

THE WEEKLY STANDARD.

EDITOR AND PROPRIETOR MICHAEL G. MULLHALL 137 CALLE SAN MARTIN.

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May 8th 1861. BUENOS AYRES. No. 2



SHEEP FOR THE BANDA ORIENTAL. THE STEAMER ASUNCION.

Is ready to transport sheep to any part of the Banda Oriental [except Colonia] from the Puerto del Tigre.
For further particulars apply at the office.
N.º 1 Calle de Cuyo—

SALTO COMPANY OF RIVER STEAM-BOATS

This line of Steamers, having been lately organized so as to make six trips monthly from Montevideo to Salto and Parana, calling at all intermediate ports, leaves as follows:
From Montevideo on the 5th, 10th, 15th, 20th, 25th, & 30th of each month, at 10 o'clock, P. M.
From Buenos Ayres on the 6th, 11th, 16th, 21st, 26th, & 1st of each month at 10 o'clock, A. M.
The Steamer Paraná, on the 6th, 16th & 26th, to meet the "Buenos Ayres" at Parana, which vessel proceeds to Corrientes. The Pampero likewise meets the "Montevideo" on the 15th and the "Salto" on the 6th & 16th at Higueritas to transport passengers & correspondence for Salto & intermediate ports.

The Steamer "Montevideo" going direct to Salto & intermediate ports leaves Buenos Ayres on the 1st, and transports passengers for Parana, at Higueritas. The "Montevideo" also leaves for Parana on the 11th, transferring passengers for Salto & intermediate ports at Higueritas on board the "Salto". The Steamer "Salto" leaves Buenos Ayres, for Salto & intermediate ports, on the 21st, transferring passengers for Parana at Higueritas on board the "Montevideo".

Notes—Parcels are received at the office up to 5 P. M. on the day previous to sailing.
No passenger is admitted on board without the ticket and any violation of this rule shall incur a penalty of 20 per cent over and above the ordinary passage money.

FARES		
	CABIN	DECK
Higueritas	6 pts.	3 pts.
San Pedro	12	4
Obligado	12	4
San Nicolas	12	4
Rosario	16	8
La Paz, Esquina & Bella Vista	33	16
Goya	40	20
Corrientes	50	25
Troy Bantos	10	5
Concepcion	14	7
Panandí	16	8
Concordia & Salto	20	10

For further particulars apply at the office
Henry Duwe— N.º 1 calle de Cuyo.

FOR CALLIQUAY

Taking passengers, cargo &c. the Steamer

RI' BERMEOJO

Captain—ADOLFO THOUVENIN
Will leave this port on the 1st, 8th, 16th, 24th of each month at 10 A. M. returning on the 4th, 12th, 20th & 28th.

Cabin—16 patacons. Deck—8. Cargo per ton—6.
Correspondence received at the office up to 5 P. M. on the day of sailing.
Parcels, up to 5 P. M. of the day before. For further particulars apply to
Nicolas Poma & Co. No. 5 calle de Rivadavia.

AGENTS COMPANY

For Montevideo, taking only passengers. The National Steamer

"CONDOR"

Captain—CARLOS B. BASSA

Will leave on Thursday 9th of May at 10 o'clock, for Calliquay, returning on the 5th, correspondence must be received at the office for Calliquay, and passengers apply at the office.
No 79 e. Calle de O'Higgins

FOR LIVERPOOL

The fast sailing barque "BELISAMA" 373 tons.
Will leave Buenos Ayres in a few days and offers a very commodious passage to persons returning to England.
The commander, Captain Johnson, has much experience on this coast, and will make himself attentive to either cabin or stowage passengers. For further particulars apply to
J. P. Boyd & Co.
Calle S.º a Martin.

FOR MONTEVIDEO

Taking cargo and passengers.
The new, handsome and fast sailing North-American Steamer

MISSISSIPPI

Captain—G. HARRISON
Will leave this port every Wednesday & Saturday at 5 P. M. returning every Tuesday and Friday morning—
FARES.
Cabin—8 patacons. Deck—4. Cargo per ton—3.
The superior comforts of this splendid vessel are worthy of remark: each passenger shall have a separate state room and the necessary attendance. There are moreover apartments for married couples and families.
Tickets and further particulars may be had at the office Messrs Bernal y Carraga, N.º 89 calle de Reconquista. Correspondence received up to 4 P. M. Passengers not on board at the appointed hour lose their tickets.

