston, Ely, and other great proprietors. Steamers being able to carry at one-fourth of railway rates, the fares and freights will be from 1d. to 3d. per mile. A railway is also contemplated between Enniskillen and Bundoran, but the lake route is fifteen miles less. The steamers will be similar to those on the Hudson and St. Lawrence, drawing but three feet of water, with cabins and saloons overhead.

GALWAY.

The stand-house on the Knockbarrow race-course, near Loughrea, is nearly completed.

The deputation from the Galway Harbor Board, to solicit the concurrence of the cess-payers in the imposition of a penny rate, have already attended six out of sixteen of the presentment sessions; those of Athenry, Ballinasloe, Eyrecourt, Woodford, Gort and Loughrea. In Ballinasloe the deputation was flatly refused.

The flunkeys of Portumna illuminated their little village and lighted bonfires, on the arrival of the Maguire of Clarrickarde from Kilkenny, where they had been laid up for some time in consequence of an accident received when hunting in that county.

There are 184 paupers in the Tuam workhouse.

Father Lavelle has published the following letter in a local journal:

"Sir,—I beg to give you the names of the families lately evicted by Lord Plunket, with the pretences for their eviction:

"1. Edmund Joyce; six in family; pretence—charge of perjury (not sustained).
"2. Patt Lally; burning (bog);—Tom Lally, four in family, same.

"3. Michael Henaghan; seven in family; same.

"4. Widow Lally; six in family; same.

"5. John Boyle; seven in family,—lending Father Lavelle his cart.

"6. Martin Lally; ten in family—his son assaulting a Scripture reader, when after tearing the scapular off Mrs. Murray's bosom; and another son being falsely charged with the murder of Harrison. The Crown twice refused to prosecute him. No charge against the tenant himself—a most correct and sober man.

"7. Michael Cavanagh; seven in family; his daughters living in his house.

"8. James Henaghan—assaulting a Scripture reader.
"9. Patt Murray; four in family—his son assaulting the Scripture reader above referred to.

"10. Ned Maney; five in family; living with his father.

"11. Two widows, cottiers; one gone mad.

"Such are the pretences on which a Christian Bishop drives homeless on the world such a number of fellow men."

The military, police, sheriff, brigade and all, had to wade knee deep on yesterday through the flooded rivers. The bed-clothes of the people are destroyed. I have seen one feather bed as if taken out of the river. Again, what will the Irish people do for those suffering victims of religious oppression?

KERRY.

Thomas O'Hagan, Esq., Solicitor-General, is mentioned as likely to succeed Daniel O'Connell in the representation of Tralee. Mr. O'Connell has received some office from the government.

KILKENNY.

Thomas Power, High street, has been elected Mayor of Kilkenny.

LIMERICK.

Mr. John Thomas McSheehy has been elected Mayor of Limerick.

LOUTH.

Mr. Pierce Cox has been elected Mayor of Drogheda.

MAYO.

A collection in aid of the Pope has been made in the Diocese of Killala.

TIPPERARY.

John Ryan, solicitor, has been appointed Mayor of Clonmel.

EUROPEAN NEWS.

The Atlantic brings in dates to the 5th from Europe.

The *Army and Navy Gazette* says: The French Government are actually building steam vessels at St. Cloud, for the Imperial Navy. They have just launched from opposite the Park, a screw dispatch boat called the Argus. She was only commenced last May.

The same journal says: At the eleventh hour, after more than £250,000 has been spent upon building the gigantic armor-plated ship "Warrior," the Lords of the Admiralty have discovered that she is not the description of vessel that will combine stability with invulnerability. The Lords have arrived at the following decision: "She is not the vessel we could wish for, but, after laying out so much money upon her, it will be as well to see what can be made of her."

The *Times* says: The government has decided on dispatching another company of royal engineers to St. Helena, to assist in erecting additional fortifications, and repairing the defence of that island.

It is proposed to extend to Garibaldi the freedom of the city of London.

A letter to the *Daily News* from Ancey says:—We are informed that the works of the tunnel through Mount Cenis are suspended; some say owing to want of funds, while others assert unexpected difficulties of execution are the cause.

The *Gazetta di Torino* contains the programme of a national subscription for Garibaldi. The committee says: It is not to confer honor on Garibaldi that we address ourselves to the Italians, but that history may not one day accuse his cotemporaries of ingratitude.

