

THE CONCEPTION-BAY MAN.

INDIA.

From Brigadier General Havelock to the Government or General, from Futteypore, by Telegraph, dated Allahabad, 13th July, 11, 35 A. M.

I have to acquaint your Lordship that I have this morning attacked and totally defeated the insurgents, capturing 11 guns, and scattering their forces in utter confusion in the direction of Cawnpore. By two harassing marches I joined Major Renaud's advanced column three hours before daylight, and encamped four miles from Futteypore; where, pitching our tents, the enemy advanced out of Futteypore and opened fire on a reconnaissance under Col. Tyler.

I had wished to defer the fight till to-morrow, but, thus assailed, was compelled to accept the challenge.

I marched with eight guns in the centre under Capt. Maude, Royal Artillery, forming the whole of the infantry in quarter distance column, in support.

Capt. Maude's fire electrified the enemy, who abandoned gun after gun, and were then driven by our skirmishers and column through garden enclosures and the streets of Futteypore in complete confusion.

My loss is nearly nominal; not a single European touched. My column had marched 24 miles up to the ground I write from; Major Renaud's 19 miles. The conduct of the troops in sustaining the fatigue of so long a march, and enduring the heat, is beyond praise. The enemy's strength is said to have been two regiments of cavalry and three of infantry, and 11 guns.

From General Havelock, dated Cawnpore Cantonment, July 17.

By the blessing of God, I recaptured this place yesterday, and totally defeated Nena Sahib in person, taking more than six guns, four of them of siege calibre. The enemy were strongly posted behind a succession of villages, and obstinately disputed for 140 minutes every inch of the ground; but I was enabled by a flank movement to my right to turn his left, and this gave us the victory. The conduct of the troops was admirable. Nena Sahib has retired to Bithoor, and blew up this morning on his retreat the Cawnpore magazine. He is said to be strongly fortified; I have not yet been able to get in the return of killed and wounded, but estimate my loss about 70, chiefly from the fire of grape.

The London Times states that 15,000 men of the militia are immediately to be called out, and fifteen second battalions of the line formed in the stead of the regts. sent to India; also that an additional force of artillery is to be sent to India.

THE CONCEPTION-BAY MAN

HARBOR GRACE, WEDNESDAY OCT. 14, 1857.

WE almost envy the tact and ability with which the Editors of the Newfoundlander make use of their slender means of defence, for the extraordinary course pursued by their long absent Chief, in his reckless determination to secure to himself whatever credit and prestige may be derivable from the attainment of direct Steam communication for this Country: They assert upon the authority of some Gentleman traveller, that Liverpool is to be the terminus of the line in which we are interested, and if such is the fact we have no reason to complain in this particular, but notwithstanding our full appreciation of the Free Trade principle, we cannot admit that the western terminus is equally satisfactory, and in common with all other truly British Subjects, would prefer that such a large amount of money, Imperial and Colonial, was expended upon a line which would confer the principal advantage to the British North American Colonies generally, under any circumstances the opinion of the Commercial Society should have been taken and its approval obtained, before an agreement of such importance to the trade of the Country was perfected: In matters of this kind they are certainly the best judges, and we cannot dismiss from our mind the fact that their voice has been sought rather to be suppressed than encouraged by our despotic minister and his selfishly zealous, but still jealous subordinates.

Whatever advantage may be derivable from the arrangement effected, Mr. Little's conduct in the affair has been adverse to the wishes of the mercantile society, degrading to us as a free people, and utterly subversive of every principle of liberal policy, public economy, and ministerial rectitude. Direct Steam Communication was not a party question, and it should not have been so treated, the parties most interested should have been consulted, and their opinion treated with respect; but instead of this course being pursued, a species of trickery was resorted to, in order to deceive the public mind, by having it asserted that the great LITTLE alone could grapple with difficulties which all others had found to be insuperable; the jealousy evinced by him and his party, when the commercial body appointed their own delegates upon the fishery convention, should not be forgotten. Will our merchants submit to be held in subordinate consideration

in a matter which of all others most concerns them? time must determine.

