

THE CONCEPTION-BAY MAN.

SELECT POETRY.

We are indebted to the "Telegraph" Newspaper, for the republication of the following beautiful lines, after the lapse of many years.

THE DEAD MARINER.

BY GEO. D. PRENTICE.

Sleep on, sleep on! above thy corpse
The winds their Sabbath keep;
The waves are round thee, and thy breast
Heaves with the heaving deep.
O'er thee mild eve her beauty flings,
And there the white gull lifts her wings,
And the blue halcyon loves to lave
Her plumage in the deep blue wave.

Sleep on! no willow o'er thee bends
With melancholy air;
No violet springs, nor dewy rose
Its soul of love lays bare;
But there the sea flower, bright and young,
Is sweetly o'er thy slumbers flung,
And, like a weeping mourner fair,
Its pale flag hangs its tresses there.

Sleep on, sleep on! the glittering depths,
Of ocean's coral waves
Are thy bright urn—thy requiem
The music of the waves;
The purple gems forever burn
In fadeless beauty round thy urn,
And pure and deep as infant love,
The blue sea rolls its way above.

Sleep on, sleep on! the fearful wrath
Of mingling cloud and deep
May leave its wild and stormy track
Above thy place of sleep;
But when the wave is sunk to rest,
As now, 'twill murmur o'er thy breast,
And the bright visions of the sea
Perchance will make their home with thee.

Sleep on! thy corpse is far away,
But love bewails thee yet.
For thee the heart-wrung sigh is breathed,
And lovely eyes are wet;
And she, the young and beauteous bride,
Her thoughts are hovering by thy side;
And oft she turns to view with tears
The Eden of departed years.

NAPOLITAN PRISONERS.

A portion of the foreign press has lately fallen into gross error in regard to many incidents connected with Naples. One of the most recent statements of this kind is that which is published on the authority of the Paris correspondent of the Independence Belge, that Settembrini, in accordance with his own request, has been permitted to go into perpetual exile. Nothing of the kind. Poor Settembrini is still confined in the Island of St. Stefano; and his wife, who went to Genoa during the summer to see her son has not been permitted to return. Madame Poggi, the unfortunate mother of one of the Salerno prisoners—condemned to 25 years in irons in the Island of Favignana, has just been ordered out of the kingdom. She is to leave in eight days. No motive was given for the command. The only answer was, that it was by superior orders. Tajani, the advocate of Salerno, has been compelled to make over his briefs to other advocates. He is confined to the little town of Vietri, his profession ruined, and his future prospects blasted. Nicotera still continues in prison in Vicaria, and is confined I am informed, in a room without light—where those who are condemned to death are placed. Many of those condemned to simple imprisonment are sent off on foot to Reggio. His Majesty is still at Ischia, and, as a proof of the extraordinary precautions taken by the police, I may instance the following case. As the King was driving the other day, a man held up his hand with a petition. His Majesty ordered him to be brought, and received his petition. Directly afterwards he was seized by the gendarmes severely beaten and thrown into prison, where, after a few days' confinement, his friends could obtain no information about him.—*Letter from Naples.*

LAMENTABLE DUEL.—The following is among the latest on this front from Paris:—Seldom, perhaps, has inadvertent levity, and a false sense of honour produced results more disastrous than what is now related as having actually occurred in France. In 1856, Captain C., an officer lately returned from the Crimea, became attached to a young English lady who resided in the Rue Rivoli, and with the consent of her mother, was to have been married to her. A few days previously to the appointed nuptials he met a gentleman at Vervey's in the uniform of a marine officer, and more in joke than earnest, called the attention of his companions to the fact, saying, "I never liked amphibious subordination

No man of spirit should be indebted to a ship's cook for leave to go on shore." No sooner had the words escaped the lips of the officer than the young marine sprang upon him and insisted upon immediate satisfaction for so gross an insult to the service. Captain C. assured him that he really meant no offence, but the marine, who was greatly excited, insisted on a meeting then and there in the Bois de Boulogne. Seconds were procured and the ground measured. The unfortunate challenger was severely wounded. Capt. C. was advised to quit Paris for London, but he would not depart without seeing his intended bride. He entered the well known mansion in the Rue Rivoli. On a sofa lay the wounded marine—his mother and sisters weeping over him—he was brother to the bride! He had just arrived from the West Indies after an absence of four years, and, supposing his mother to be at their family estate at Devonshire, intended to set off for Torquay next day. Poor fellow, he died within the week. He acknowledged before his death that he alone was to blame for the duel, but of course his sister could not bear to connect her destiny with the hand that deprived her brother of life. She refused to become Captain C.'s wife, and as she never could surmount the appalling obstacle to their union, died of a broken heart three months afterwards. Captain C. sold his commission and retired to Lucknow, in the East Indies, where a troubled spirit accelerated the combined influence of a disturbed district and an insalubrious climate.

