

expense in working vessels is not the only
Captain William's screw. By diminishing
tear the frequent necessity of repairs is pre-
bers and shipbuilders, though having an ob-
erest in the efficiency of the vessels they
ve no such interest in the economy of their
nce; and it is shipowners themselves, there-
have the most immediate interest in the
on of a propeller, which, while increasing the
their vessels to a large extent, will enable
be worked under average circumstances at
bly less expense.

LIMERICK CHRONICLE

WEDNESDAY EVENING, OCT. 14, 1857.

REMOVAL OF IRISH PAUPERS.

A woman named Johanna Lane, applied to the magis-
trate last week, at the Police Court, for relief un-
der the following circumstances. Her husband, her
only child, left here for England 38 years ago,
was employed in the watch, in one of the
factories, for a period of ten years; he then left the watch-
making a situation as porter in one of the banks,
and remained there for one year, when he died; and
she continued to support herself since by her
labour, when about seven years ago, her only child
died, leaving her two grandchildren which she has
to support since, and being reduced, she
applied to the relieving officer of the union last week
in consequence of which was, that on the fol-
lowing day, she was seized upon in the street by two
men, put into a cab, and driven to the steamer
which sailed for Limerick. The officers endeavoured
to take a book she had with her, and in the
process of taking it, she stated that they actually tore
out of her a cotton bag in which she carried it. She was
boarded on board the *European* which was a little
from the docks, and which sailed immediately.
The poor woman was not allowed to see her
children or to speak to any one; and the mate of
the steamer stated, had he known the case in time
he would have put her ashore again.

The Mayor ordered her some relief from the
Magistrate, and directed Constable O'Brien to
assist Mr. Shaw, who has always acted most kind-
ly in such cases, to get a passage back to
Limerick for her as she stated, she was able to procure
lodging there, and had her grandchildren in a
situation provided for by himself.

AND THE IRISH SOLDIERS WHO PERISHED THERE.

EDITOR OF THE LIMERICK CHRONICLE.

Bruff October 10th, 1857.

The state of affliction into which several
families in this place have been plunged induces
me to trespass on your space with a few obser-
vations, trusting that you will give them insertion
in your columns, and that they will be considered
as those who have the management of the funds
of the course of collection for the Indian

It appears that the fathers and mothers
of those who die on India's burning plains are shut
out of relief by the rules adopted. Truly, this
is manifestly wrong, and I take the liberty
to state that the parents of soldiers should re-
ceive aid from the funds for the loss of their

The punctuation was in the original; the notes of
admiration were made with perspicuity. In the vicini-
ty of the chapel, on the shutters of an unoccupied
house, was the following:—

Glorious News.

England defeated. God bless the Rebels of India.

Hurrah for freedom.

While one of the church peers was made the bearer of
the following inflammatory placard. We suppose the
locality was suggested by the fact of this being the
day appointed for a fast, humiliation, and prayer;
and the exultant tone seems to be in opposition to
the spirit which it was known would characterise the
solemn proceedings within the walls of the sacred
edifice:—

The 7th October, a day of glory and Exultation!

Success to the Gallant Sepoys.

Irishmen! Now's the time—Strike for your country.

Success to the friends of Nationality.

The above documents need no further comment.
They speak plainly for themselves, and are no doubt,
the fruit of the sedition cultured by the teaching of
the "Nation," and the minor fry of that ilk. It is high
time that a stop should be put to newspaper press
Sepoyism, and we trust the government will not
shrink from the duty.—*Nendagh Guardian.*

In reference to the death of Dr. Thomas Mawe, of
Bengal, an account of which appeared in a letter re-
ceived by a Catholic clergyman in Tralee, and pub-
lished in our last number, a member of his family
resident in Limerick requests the insertion of the
following particulars taken from the letters of Captain
Scott, of the 12th B.N.L., Dr. Mawe's own regiment,
and also from those of Mrs. Mawe, to his family
here:—“On the 5th day (21st June) after their flight
from Nowgong, with the rest of the party, Dr. Mawe
had a *coup de soleil*, and fell from his horse. He died
a few moments after. Mrs. Mawe, who was with him
all through, was carried by some natives to a village,
and the next day the Nawab of Banda sent an elephant
and guard for her. She was brought into Banda,
where she found her child in charge of Captain Scott,
having been absent from its mother but one night.
Here she was treated with the greatest kindness for
sixteen days and then sent on to Calcutta, where she
now is at the house of a friend, and whence she
is expected to arrive in this country some time in the
month of December next.

THE NEW CLIPPER SHIP PLANTER.—This is the
name of a new ship just added to the fleet of match-
less vessels already engaged in the "Eagle Line of
Australian Packets." She is much superior to any
other vessel at present engaged in the trade; her
tween decks are about nine feet in elevation, with a
full sweep from stem to stern. The light admitted
into the sleeping berths and dining rooms is remark-
able and ample, both horizontally and vertically; and
through the entire length of the ship there are not less
than ten ventilating shafts, beside the hatches, all of
which are thoroughly supplied by a never failing
quantity of pure air, so that the least foulness cannot
enter. She is fitted up with baths and washhouses; in
a word, every thing that can be done for the comfort
of those on board has been attended to with the utmost
liberality on the part of the owners; her sailing capa-
cities are first rate, and she will doubtless make the
voyage to Melbourne under 70 days. The "Themis"
made the run to that port during mid winter in 80