

generate an intense heat, by dissipated, in the shape of used in the refining furnace as well as all the labour of material expended being the exhaustible air of the atmosphere it has been made) seems as Columbus's method of

at had been the progress of ourselves to the time of Down to about the beginning our iron was made with then learnt the art of making this followed Cort's dis- mlers, Nasmyth's hammer, hich last by drying and 0, saves time and fuel. In st of our iron was furnished by Russia and Spain. It adred years and find Catal- le the price of English. We on with charcoal, and the ure was the county of Sus- roduce a single ounce. In lling which surrounds S. t, if we remember well, of of Mr. Bessemer's inven- railing would be made of thirtieth part of that sum. ast century our production 7,000 tons. In 1806 it rose 0,000; and at present it is In 1814 our export of iron nwrought, amounted to no n 1836 they rose to 136,394, for which the public ac- y were 1,200,000, worth cer- 000,000 a property coined air of England!

of Mr. Bessemer's invention, expense of production. It is on of malleable iron produced o 50s.; or bar iron, for ex- 10s. a ton will be sold at £6. ty of malleable iron at pre- red to exceed one-half of all ed 2,000,000 of tons, the an- n will come to not less than e amount of the tea or malt r more than this for steel, for o the level of that of iron, or to £6 a ton, enabling us to h its high cost forbids it to be as, for example, in railway

advantages resulting from the ans of producing not only e, we shall quote what Mr. d authority, observed upon the ss at Glasgow to the Institu- ners:—

manufacture of malleable iron great gratification that I read Bessemer's process, so beautiful y to leave nothing further to be the process. I need not tell tance it must be to those who connected with these branches nicety of workmanship, to have r quality. I may mention that s for the experiments which I government, one of the greatest r in attaining the degree of s arises from the defects in the is iron of great strength, free hard places. Inferior iron (with ive and improper materials) is e of one of the greatest errors

Col. the Hon. T. V. Dawson, daughter of the R. & Hon. J. W. Fitz-Patrick, Queen's County.
John M. Belly, Esq. of Detroit, Michigan, US, to Matilda Mary, youngest daughter of George Whitehead, Esq. of Dublin.
James Cuffe St. George, youngest surviving son of the late Sir Richard Bligh St. George, Bart. of the county Kilkenny, to Jane Grey, only daughter of Capt. Arthur Loftus, Royal Navy, of Lower Baggot-street, Dublin.
At Seetabuldee, Madras, John Wilson, Assistant Surgeon 17th Regt. EICS, to Sarah Frances, youngest daughter of the late Rev. Edward Day, of Kilgobbin, Kerry.
At Cawnpore, East Indies, Lieut. R. O. Cross, Adjutant 17th Bengal Native Infantry, to Catherine Diana Homfray, eldest daughter of the late Robert Shedden Homfray, Esq.

DEATHS.

On Monday last, in George's-street, at the residence of her son, Doctor Wilkinson, after a protracted illness, borne with Christian fortitude and resignation, in her 86th year, Catherine, relict of James Tandy Wilkinson, Esq. MD—deeply regretted by an attached family, to whom she was a kind and endearing parent, and by whom her loss will be long deplored. Her remains will be deposited at an early hour on Saturday morning beside those of her respected husband, in the family vault at Abington, in this county.
On the 7th inst. at 25, Fulham-place, Harrow-road, London, aged 75, Mary, the wife of Lieut Hector Graham, half pay 60th Rifles, late Barrack Master Chichester, and daughter of the late Rev. John Parker, of Glenquin, county Limerick. She was an affectionate wife and devoted mother.
At Rath house, Mrs. Cassin, formerly of Ballyduff, county Kilkenny.
At Ballykeon, near Ballingarry, Kate, daughter of the late Mr. John Ryan.
The Rev. Mr. Harty, PP of Moor, near Ballinasloe, in the county Roscommon.
In Kilkenny, the Widow Mosson.
At Newtown Anner, Catherine, relict of Sir Thomas Osborne, Bart.
In South Richmond-street, Mr. Philip Dwyer, father of the Rev. John Dwyer, of Enniskillen.
At Cabra-parade, Mary Prudence, relict of Henry Hamilton, Esq. Surgeon of HM 13th Regt. of Foot.
At Rathmines, James Gavin, Esq.
Emily Jane, child of William Stapleton, Esq. of Dublin.
Anne, wife of Richard W. Harrison, Esq. of Belfield, Raheny.
George M'Mullen, Esq. of Burgh-quay.
At Ross, near Maryborough, Mr. Patrick Dillon.
At Primrosemount, Randalstown, Miss Maria Jane Davison, Patrick, only son of Edward Fullam, Esq. solicitor.
In Newry, Thomas Hill, Esq. aged 78.
At Wrexham, Mrs Ann Dioker, widow of the late John Dioker, 1st Lieutenant Commissary, Royal Artillery.
At Woolwich, Capt. E. H. Bingham, youngest son of the late Col. Charles C. Bingham, Royal Artillery.
At Eccleston-square, Mary Eleanor, the infant daughter of Reginald John and Lady Elizabeth Cust.
In Upper Brook-street, Lt-Col. Cooke, CB, aged 81.
At Bath, John Wood, Esq. Chairman of the Board of In-land Revenue.
At Patcham, near Brighton, George Blaker, Esq. aged 79.
At Worcester, Mr. Robert Hardy.
In London, Benjamin Fayle, Esq.
The widow of Col. Greene.
Darcy Bolton, Esq.
In Stirling, Mr. Joseph Ashton.
At Harp's Oak, Merstham, Surrey, Mr. W. C. Pope, late of Finsbury.
In Chelsea, Mr. Joseph B. Trigg, late Baptist minister, Penzance.
At Mayfield, Sussex, M. Wallis, Esq.
At Bruges, in Belgium, Mary, the wife of Myles Custance, Esq. aged 83.
At Williamsburgh, New York, Mary, wife of Capt. Maurice Walsh, and eldest daughter of the late Dr. E. Vaughan, of Inniscarra, county Cork.
At Lagos, West Coast of Africa, drowned by the upsetting of a canoe, whilst embarking for England, Thomas Hutton, Esq. of Cape Coast Castle.
In Calcutta, John Boon Hayes, MD, HEICS, late of Bolton-street, Piccadilly.
At Jamaica, West Indies, Robert Perceval, eldest son of William Perceval, of Knightsbrook, county Meath, and nephew of the late Major General Thomas Hawkshaw, HEICS.
At Up-Park Camp, Lieut. Taylor, West India Regt.