HOW A PLAN OF CHERBOURG WAS GOT.

No doubt the Emperor Napoleon is perfectly aware of the fact that, in our ordinance office there are plans of the works at Cherbourg quite as accurate and complete as will be that model which it is said he is to present to our Queen. No thanks for this to the French authorities, for they were obtained by the skill, the patience, and the tact of one of our engineer officers. Two or three years ago you might have met at one of the hotels of that town an English gentleman who seemed one of the idliest mortals and at the same time one of the most eccentric in his tastes. It was difficult to understand why a man, really seemed to have nothing to do—whose time was passed in cafes and lounging—should have selected so dull a place as Cherbourg for the very protracted stay he made. No professional object could, it would seem, have taken him there, for no one ever saw anything in his hand but a walking-stick; and although it is true that he did occasionally smoke a cigar now on this bastion and now on this ravelin, no one ever saw him take the trouble to make anything like a tour of the *casemates*, and amongst the visitors to the port none were so inquisitive as to the work going on. And yet all the time that man was making a plan of the works. His harmless-looking walking-stick was a yard measure. As he trailed it listlessly up and down, it was doing its work. A pocket instrument measured every angle when no one's eye was upon him. And thus, by visiting in succession during many months every portion of the fortifications, and combining his notes, our countryman had at last the satisfaction of placing in the hands of the military authorities that complete and accurate survey of the fortifications of Cherbourg which they now possess.—*Correspondent of Manchester Examiner.*

WILL THE ATLANTIC TELEGRAPH CABLE LAST?

The cable having been laid, questions which have for a time been set aside again become prominent. Is it likely to last any considerable time now it is laid? The considerations affecting this question divide themselves into two classes—those which affect the shore ends of the cable, and those which relate to the deep-sea portion. The former of these need no discussion, because we have already had sufficient experience to prove that, with ordinary precautions, submarine cables run but little risk of injury near the shore; and at Valentia there are even fewer sources of danger, we believe, than at many other places, in consequence of the absence of shipping from that part of the coast. We are unacquainted with the nature of the Newfoundland coast at the point at which the cable is landed, but there is no ground for believing it other than well selected. With regard to the deep-sea portion of the cable, we see no reason for apprehending its destruction. It has already existed for two weeks, and this affords excellent ground for confidence in its durability, at least for a considerable period. It is, of course, impossible to predict how long the insulation of the wires may remain intact, after the many forces and novel circumstances to which the cable has been subjected. There are good reasons for believing that the conditions of water low down in deep seas are highly favorable to the durability of a cable. We may confidently believe that the greater part of the Atlantic cable is now surrounded by water which is so still, and so low in temperature, as to retain it in security for a long time to come.—*The Engineer.*

(From the Ledger of yesterday 3rd inst.)

GOVERNMENT HOUSE,
25th August, 1858.

My Dear Sir,—At the date of your letter, the 7th August, my time was much occupied, which prevented me from answering it.

You were so kind as to send me, by desire of the Chamber of Commerce, and for my information, a copy of the Report of that body for the last year.

I should have contented myself with acknowledging its receipt; and sincerely thanking the Chamber for the kind observations towards myself with which their Report concludes. I observe however, in that Report, the following paragraph, which I cannot pass over in silence in the very responsible position I hold as Governor of this Colony—being responsible to the Crown, to the Imperial Parliament, and I hope, also, to the people of Newfoundland, whose interests I am sent by Her Majesty to watch over. The paragraph alluded to is as follows:

"The Chamber has heard with concern that encroachments have been made by the French on our Fishery Rights at the south western part of the island, and a determination expressed by them to carry these encroachments still further during the next season. It cannot, however, but believe that these have been committed in ignorance that the late Convention had not gone into operation, and that they will not be repeated when proper representations on the subject shall have been made by our government. As our fisheries constitute the sole dependence of our hardy population, we cannot guard too jealously our every right to them; more especially so when we reflect that if not guarded, they will pass into the hands of a rival who fostered for national purposes by Government subsidies, would be enabled at first successfully to compete with us, and ultimately to drive us from our customary markets."

Such a statement emanating from the Chamber of Commerce must always have great weight with the public, and I am desirous the Chamber should be made aware that such reports as they allude to have reached me, and have been communicated to the Executive Council and with their perfect concurrence, I have taken the steps I considered to be advisable to obtain accurate information, and such as I may be able to as early as possible, to communicate to Her Majesty's Government.

If encroachments have been made by the French and a determination expressed by them to carry these encroachments still further next season, I cannot agree with the Chamber of Commerce that these have been committed in ignorance that the late Convention had not gone into operation.