FOR MONTEVIDEO

Taking cargo & passengers the National Steam Packet

CONSTITUCION

Captain—JOSE M. MANZANO
Will leave this port every Thursday at 4 P. M.

Cabin—8 patacons. Deck—4. Cargo per ton—3.
For tickets and particulars apply at the office N.º 89 calle Reconquista. No complaint will be attended to after 24 hours from the landing of goods at the custom House. The cargo at each port will be discharged on the company's lighters, but at the expense and risk of the shippers.

FOR ROSARIO

Touching at San Fernando, Zapala, Baradero, San Pedro, Obligado & San Nicolas.

THE NEW STEAMER

DOLORCITAS

Captain—DAVID BRUCE
Will leave for the above mentioned ports every Tuesday at 10 O'clock a. m. and returns every Saturday on the same hour.

TERMS OF PASSAGES.

	CABIN	DECK
Al Rosario....	\$ 350	\$ 120
San Nicolas....	250	90
Obligado.....	250	90
San Pedro.....	250	90
Baradero.....	200	80
Zapala.....	150	80
San Fernando..	80	

For further particulars apply at the office:
BERNAL Y CARRERA
Reconquista 89.



MENSAJERIAS

DEL

COMERCIO

CORREOS DEL ESTADO.

General Administration calle de la P.º de S.º, Ag.º en calle de Rivadavia.

Chascomus y Dolores 1, 2, 4, 5, 6, 8, 10, 11, 12, 13, 15, 16, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30.

Laguna de los Padres, por K.º, Quilmes, Porfina, San Antonio de Padua, Miran, Durazno, Arroyo Grande, Nanajay, Villarica, Laguna Colmena, Batacra, Golondrina, San Martin y Moron—Martinez de Hoz, 2, 12 y 22
Cerro del Moron, por K.º, Santa Elena, Las Arenas, Pozo del Fuego, Loma Verde, Caracouquen, Arroyo Grande, 25 de Mayo, Brava O Llanos, Blanqueado de Herrera, Cerito de Paulino, San Agustin, Malacra, Florida, Primavera y Moron, 6, 16, 26.

Carrera del Moron, por Posta de Guana, San Miguel, Batalli, Navas, Quinteros, Juncal, Ciccio, Espinosa, Arroyo Chico, Rincon de Boudrix, Invierno, Muñoz, Moron, 10, 20, 30
Tandil por Dolores, Posta de Guana, San Miguel, Pueblo Nuevo, Cinco Lomas, Loma Negra, Loma Partida, San José, Carmen de Languiy, Causales y Tandil, 1, 15.

Tandil por Dolores, Posta de Guana, San Miguel, Batalli, Navas, Quinteros, Toribio, Chiffard, Canales, Viscacha, Rincon de la Reconquista, Miguena y Tandil, 8, 14.
Tandil por el Azul, 15, 23, 30.
San Vicente y Rauchos, 1, 12, 20, 27.

Azul, 2, 6, 16, 18, 22, 26.
Cañuelas, Monte y las Flores, 2, 4, 8, 12, 14, 18, 22, 24, 28.
Lobos y 25 de Mayo, 8, 18, 28.
Lobos, Tu.º de Mayo, Thursdays & Saturdays, 1, 13, 23, 30.
Magdalena, 9, 19, 29.

MENSAJERIAS

INICIADORES

Central Administration—San Martin, 81—Ploza Lorea, 26—Calle las Flores, 34.

Villa de Luján y San Antonio de Guaymas, every day.
San Antonio de Arica, 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29.

Arica, 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29.
Baradero, 8, 11, 19, 27.
Furber, 8, 10, 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30.
Pergamino, 2, 6, 10, 14, 18, 22, 26, 30.

Rioja, 4, 8, 12, 16, 20, 24, 28.
Pilar, Capilla del Señor, y Zaca, 2, 5, 7, 10, 12, 15, 17, 20, 22, 25, 27, 30.
Mercedes, every day.
Para Navarra, 5, 10, 25, 30.
Para el Bregado, Chivilcoy y Navarro, los 6, 16, 26 por el camino de Pujato, Litarde, Amesfil, Moron, Escobar y P.º.