The *Pays* denies that any negotiations have been entered into for the cession of Venetia, and says: "We believe we can affirm that such a question has never been mooted in the councils of any power, without exception."

Paris, Sunday, Dec. 2.—The following notice has been communicated to the Paris papers by Messrs. Rothschild:

The Papal Government has not remitted the amount of the coupons of the Roman loan, due on December 1. As soon as the total amount is remitted, the bearers will be informed of the time when payment of the coupons can take place.

Acquapendente, Bagnaria, and some other towns in the province of Viterbo, have been re-occupied by the French.

PESTH, Nov. 30.—Yesterday, Count Caroli Obergaspian of the Comitatus of Pesth, convoked the principal inhabitants for a preliminary discussion of the question whether a political organization of the Comitatus shall take place. After a warm debate, it was resolved that the inhabitants of the Comitatus would not yield a hair's breadth of their rights and laws, and the wishes they expressed in 1848.

It was also resolved that all further steps should be determined upon by a general congregation of the Comitatus, which is to assemble on the 10th December.

There was a talk of burning the suburbs of Gaeta on account of their sheltering the Piedmontese from the fire of the garrison.

The dearthness of provisions was increasing.

King Victor Emanuel arrived at Palermo at half-past nine on the morning of the 1st instant, and was received with extraordinary enthusiasm. The people wished to detach the horses from his majesty's carriage and draw it through the streets. The people assembled from all parts of Sicily, and the number present in the city was estimated at 400,000. His majesty, before descending at the palace, went to the cathedral, and was solemnly received by the Archbishop of Palermo. The king afterwards received the constitutional bodies and deputations from the municipalities of Sicily.

On the 3d instant, the king issued a proclamation to the Sicilians, in which his majesty recalls that one of his ancestors had reigned over Sicily. He likewise mentions the election of the Duke of Genoa as King of Sicily in 1848, and the vote of Sicily in favor of annexation recently given. The King promises to establish institutions for promoting public morality and to respect the privileges of the Sicilian church. He concludes by requesting unity and concord among the people.

The War in China.

DETAILED ACCOUNTS.

The *China Mail* publishes the following letters from the neighborhood of Peking, giving full accounts of the progress of the allied army:—

PU-SI-TSA, Sept. 22, 1860.—The first detachment of troops, consisting principally of cavalry, left Tien-tsin on the 8th of September, and 1,000 men followed the next day. The cavalry had halted only a few miles out of Tien-tsin, and were soon overtaken on the 9th. The column halted about noon at a town called Pu-k'au, which was about half-deserted by its inhabitants. A market was soon established, principally by people who had followed us from Tien-tsin. Supplies were brought in and everything was as comfortable as could be desired.

On the 10th we reached a large town called Yang-tsun, where supplies were also easily obtained, 400 sheep having been bought. Heavy rain fell on the afternoon, and the force was unable to march on the 11th, from the muddy state of the road.

On the 12th the march was resumed, and a place called Nan-tai-tsun was reached, and on the 13th we arrived at Ho-si-wu, the largest town, excepting Yang-tsun we had seen on the march. At this place the opposition of the Chinese commenced, passively as usual. The town was found more deserted than any of the others, and although supplies were promised, none were forthcoming. The troops, therefore, took what they could get in the place, which was finally completely plundered. We stayed here three days.

Each day's march, on the way up, discovered to us a more beautiful country than that which we had passed through on the preceding. As at Tien-tsin and the neighborhood, not a barren spot could be discovered; but the fatness of Nan-tsin was relieved by the trees and the hills which could be plainly seen in the morning.

Mr. Parkes and Colonel Walker usually rode on a-head, with a small escort of cavalry, to choose the encamping ground, and report on the state of the roads. At Ho-si-wu General Mitchell with the 60th Rifles, the 2d Queen's, the 15th Punjabs, and some artillery, joined us, and the French also came up. Mr. Parkes rode on to Ma-tou and Tung-chau and made the usual arrangement for our encampment. He reported that Chinese troops were stationed at Toog-chau.