It is well known that the French fishermen left our shores early last October to return to France; they therefore cannot be ignorant that the Convention had been abandoned, nor can the intelligent and influential "navies" who prosecute the French fisheries on the coast of Newfoundland be ignorant, and, above all, the officers of His Imperial Majesty's ships, who are stationed on the coast of Newfoundland, must be fully aware that the Convention fell to the ground, and that the fishery rights of our respective nations stand precisely on the same footing as they did before the Convention was entered into.

It is well known that early in July last, the French steam-frigate, "Gassendi," called at St. John's. The distinguished officer who commands her, the Baron de la Ronciere Le Noury, and who is now Commandant-en-Chief on the coast of Newfoundland, informed me he had touched here for the purpose of his respects to me; he did not allude to any change in the policy which the French government have hitherto pursued, and a few passing observations in regard to the mode of fishery by seines &c., which he seemed to disapprove of, was all that passed between us.

Subsequently the French Corvette "Tenare" touched at St. John's, but remained so short a time that I had not the pleasure of seeing Captain Gautier, the officer who commands her.

The "Gassendi" soon went to Halifax, where she remained some days, and I have learnt from the Commander-in-Chief, Sir Houstain Stewart, that the Baron de la Ronciere Le Noury was much more communicative to him, fully expressing the intentions of the French Government.

The Baron having touched at Sidney on his way to Halifax, may have received instructions from his government after seeing me. He promised, if he could find time to call at St. John's on his way North; he has not done so, and I have heard that the frigate was at Charlotte Town, Prince Edward Island, about the 8th of August.

I have heard nothing from Her Majesty's Government on this important subject as yet; but I always thought, and am now perfectly convinced, that the French Government will urge on the British a settlement of this long vexed question; but I am not sorry for it, for in my opinion the Newfoundland people have nothing to fear, provided their case be fully and fairly stated, and while they boldly and manfully advocate the rights and privileges which they possess they, at the same time, afford correct information to, and co-operate with Her Majesty's Govern-

ment in bringing this question to an amicable arrangement, and taking care that whatever may occur hereafter, they, the people of Newfoundland, shall place themselves in the right position.

I am induced to make these observations to the Chamber of Commerce, having seen in an Address from the House of Assembly to the Secretary of State, dated 16th February, 1857, the following:—"every fear of collision between the fishermen of the two nations is altogether chimerical,—the rights of each being practically well defined, and an unarmed schooner at Labrador, and a boat's crew at Cape John, being quite sufficient to keep the peace and preserve the boundaries between the two parties from encroachment."

On my arrival at St. John's I found the Executive Council of a different opinion four months afterwards, and I entirely concurred with them, that the Admiral on the station send a force to protect the fisheries, and his Excellency Sir Houstain Stewart promptly acceded to the request of the Government.

That gallant officer, you will have seen, intends to pay me a visit; he has announced to H. M. Government that he will do so, and avail himself of the opportunity of communicating with me on the important subject in which we are all so much interested.

In conclusion, I am sure, when I express my own sentiments I express also those of the gentlemen who are associated with me in the Government, that we shall always be happy, not only to receive information, but to co-operate with so influential a body as the Chamber of Commerce, with the view of promoting the interests and welfare of the people of this Colony; and should the body over which you so worthily preside, at any time require information from me, I shall be most happy to afford it.

Believe me,

My dear Sir,

Yours truly,

A. BANNERMAN, Governor

To WALTER GRIEVE, Esq., President of the Chamber of Commerce, St. John's.

NOTICES.

POST OFFICE NOTICE.

MAILS will be made up at the General Post Office for the following places:—
Harbor Grace and Carbonear, on Tuesdays, Thursdays, and Saturdays, at half-past nine o'clock, A.M.
Brigus, every Monday, Wednesday, and Saturday, at half-past nine o'clock, A.M.
Trinity, Bonavista, and King's Cove, every Thursday, at half-past nine o'clock, A.M.
Greenspond, every alternate Thursday, commencing on Thursday, the 2nd September at half-past nine o'clock, A.M.
Bay Bulls and Ferryland, every Wednesday at ten o'clock, A.M.
Trepassey, St. Mary's Placentia, Little Placentia, Harbor Buffett, Merasheen, Isle of Valen, Oderin, St. Kyran's Burin, Harbor Briton, and Burgeo, every alternate Wednesday, the 1st September, at ten o'clock, A.M.
Pogo and Twillingate, monthly, commencing on Wednesday, the 8th September, at ten o'clock, A.M.

M. SHEA,

Acting Post-Master

Post Office Department,
St. John's, Nfld., 25th Aug, 1858.

POST OFFICE NOTICE.

LETTERS cannot be received for registration at this Office unless they be posted one hour before the closing of the Mails by which they are intended to be despatched.

W. L. SOLOMON.

General Post Office
2 May, 1858.

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Is Edited and published every Wednesday morning, by GEORGE WEBBER, at his office Water Street, opposite the Premises of W. DONNELLY, Esq.

TERMS.—Fifteen shillings per Annum, hal in advance.

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