Navarra, Chivilcoy y Bragado los 5, 10, 25 por el camino del Litarde, Lopez, Saenz, Doron, Villarica, Omeira, Escobar y Palentino.
Mercedes, Chivilcoy y Bragado por la de Goroetiga, Grog, Galan, Salvia, Aguero y Camuel los 9, 19 y 29.

Mercedes y Chivilcoy los 5, 15 y 25, por o de Goroetiga.

NUOVAS PENINSULARES

General Administration, calle Potosi, No. 146.

CORREOS DEL ESTADO.

Chascomus y Dolores 1, 2, 4, 5, 6, 8, 10, 11, 12, 14, 15, 16, 18, 20, 21, 22, 24, 25, 26, 28, 30.
Laguna de los Padres, Batacra, San Martin y Moron, 2, 12 y 22.
Caracouquen, 26 de Mayo, Brava, Malacra y Moron, 6, 16 y 26.
Navas, Chiffard, Batacra y Reconquista, 8, 24.

Cinco Lomas, Loma Negra, Loma Partida, Carmen de Languiy, 1, 15.
Tandil y Dolores 1, 8, 15, 24.
Tandil direct-m. n.º 2 y 17.

CARRERA DEL MORO.

Juncal, Ciccio, Aalmar de Castaños, Esperanza de Iruia, Pulpis, Quevedo, Arroyo Chico, Rincon de Boudrix, Invierno, T.º de Mayo, Chiffard, Rincon del Moro y Martin de Hoz.

Los Embarcadores
Torres, B.º y C.º.

MENSAJERIA

ESPAÑOLA Y ALEMANA

General Administration—Calle de la P.º de S.º, 81.

Obescomus, 1, 4, 7, 9, 11, 14, 17, 19, 21, 24, 27 y 30.
Dolores, 1, 4, 7, 9, 11, 14, 17, 19, 21, 24, 27, 30.

TERMS OF PRICES.

Chascomus..... \$ 100.
Dolores..... 100.
Freight arobas..... 20.
Money..... 14 7/8.

Los Embarcadores
Torres, Osorio y Cu.

EDUCATION.

Mr. M. G. Mullhall, late Professor of Languages in the Royal College of E.º, Dublin, Ireland, gives lessons in English, Italian, Spanish, Latin, Greek, French and Metaphysics at private residences, or in his chambers, No. 137 calle San Martin.

English Seminary.

This establishment offers every advantage to parents desirous of giving their children a superior education. The Rector, Mr. Nicholson, has had much experience in the system of instruction, and being assisted by the best teachers, and being aided by the most modern and improved method of teaching, is enabled to give his pupils a thorough and complete education in all the branches of English Literature, and in the various sciences and arts which are necessary to the cultivation of the human mind.

any has entered an appearance, a latter is still "in motion."

Richado about nothing.—One of the guineados of Montevideo lately, it seems, a report that the Mail Steamer usually left the city, in ballast; and the Tribuna published the commanders' contraband. By comparing the passenger of French versus English our readers can judge, so for further particulars write within.

Recapitulation of Gas. There has been some "letting off steam" as the collision of the Primer Arriero with the Mercy. The alleged gas is that one of the vessels was "long headed."

Trivial trip. On last Wednesday the "Weekly Standard" made her first trip, but though some thought the striking admirable, it was plain in the end she did not suite the public always to go. Nevertheless the novelty of her construction, and the cheap rates she has adopted will it be trusted command a large patronage. She has been compared to a magazine (perhaps from the solidity of her materials), but she contains no inflammatory articles and is warranted not to blow up.

Capitolo clock. The tower of our town-hall is undergoing repairs preparatory for the new clock, which is to be put up in three ways at once, without requiring a conductor has been placed over for protection, that it may keep a steady look-out after the column of May, and strike the ears of the public, when they don't know what's o'clock.

J. M. Rossas. This modern Nero has been lately condemned by the judicial authorities to be executed as an assassin at Palermo, the scene of his naturalia (when they catch him).

Recoba Vieja. This old bone of contention is still in the way, but the proprietor is endeavoring to put the best face on it.

Play column. The goddess of Comedy has undergone many liquidations, but further last whitewashing being actual, it is hoped she may again give "the benefit of the Act."

Plaza Moscorrat. The inhabitants of this romantic locality can now take a moonlight ramble in their "champs elyses." They can also direct "busses" at hand.

