

The Examiner.

"THIS IS TRUE LIBERTY, WHEN FREEBORN MEN—HAVING TO ADVISE THE PUBLIC, MAY SPEAK FREE."—EURIPIDES.

Vol. II.]

CHARLOTTETOWN, P. E. ISLAND, TUESDAY, JANUARY 9, 1849.

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THE EXAMINER.

CHARLOTTETOWN, JANUARY 9, 1849.

We have been delayed issuing our Paper until to-day, in consequence of the English Mail arriving so late in the week, and preventing our inserting a good deal of matter previously prepared.

Second December Mail from Europe.

On Saturday morning the Courier arrived with the English Mail, which reached Halifax on Friday the 20th December, in the *Europa*, in 12½ days from Liverpool, after a very stormy passage.

The foreign news is of a highly important character, the most particular points of which we give below:—

(From the Dublin Freeman's Journal.)

FRIGHTFUL TRAGEDY.

LOSS OF SEVENTY-TWO HUMAN BEINGS ON BOARD A STEAM-BOAT SAILING FROM SLIGO TO LIVERPOOL!!

We have received from a correspondent in Londonderry on whose veracity we can rely, the outlines of one of the most horrid tragedies recorded in the annals of human crime. We must observe that it is customary for the steam-boats plying between Sligo and Liverpool, to put in at Londonderry, in order to take on board goods and passengers. This accounts for the fact that our correspondent was enabled to be an eye witness of the horrid spectacle to which it is our painful duty to draw attention. "The Londonderry steamer," says our informant, "which left Sligo on Friday, had on board 105 passengers, part of whom were for America, and the other part for Liverpool. A great number of the latter, it appears, went on board for the purpose of plundering the passengers; and when the crew were engaged in the management of the steam-boat during the storm, they commenced their horrid work, and, awful to relate, on the arrival of the steamer at this place not less than seventy-two of the poor creatures were found murdered in the most brutal manner. The awful sight of the deck of the steamer on which I have this moment looked, I shall never forget.

A large number of the passengers has been taken into custody, and the investigation will, of course, elicit the incidents of this fearful tragedy.

FURTHER PARTICULARS.

(From a Correspondent.)

An unheard-of spectacle was witnessed at our quays on yesterday. The Londonderry, plying between Sligo and Liverpool, had passengers on board bound for America; the storm commenced on Saturday; all the deck passengers were crammed down the steerage; the hatches were nailed, and at 4 o'clock on Sunday morning, it was found that suffocation had taken place. The living were then separated from the dead, who in number amounted to 74, men, women and children. The writer of this hasty and melancholy news witnessed the scene—the sight can never leave his eyes. There were old veteran soldiers there; they declared they never, even in the field of battle, witnessed such a scene. You could see among the dead the father and the mother clasping, in the agonies of death, their dying children. The captain and crew, all mostly Scotch, are in custody. An inquest is being held to-day; but that inquest will not restore to life 74 of the 'mere Irish' now dead, because forced by oppression to quit their homes.

(From another Correspondent.)

I hasten to inform you of one of the most melancholy events that perhaps ever occurred in a Christian country, viz., the arrival here on Sunday morning, at half-past ten o'clock, of the steamer Londonderry, the property of the Londonderry and Glasgow Company, with no less a number than seventy-five human beings suffocated in the steerage. It seems the vessel left Sligo for Liverpool on Thursday last, and that on Friday morning it coming on to blow, either the passengers went of their own accord, or were put down to the steerage by the master and crew, and that when so down, the door of the steerage and all other means of ventilation were closed upon the poor people, and it is said covered over with taraulins. A large number of cattle and other deck lumber, however, were allowed to remain on deck as they were. The cattle have arrived here comparatively safe, and 75 human beings are dead. It is a horrible tale, but upon whom the blame rests none can as yet say. The account given, it is said, when

the vessel arrived here, by the crew, was that robbers and murderers had got into the vessel and destroyed the people; but the appearance of the bodies at once showed the cause too clearly. Let the blame rest where it may, the captain and crew (with the exception of one who fled and cannot be found) are in prison here. A large number of the poor survivors are lodged in the Town Hall. Men, women, and infants, piled as they died, four and five deep, in a small steerage, presented an awful sight. The inquest is at present going on before Mr. Lloyd, coroner for this city. One of the witnesses examined on Sunday (yesterday), states that he smashed open some portion of a panel to get egress from the hole, and called to one of the sailors that the passengers below were dying in heaps; the sailor "damned him for an Irish b——r, to get out of his way or he would heave him overboard;" he then went to the mate, and after some trouble, it is said, of the same description, succeeded in getting the sailors to release the survivors. This, however, I only give as evidence heard by me, not from the witness himself, but from hearsay.

The above are the only remarks I can with any safety make, as there are so many versions of this unfortunate occurrence that it is scarcely possible to depend on any; however, I think I am not far from the truth.

(From a third Correspondent.)

I cannot give you the entire details; but one witness whom I heard examined on the inquest, had saved his mother and two sisters by superhuman exertion; he broke his way over the dead bodies of his fellow passengers. On his getting on deck, he called aloud for the hatches where the *mere Irish* were nailed down, to be opened, as they were dying for want of air. The answer he got was, "d—n your soul, you Irish b——r, if you don't go down with the rest, I'll knock your brains out." I will not trust myself to say more; but the feeling here is dreadful, and I think if government does not at once order an investigation, God knows what may be the result. To any human being the sight of 75 men, women, and children, stretched as they now are in the stores of the Steam Boat Yard, the distorted features, black as if they were taken out of an African slaver, is horrifying. One man with his three children clasped in his arms was the most appalling sight I ever witnessed. So firm were his arms clasped around them they could not be separated—their arms, legs, all entwined in the agonies of death. Mothers with their infants—all—all dead!!