We left Ho-si-wu on the 17th, and after a very dusty march arrived at Ma-tou. Mr. Parkes rode on and passed the night at Tung-chau. Colonel Walker and a commissariat officer accompanied him to a village within a short distance of Tung-chau. Mr. Parkes rode back to this village on the morning of the 18th, and seeing that a large number of Chinese troops had taken up a strong position on each side of the road through which we were to pass, he rode back to Tung-chau, accompanied by Mr. Loch, Mr. de Norman, Mr. Bowlby. The *Times*' correspondent, Captain Brabazon of the artillery,

another gentleman whose name I have forgotten, and Captain Anderson, with twenty Sikh cavalry, to ask an explanation of the appearance of such a large force.

In the meantime the army (which had left Ma-tou early in the morning) had advanced to within a mile of Ho-ko-chuang, where the Chinese troops were assembled. Our attention was first attracted by a trench which had been dug across the road at a village about four miles from Ma-tou. A passage was made across, and our troops passed on, leaving the French at the village. About a mile from Ho-ko-chuang our troops halted, and a Chinese officer came out with a message to the effect that we might encamp where we were. He was told that we wanted to encamp on the other side of the village, as previously arranged by Mr. Parkes, where the river was; but he held to his request that we should encamp where we were, and offered to supply us with water. This offer was declined, but for the time we made no movement in advance, as the safety of our party within their lines gave the general considerable anxiety. This party, consisting of Colonel Walker, Mr. A. C. G. Thompson, and five or six dragoons, were waiting the return of Mr. Parkes and his party from Tung-chau, when their attention was directed to a struggle between a Frenchman and some of the Chinese troops. The cause of the disturbance is not known, but it is thought that the Chinese wanted some pretext for beginning the day's work. Colonel Walker rode up to the rescue of the Frenchman, but he was surrounded, deprived of his sword, and almost dragged from his horse. As the place was full of troops nothing was left for him and Mr. Thompson to do but to run the gauntlet. They escaped from the village, and got within our lines under a heavy fire from the Chinese. Mr. Thompson was wounded in the back by a spear thrust, and one of the dragoons was shot in the leg. The general lost no time in advancing the troops, and, in about an hour, the Chinese were cleared out of the village by the artillery and cavalry. The French drove them out of the encampment on our right, and protected the village in the rear, where all our baggage was. The position of the Chinese was well chosen, sheltering their camp, extended across our front and out on our left and right, in the form of a semicircle; and had we encamped where they wanted us, we should, no doubt, have been severely cut up in the night. After driving the Chinese from their position, we entered a small walled town called Chang-chiawan, where we remained the 19th and 20th. The place was looted.

On the 21st the allied army moved on in the direction of the canal between Tung-chau and Peking. I have no time to give you a detailed description of this day's work. The French advanced towards the stone bridge called Pa-li-chian, a mile and a-half west of Tung-chau, and the English upon the wooden bridge Pu-si-tsa, and a little to the west of the stone bridge. The Chinese were assembled in force in front of these bridges, and the fight very soon commenced. After about two hours' firing we had driven the Chinese from their camps, of which there was one in nearly every cluster of trees; the French had taken the stone bridge on the right, and our right wing had taken the wooden bridge, whilst the commander-in-chief, with nearly all the cavalry, the 99th, and Queen's, pursued the enemy two or three miles along the canal, from camp to camp, towards Peking. The cavalry charged three or four times, and slaughtered a considerable number. I don't think that our killed and wounded on the 18th and to-day, amount to more than twenty-five. The French encamped at the stone bridge, and we at the wooden bridge, about seven miles from Peking. One of the roads to Peking passes through our camp, and there are two more (one of them proved) on the north side of the canal.

A flag of truce was sent in to day from Peking, with a letter, the purport of which is understood to be a request to re-open negotiations. I have omitted to mention that Mr. Wade was sent on the 19th with a flag of truce to Tung-chau, and was fired at five times.

Mr. Parkes and his party are still detained. They are said to be in Peking and well treated.

ANOTHER ACCOUNT.