Excitement in the United States.

ALLEGED PLOT TO ASSASSINATE MR. LINCOLN, PRESIDENT-ELECT.

The New York papers just to hand contain references to an illegal plot to assassinate Mr. Lincoln, the newly-elected President of the United States, while on his way to Washington. It appeared that Mr. Lincoln intended to pass through Baltimore, and that the slavery party in that city had entered into a conspiracy with the object we have mentioned. Intelligence of the plot was, however, conveyed to Mr. Lincoln while at Harrisburg, and, acting under the advice of his friends, he took measures to avoid his enemies. The Harrisburg correspondent of the New York Times gives the following account of the affair:—On Thursday night, after he had retired, Mr. Lincoln was aroused and informed that a stranger desired to see him on a matter of life or death. He declined to admit him unless he gave his name, which he at last did, and such prestige did the name carry that while Mr. Lincoln was yet aroused, he granted an interview to the caller. A prolonged conversation dictated the fact that an organized body of men had determined that Mr. Lincoln should not be inaugurated, and that he should never leave the city of Baltimore alive, if indeed, he ever entered it. The list of the names of the

conspirators presented a most astonishing array of persons high in southern confidence, and some whose fame is not confined to this country alone. Sittenfeld laid the plan, bankers endorsed it, and adventurers were to carry it into effect. As they understood, Mr. Lincoln was to leave Harrisburg at nine o'clock this morning by special train, and the idea was, if possible, to throw the cars from the road at some point where they would rush down a steep embankment, and destroy at a moment the lives of all on board. In case of the failure of this project, their plan was to surround the carriage on the way from depot to depot in Baltimore, and assassinate him with dagger or pistol shot. So authentic was the source from which the information was obtained, that Mr. Lincoln, after consulting with his friends, was compelled to make arrangements which would enable him to subvert the plans of his enemies. Mr. Lincoln did not want to yield, and Colonel Sumner actually cried with indignation; but Mrs. Lincoln, seconded by Mr. Judd and Mr. Lincoln's original informant, insisted upon it, and at nine o'clock Mr. Lincoln left on a special train. It was a Scotch plaid cab and a very long military cloak, so that he was entirely unrecognizable.—Accompanied by Superintendent Lewis and one friend, he started, while all the town, with the exception of Mr. Lincoln, Colonel Sumner, Mr. Judd, and two reporters, who were sworn to secrecy, supposed him to be asleep. The telegraph wires were put beyond reach of any one who might desire to use them.

The New York Evening Post says:—

We learn to-day from a gentleman who accompanied Mr. Lincoln and his party during the greater part of the journey from Springfield to this city, that great precautions were taken at the various points on the route to guard against any injury to the person of the President from the malicious designs of his enemies. Before entering the cars the conductors of the line were accustomed to thoroughly examine the seats and the cushions to see that there was no dangerous machine or person secreted in the carriage. This precaution shows that not only was there danger, but that that danger was at least partially known to Mr. Lincoln and his friends. It is well understood that General Scott advised Mr. Lincoln, before leaving home, to have his family at all times around him on his journey to the federal capital.

SCENE AT BALTIMORE.

The Baltimore Republican gives the following account of the reception which was prepared for the new President, had he fallen into the hands of the slavery party in that city:—An immense crowd of people, not willing to give up the hope of seeing Old Abe, commenced about noon to flock towards Bolton depot and Calvert Station, where the extra train was expected to arrive about one o'clock. The police, under Marshal Kane, took the position assigned to them, and the vast crowd extending from the station along Calvert-street as far as the Battle Monument, and all the way along North and Franklin-streets, impatiently awaited the coming. Numbers also besieged the Eutaw House, and peered anxiously into the faces of the occupants of all carriages that approached. About the hour of one o'clock, a loud shout was heard at the northern end of the depot, announcing that the train was in sight, when the entire mass of people to the number of about 6,000 or 8,000, who were stationed about the entrance, rushed in a body into the buildings with cries of "Here he is," "Here's Old Abe. Look after him," &c. The train it appears had been partially stopped at the intersection of Charles-