"One of the poor creatures swore that the cries of 'mercy, mercy, Captain!! MUST have been heard on deck."

The *Belfast News-Letter* published on Tuesday says:

"Nearly all the steerage passengers on this most fatal voyage were poor farmers from the neighbourhood of Sligo and Ballina and their families; there were about an equal number of males and females, and a considerable proportion of children, many of whom are now left fatherless and motherless. Among the survivors are three children, saved out of a family of nine. It is almost unnecessary to say that all these passengers were miserably poor, many of them half-naked."

THE CHOLERA still lingers about the suburbs of the metropolis, and in Scotland its ravages have not sensibly diminished.

IRELAND.

The Irish papers are pregnant with details of deaths by starvation.

STATE OF SKIBBEREEN POORHOUSE.—The total number now in the Skibberdeen poor-house and its auxiliary houses, is about 4,230. Of this number, the three auxiliary houses in the town and at Deelis, accommodate about 950. The remaining 3,280 are dieted in the poor-house, and about 50 are sent to town to a store to sleep. Thus there are permanently lodged in the union poor-house about 2,780.—The house was intended, when first built, to accommodate 800. Since then three additional timber houses have been built on the premises, one of which is inhabited by invalids, and into these three and the main house there are now crammed by day 3,280, and by night, 2,780.

INCREASE OF PAUPERISM.—On Sunday there were in the Cork Union Workhouse no fewer than 4,993 paupers, and those in a union the workhouse of which was originally built to contain 2,000! There are now, besides the workhouse, two other large and convenient auxiliary houses provided for the paupers.

Mr. Smith O'Brien, and the other parties convicted at Clonmel, remain at Richmond Bridewell. There is a very general rumour, that the judges of the Queen's Bench are unanimous against the prisoners on the writ of error; and that, in case of a unanimous decision of that court in favour of the crown, the attorney-general will

withhold the requisite sanction for the prosecution of an appeal to the House of Lords.

AN AFFECTING INCIDENT is related by a Donegal paper. A few nights since, a young boy and his sister returning from Pettigo, homeward, had to cross a mountain. The night was dark and stormy, and they lost their way. Next morning both were found dead from the exposure. The boy and girl lay side by side—the latter with her arm round her brother's neck, and her flannel petticoat removed from her own person was wrapped round his feet. Thus did the creature, perhaps, sacrifice her own life in a vain effort to sustain that of her brother's.

It is announced that Mr. John O'Mahony, of whose exploits in connexion with the late attempt at disturbance near Curraghmore and its neighbourhood so much has been heard, has escaped to France, whence he has written to his friends here.

Mr. DUFFY'S TRIAL.

The proceedings against Mr. Duffy from the hour of his arrest till the present have exhibited intense, almost tremulous, anxiety on the part of the prosecutors, such as has not been manifested in the case of any political prisoner within our memory. The way in which he has been bandied back and forward from city to county and from county to city—the sending up three successive bills of indictment—the defamation of his character by open slander, and by secret whisperings—all these things indicate pretty clearly what intentions are entertained in his regard. It is therefore the more urgently demanded of us—of the citizens of Dublin—of the Irish people—of the executive, and of all its officers to do all that in each lies that his liberty shall not be made away with by any illegal practice, and that which the law professes—an impartial trial—he shall have, and that the administration of the law be not in his case brought into disrepute. Mr. Duffy upon his last transfer served a notice upon the city sheriff.

ITALY.—FLIGHT OF THE POPE.

The revolution in the city of Rome has terminated in the flight of the Pope from his dominions, and the Head of the Roman Catholic Church, one of the most popular and patriotic princes that ever ascended the Papal throne, is now an exile and a wanderer. After the scenes described in our last, the Pope remained a prisoner in his palace in the Quirinal, protected from personal danger by the direct intervention of M. d'Harcourt, the French ambassador.

The Naples Correspondent of the London Times says—

Since the assassination of M. Rossi, the Pope remained a close prisoner in the Quirinal; and the Duke d'Harcourt, the French Representative, was compelled to reside in the palace, for the purpose of affording the protection of his person and flag to the Sovereign Pontiff. The business of the Government went on in the Pope's name, but without his sanction, and so far did he carry his resolution not to be dictated to, that he refused even to receive the reports, according to invariable custom from the officer of the guard. Such a state of things could not long continue, and the members of the diplomatic corps, as is said, arranged a plan for the liberation of His Holiness, of which the immediate execution was entrusted to Count de Spaur, the minister of Bavaria.—At an early hour, previously agreed to, the Pope retired into a private room for the purpose of apparently conferring with the gentleman I have just named, and there he distinguished himself in the livery of the Bavarian legation. In a few minutes the carriage of the minister was called, and the Count de Spaur, followed by the Pope, disguised as his servant, descended the grand staircase, entered his carriage, the Pope mounting on the box alongside the coachman. The artifice succeeded—no suspicion arose either in the Quirinal or the outward guards, and the good old man was enabled to breathe the air of liberty. On his arrival at the house of the Bavarian minister another transposition was made. The Pope took off the livery suit, and dressed himself in the usual costume of the minister's chaplain, or aumonier, and M. de Spaur having already given notice of his intention of going to Naples, and received passports from the Government, post horses were soon procured, the count and his supposed chaplain took their place in the carriage, and then happily cleared the gates of Rome.

It was some time before the escape was discovered, as of course due care was used by those in the secret to say that the Pontiff was engaged in his devotions, and could not be disturbed. When the flight became known the ministry were thunderstruck, and, as I hear, dragoons were despatched to bring back the fugitive.—But either these measures failed, or the new Government hesitated in arresting the person of an ambassa-