**FROM THE 29TH OF SEPTEMBER,
To be Let on Lease,
OR THE INTEREST SOLD.**

THE Extensive House and Concerns 27 GEORGE'S-STREET, within a few doors of the Club House, in which the China and Glass business has been carried on for many years, late in the possession of Mr. ROBERT GOODWIN, it is in depth 106 feet, excavated underneath, with a nice Store connected at the end in the lane from ROOPE'S-STREET, to THOMAS-STREET,

Thompson Russell, Esq., Company.
Eyre Lloyd, Esq. Robert Shaw, Esq.
Robert M'Murray, Esq. Director of V
Sir Edward M'Donnell. and Limerick
Chairman Great Sou- Company
thern and Western Michael Furne
Railway Company. Director of s
Major W. H. Massy, pany.
Chairman of Waterford
With power to add to their numbers, to
the proposed Line.
Solicitor:—Sir M. Barrington, Son, and
Engineer:—W. R. L. La Fanu, Esq.
In consequence of urgent representations
them, supported by the authority and offer o
ration from William Dargan, Esq., and t
Southern and Western, and the Waterford
merick Railway Companies; the Directo
Limerick and Foynes Railway Company
that the advantages which their line is likely
on their Proprietors and the Public, will be e
promoted by the opening of Railway in
between Kilrush and the rapidly extending
perous Bathing place of Kilkee, have resol
in case sufficient capital be subscribed, that a
be made to Parliament in the next Session
to raise a sum of 35,000*l.* in 1,400 shares of
for the execution of the proposed line, to be
under their management and control.
To any resident of the south-west of I
must be unnecessary to state how Kilkee ha
within comparatively few years, from an
Fishing Hamlet into a place of crowded
hionable resort, and how the number of
induced thither every succeeding Summe
attractions as a Bathing Place, and the
beauties of the neighbouring coast of the
continues yearly to increase. But the w
regular periodical communication with Lin
the Steamers on the Lower Shannon are
sail at varying and uncertain hours to suite
and the inconvenience of the present mode
ling to and from Kilrush, have operated
serious difficulties in the way of access
from the more distant parts of the country.
This disadvantage, the opening of the Ra
Limerick to Foynes Harbour next Summ
great extent overcome, but the Directors
of rendering the line of communication cor
they feel assured that the great and increas
Traffic to and from Kilkee would be so o
increased by the facility of intercourse t
Railway would afford, as to render it amply
tive for the very limited outlay it require
completion of this Line Passengers will b
take out through Tickets by Rail and Ste
Dublin, Cork, Waterford, and all intermed
via Limerick and Foynes to Kilrush and
can count with precision on the actual tim
the West Coast will require.
It is proposed to receive Subscription
additional Capital, (nearly half of which
been subscribed) under the head of "Sh
B," so as to distinguish it from the ori
of the Limerick and Foynes Company, su
tions to exclusively appropriated to the
The direction to be in the hands of the pr
tors adding to their number proprietors
the County of Clare interests, and power
by the Act of incorporation to amalgamat
dertakings if a majority of $\frac{2}{3}$ of the prop
so determine. It is further proposed
powers to make arrangements for the imp
the steam communication between
Foynes, so that the stream of traffic will
rupted, and the Line from Limerick to
benefit from the Kilkee Summer Traff
Kilrush and Kilkee Line will participat
vantages connected with the Limerick
transit throughout the year.