street to allow them to dismount, but owing to the immense crowd assembled at that point the train again moved on, and it appeared in sight as above stated, being followed by hundreds of the Charles-street crowd, who were running rapidly in the rear of the train. As the train approached the depot, another and, if anything, a more desperate rush was made, the crowd again pressing into the depot. The entire platform in the centre of the building was instantly packed with the crowd when a train of cars came rapidly into the depot. It was heralded by loud shouts and groans by the crowd, who soon besieged the platform, crying, "Where is he?" "Here, here," "Here he comes," "there he is," &c., &c. So dense was the mass that the passengers (this being the regular accommodation train) were unable for some time to get out upon the platform. It soon became evident, however, to those assembled that Mr. Lincoln was not upon the train, and another rush was made for the street at the end of the depot, carrying everything before them "pell mell." The excitement here partially subsided when another yell was heard from the crowd outside—another train having appeared in sight upon the top of the hill at North-street. This proved to be the special train, containing Mrs. Lincoln and her three sons and the suite of the President. The platforms were again besieged, and in an instant as it were, the platforms of the cars were filled with an excited mass. The most terrific shouts and yells were sent up, exceeding anything in the way of excitement we have ever witnessed. This continued for several minutes, when several gentlemen of Mr. Lincoln's suite stepped upon the platform, accompanied by Mrs. Lincoln. One of these gentlemen was taken for the President, and a rush being made the entire party were soon in a "jam," and so violent as the pressure from all sides that many were pushed heading from the platform, which is about three feet high. The excitement was momentarily growing more intense, and the yells were again repeated, when the gentleman taken for Mr. Lincoln managed to escape by rushing quickly through the freight department of the depot and taking a carriage. Mrs. Lincoln and family were then escorted to carriages, where they were waiting, and moved off. The people were now completely non-plussed, being unable to judge as to whether the President was in the train or not, and for perhaps half an hour the dense mass swayed to and fro, uttering every imaginable description of noise. Several squabbles ensued, but up to the hour of our going to press no accident had occurred, although a crowd of several thousands still surrounded the depot and its vicinity, suspecting a trick.

The Galway line.

Irishmen and Americans will be equally happy to observe the great development of the Irish Trans-Atlantic Steam Company, not only Connaught but all Ireland is materially benefited by direct communication with the New World, and the ancient and historic city of the tribes now sees her splendid bay gradually and steadily becoming the emporium of Western commerce. In the good old times, 'tis true, the merchantmen of Spain brought thither the fruits and wines of Andalusia, and many an honest burglar of the Claddagh has sighed for departed greatness. But to-day far better than Spanish Galleons are the giant steamers that plough the Atlantic bearing to our classic port the men and merchandise of America. Seven days is the average passage from Galway to St. John's and brother Jonathan who defies life "a fixed time to make money" naturally

prefers the shortest road. Hence it is our Transatlantic company is "going ahead," and the subsidy granted by England, and the promise of French patronage have given a new impetus to the enterprise. The "Atlantic" formerly belonging to the Adria Line has been purchased for £27,000 one third of her original cost; and the "Hibernia" and "Columbus" are two magnificent vessels newly built on the stocks 15 knots an hour. The "Prince Albert" it will be remembered made the shortest trip ever accomplished between the New and Old Worlds, thus securing to Galway the fame and men of prosperity we so heartily wish her.

Miscellaneous.

—A reduction of upwards of 15,000 men is about to be made in the strength of the British army. The Artillery and Engineers are somewhat increased, as are also the auxiliary departments of the army, such as the Army Hospital Corps, Commissariat Staff Corps, &c.

Major O'Leary, late of the 65th regiment, who was a native of Nenagh, died on the 5th instant, at Clutcham, in his 70th year. This gallant officer saw much service in his day. He took part in 1811, '12 and '13, in the Peninsula, including the siege of Ciudad Rodrigo, battle of Salamanca, capture of Madrid, siege of Burgos, and retreat from there. Served in the Nepal war, and was very severely wounded in taking the heights of Haripore, 1st March, 1816. Served in the Mahagutta war in 1817 and '18, and also in China, at Amoy, Chusan, and Chinhae, including the repulse of the night attack, and was brigade major to Colonel P. Cragie at these places and afterwards brigade major to the Chinese field force from its formation in November, 1842, under the command of Sir James Schmede until the return of the 65th to England in 1844. He has received the silver war medal with two clasps for Ciudad Rodrigo and Salamanca, the medal for services in India, and also the one for China.