Another correspondent gives the following account:—On the 9th ult. a force consisting of the King's Dragoon Guards, Fane's and Probyn's Horse, Faring's, Desborough's and Stirling's batteries, the Royal Marines and 99th Regiment, the whole under the command of General Mitchell, marched past Tien-tsin, to a place called Pookoo, ten miles distant. On the following day they marched to Yang-tsing, eight miles further—and the next day to Nan-tsin, eight miles further—next to Hoo-si-woo, when they halted for five days again, until the 2d Queen's, the 60th Rifles, and some 2,000 French came up. Almost the whole of the road for these last four marches was through endless fields of millet, extending as far as the eye could reach, and the camping ground at the end of them was nearly as comfortable as a bed of thorns, being upon half-cut beds of millet, the spikes of which was nearly as sharp and strong as those surrounding the Taku Forts, and had, I verily believe, been left so by the Tartars, in the hope that they would effectually prevent our advance without any further aid from their prowess. So far not one of them had shown his face within range since the dressing they got at Taku. At Hoo-si-woo, accordingly, Mr. Parkes was emboldened to ride forward to Mut-ow, about ten miles further on, attended by a cavalry escort and the gentlemen I have already mentioned, in order, I believe, to propose to the inhabitants that if they would send us our supplies of fuel, flour, &c., we would not molest them, but encamp outside—as we had previously done in the case of every town and village we had passed. As far as I can make out from the various reports I hear, they first of all told him they would consent to furnish us with supplies, if we would agree to their selecting the camping ground for us, but on his replying that the general would not agree to any such condition, they immediately made him and all his companions prisoners, with the exception of a few King's Dragoon Guards, who succeeded in cutting their way out. Colonel Walker, of the Bays, and Mr. Thompson, of the Commissariat, who had ridden out in the same direction, were also nearly taken prisoners, a French officer who accompanied them being cut to pieces—Colonel Walker only escaping with the loss of his sword and a cut over the hand, and Mr. Thompson with a lance wound in the back. The Cavalry, Artillery, 2d Queen's Royal Marines and 99th Regiment, were immediately ordered out by Sir Hope Grant, and about midway between Hoo-si-woo, our friends of Sing-ho celebrity, and who we had heard had never drawn rein after that affair until they reached Peking, again came in sight, extending in a wide semi-circle before Mut-ow as far as the eye could reach. The Queen's, who were in advance, were immediately ordered to halt until the rest of the regiments came up, and a line of battle was formed, the French taking the right, Queen's the centre, Royal Marines and 99th the left, and Artillery and Cavalry the flanks. They had not advanced far in this order before fire was opened on them from some dozen points in the aforesaid semi-circle, while the Tartar cavalry threatened our flanks. They were promptly met, however, by ours, but the Irregular Horse who were on the right flank, the King's Dragoon Guards being on the left alone succeeded in getting among them—with the to-be-expected result of chawing them up completely of course. Our artillery meanwhile thundered dreadful responses to theirs, and with very unequal effect—theirs doing little or no da-

mage, ours telling with dreadful effect, and finally completely silencing all their batteries, which were planted in all sorts of extraordinary positions, and were evidently of quite an *impromptu* construction, some at the entrances to villages, others among clumps of trees, and others behind natural embankments. The infantry then advanced, and threw in a smart fire on them as they retreated, our nimble and gallant allies even getting among them with the bayonet, I believe, and killing great numbers. The enemy fled in every direction, and did not even attempt to defend Mut-ow itself, which was accordingly entered and taken possession of the same evening, and proved to be a very comfortable and picturesque little town, with a tumble-down old brick wall of great height, and once, doubtless, of great strength. The following day was made a day of rest, and yesterday the force again advanced into the plain, and had really a hard day's fighting. They had not gone more than about three miles before the enemy again presented themselves in a vast semi-circle. We met them pretty much as we did on the previous day, but got closer to them on several occasions—both the Irregular Horse and the King's Dragoon Guards getting well among them, as well as our more advanced parties of infantry—although from the nature of the ground (endless fields of cut millet, intersected by wide ditches, and separated every here and there by dense thickets), and their knowledge of how to avail themselves of it, it is very difficult to get near them at all. If we had infantry alone I believe they actually might have had the audacity to close with us (as they were evidently plucky enough men), but as it was they showed themselves on both days impressed with a very salutary dread of our artillery and cavalry, and though they made several apparent charges at our cavalry, I believe they were almost all merely feints, to draw them into some trap or other (such as a concealed ditch or rough piece of ground), while entangled in which they might have an opportunity to fire their gingalls at them from under the cover of some wall or tops of trees.