—*Limerick Reporter.*

THE STRENGTH OF THE ARMY.—A return is published to-day, showing the present strength of the British army at home and abroad. The number of effective (not including officers) on the British establishment at home, on the 1st day of February, 1861, was 52,410; the number in the colonies, 54,907; the total consequently being, 137,317. The number of effectives (not including officers) on the Indian establishment, in India, at the same date was 67,909; in depots at home, 13,429; the total of the Indian establishment thus being 81,338. The number of embodied militia on the 1st day of February, 1861, was 5,065.

FRENCH SYMPATHY WITH IRISH DISTRESS.

We publish the following letter. It is hardly necessary to say the writer is one of the celebrated brothers d'Abbadie, the distinguished Abyssinian scholars and travellers.

M. Antoine d'Abbadie will be remembered by many of our readers as having actively assisted in several of the sessions of the British Association at its meeting in this city in 1857:—"Paris, Rue de Bac 104, 1531, Feb. 16.

"MY DEAR SIR.—I post with this letter a copy of my 'Hennas,' which may, I hope, find rest in a quiet nook of the Maynooth Library, as an offering from its Dublin-born author. I do not know to whom else I may apply to forward an alms which my mother sends to her native country. One half of this sum is for the poor cottagers of Partry, whom Lord Plunket turned out in the snow; the other 2/8. are for the

erection of a Catholic church, purchased in Clare Island, near Westport, Connaught. My mother, who sends three £1, saw the two claims for help in an Irish journal, and gave me the above directions from memory. I rely on your kindness to see the money properly directed; and I would claim, at least ask, forgiveness for troubling you so far in the whole world of Europe. I had ever found a priest who refused to help me in the distribution of alms; but you will go for one-half in God's eyes helping us, and the poor people will thank you much better than your ever sincerely grateful

"ANTOINE D'ABBADIE.

"The Rev. C. W. Russell, Principal of the Ecclesiastical College, Maynooth."

MAYOR YELVERTON.—The Keshore-shire Fishing Club have resolved to elect this celebrated individual from its membership, in order to mark their sense of the deep moral turpitude he has displayed during the recent trial in Dublin.

PRESENTATION TO THE HON. MRS. YELVERTON.—On Mondays the Messrs. Appleyard, hosiers, Sackville-street, waited on the Hon. Mrs. Yelverton, at the Gresham Hotel, and presented her with six pairs of exquisitely wrought Balbriggan stockings in an elegant fancy box. The lady accepted the gift, and expressed her gratitude to the Messrs. Appleyard in suitable terms.

THE DIVORCE COURT.—There have been 250 causes set down for hearing in this court, and up to the present time seventy have been disposed of, leaving a balance of 180 untried. The court has been sitting about three months, and, taking the average of cases to be adjudicated upon at twenty-five per month, deducting Easter and the long vacation, it would bring the last cause on probably about March, 1862. Then Sir C. Cresswell will find another monster array of more than 200 new causes staring him in the face.

Guizot and O'Connell.—In the course of his reply to the address of the Abbe Lacordaire at the French Academy, M. Guizot, referred to the funeral oration pronounced by the Abbe over many eminent men, and, among others, over the late Daniel O'Connell. In alluding to the latter, M. Guizot said:—"Twenty years ago, I had the honour to represent in London France and her King. I had never seen O'Connell. I was offered an opportunity of meeting him. We dined together with some members of parliament and of the English Cabinet. He came to me and said—'This, Sir, is a singular meeting, and one which does honour to our age. You, a Protestant ambassador of the King of France; I, a Catholic member of the English House of Commons.'

This Grace the Most Rev. Dr. Cullen.—Our telegraphic intelligence states that a letter has been received in London from Rome, announcing that his Grace the Most Rev. Dr. Cullen is to be elevated to the position of Cardinal. We are not informed of the source from which this information is derived; but should it prove correct, it will give the sincerest satisfaction to the Catholics of this country, by whom the Archbishop is held in the highest and most affectionate esteem.

The Representation of Cork City.—We understand that efforts are making to induce John Peter Hardy, Esq., to contest the city, in case of a vacancy, on Conservative principles. It is stated promises of considerable support have been made to Mr. Hardy by some influential parties, heretofore unconnected with him by political ties, on condition of his adopting the programme put forward by Mr. Leader in his recent contest for the county representation.

By a family in Barracas. Any per-