A letter of Sept. 26th says: It appears that Messrs. Loch, Bowlby and (Captain) Brabazon, are all safe and well treated at Peking, with Mr. Corsul Parkes. The army is within five miles of Peking, after an engagement on Saturday, in which the enemy is said to have kept at a respectable distance from our artillery; but the French got at them and treated them very roughly, killing, it is said, 400 or 500 men. We had one officer and a few men wounded. The Emperor's brother and another mandarin of the highest feather came out to camp, but Lord Elgin would not see them until Mr. Parkes and the other prisoners were given up. Tung-chau was given up to pillage, and the usual atrocities of the Tartars were committed by themselves on their women, whom they deprived of life, and on their children, whom they threw into wells. The latter was past doubt, as the bodies were seen when the place was entered.

La Gloire.

Mr. Hussey Vivian sends the following account of the new French steel-clad frigate to the *London Times*:—

Sir,—During the interesting and valuable discussion upon shot proof ships which has lately taken place in your columns, I am not aware that any description of the famous French frigate *La Gloire* has been given. If such is the case, you may not deem the following remarks worthy of insertion.

I may preface my observations by stating that being accidentally at Toulon a week ago, and hearing that *La Gloire* was in the roads, I went alongside and sent my card to the commander, affixing to my name the word—"Membre du Parlement Anglais." I received a mere verbal message that no one was allowed to see the frigates. This restriction, I believe, unusual in France, and it may, therefore, be assumed that *La Gloire* is regarded as too novel and valuable a weapon to be wilfully thrown open for imitation.

My description must consequently be limited to the externals of the frigate, and to the details which I gleaned from various sources, more or less accurate. *La Gloire* carries thirty-six broadside guns, though pierced for forty; she is said also to carry four heavy guns on deck; her broadside guns are all rifled; her ports I judge to be about eight feet out of water; she has a bowsprit and three masts, strictly fore and aft rigged, although she can set a large square sail on her foremast; her spars are not much, if at all, larger in proportion than those of an ordinary passenger steamer; she has apparently a flush deck, with, I am informed, a shot-proof house on the after part for the captain. At present she is probably three feet by the stern, judging from her water line; she is said to draw five metres, or about sixteen feet. Her cutwater, which is stated to be fifty centimetres, (equal to one foot seven and one-half inches) thick, recedes from the water-line upwards, the lower portion being from two to three feet in advance of the upper. Her breadth of beam is carried very far forward, giving an appearance of weight and bluffness to her bow, which, however, may be more due to the want of a few extra feet of cutwater than to an actual absence of fine lines. Her bow overhangs, but very slightly, if at all; her stern is neither round nor square, but sharper than her bow, presenting finer lines, and with a very considerable flare or overhang. She has a set-off at the water-line, some three or four inches deep, such as ships of war generally have just below their ports. Her sides have about the inclination inwards usual in men-of-war. Her plates, I am informed, are fifteen centimetres (about sixteen English inches) thick; those forming the first row, above the water-line, are about five feet long by two feet nine inches wide; above these are two rows of plates about four feet long and one foot wide; above these, again the larger plates. The iron used in their manufacture is stated to be of a very superior description; the extensive works, near St. Etienne, is engaged almost exclusively in their manufacture. The plates are said to extend about two and one-half metres, or say eight feet, below the water-line; she is coppered from that point to her keel. I was informed that her engines are of 1000-horse power. Her speed all agree in stating at thirteen knots. She is constantly sent to sea, and is reported to behave well, though laboring somewhat in very heavy weather. Upon one occasion she was in a gale during which a first-class frigate lost her quarter boats. Her tonnage and dimensions I could not learn. She is decidedly not a very large vessel, but little, if at all, larger than modern frigates of her class. Perhaps the most important point remains still to be noticed. *La Gloire* is not an iron ship; she is built of wood, doubtless of stronger scantling than usual, but still she is a wooden ship, built in a government dockyard by the ordinary shipwrights, and of the materials at hand. She was plated in a dry dock, after she was launched, and it would not, therefore, seem that any extraordinary expense could have been incurred in her construction. A sister ship is now building at Toulon. Her sides are lined with men as thickly as they can work. Two frigates of the old stamp stand finished and neglected hard-by. At least, I could not see one man at work on them.

It would appear from the foregoing details that many very important objects have been attained in *La Gloire*. In spite of her armor, her speed is higher than that of most men-of-war, an element in itself of enormous power, I have no desire to theorize on the means by which this