With regard to the £3000 Imperial subsidy, we still suspect Mr. Labouchere had a particular object in view.—That he was influenced by what may be termed, after considerations, of an Anglo French character, when he consented to its recommendation; he had doubtless perceived that the elements of which our new Government was composed were not of a character to appreciate the intrinsic value of those Colonial advantages which considerations of State policy required to be sacrificed, or to withstand the inducements which Imperial necessity may cause to be held out: That Minister would be unfit for his position if he had been slow to perceive that Newfoundland was for the nonce under the sole Government of an adventurer without local experience, devoid of correct principle, and possessing little interest in the country of his adoption, beyond those lucrative considerations ever paramount in sordid minds.—He (Mr. Labouchere) must have been apprised of our Premier's sudden elevation to power, and probably had some inkling of his previous very questionable career.—He must also have been acquainted with the circumstances by which the latter was surrounded, when called upon to nominate an Executive Council, and when his own name was modestly given in first.—He must further have heard of the utter prostration of everything like independence in the majority of our assembly—must know that they are in fact, the purchased tools of the Minister, and that that majority is composed of men, generally without stake or property, and with one or two exceptions, of little note in the country of their birth or their adoption; and bearing and believing all this, is it unreasonable to conclude that he sought first to flatter and conciliate our Prime Minister, not only by the assurance of personal consideration, but by the concession of a small sum from the Imperial treasury for direct steam communication, by which means the question may hereafter be more considerably entertained, of bartering away the rights and privileges of the Fishermen of the Country.

Had the much vaunted economy been practised by our rulers, there would be no necessity for thus seeking assistance from the home government, even whilst the question of French rights to our shores was still pending—our Government should have stood sternly aloof, at least until a solemn assurance had been given that this vitally important question had been disposed of for ever.—But Economy like Responsibility was merely a catch word, additional duties upon imports realizing an amount of revenue unprecedented in the country, were not sufficient to enrich a knot of needy ministerialists, and meet the expense which the Elect's Telegraph and the direct Steam Company must entail upon the Country. The attempt of an export duty having failed, nothing remained but to solicit aid of the very minister who had most imprudently consented to recommend a transfer of our fishing privileges to the French; we are thus nominally placed under an obligation to the Home Government for an amount of £ 3000, whilst the amount of postage on letters which they will receive according to the Express will amount to at least £ 2500, thus the boasted amount of £3000 will dwindle down to £ 500, which amount will scarcely defray the travelling expenses of our self devoted continental tourist.

Planters! Fishermen of the country! £7000 stg. per year for direct steam communication, and £ 7500 to the Electric Telegraph Company, is more than the country can afford.—These things concern you more than you seem to be aware of; if the mercantile body deem it beneath them to engage in party warfare,—if they quiescently yield to the dominant faction, who thus recklessly spend your money, and sacrifice your interests, to their own selfish views and personal aggrandisement.—It must devolve upon you, by the sweat of whose brow the source of ministerial extravagance is created—to put an end at once and forever to that system of mock representation, by means of which a venal ministry are enabled to squander the public money, and entail upon the colony a debt which you or your children will by additional taxation have one day to liquidate.

Want of space prevents us from copying at length an excellent letter of Bryan Robinson Esquire upon the state of our Road round the Bay; altho Mr. Robinson is not disposed to censure the Government upon this point, as one of the sufferers we do not feel disposed to exercise this same degree of forbearance, at least towards the Representatives of the various districts included. We consider our Bay Members highly culpable in their neglect of this most essential requirement. We shall return to the subject, in the mean time we make the following extract.

TO THE EDITOR OF THE PUBLIC LEDGER.
Sir,—The deep interest I have long taken in the formation of roads in this colony, and the experience which my position in the Central Road Board for many years enabled me to acquire, induce me to make a few observations upon the present imperfect state of the Postal and Travelling accommodation between St.

John's and Conception Bay, and the opportunity which is now offered for improving the same.

I do not wish to be considered antagonistic to the employment of Steamers, for I think that for some years the service of one or two in the colony would be beneficial; neither do I mean to find any fault with the Government. I do not know that they are obnoxious to blame in the matter, and I am desirous of bespeaking their favourable attention to a project which I have long advocated, and which I believe would, if adopted, be found highly beneficial to the colony.

During the whole of the winter of every year, and the greater part of the summer of this, there has been no communication by steam between the capital and the important district of Conception Bay, nor indeed any very regular mode of transit. The sailing packets which used to ply in the Bay were driven off by the steamer,—she has recently been destroyed, and mails and passengers are now left to find their way as they best can, to the great and manifest injury of the commercial and social interests of the people, and these evils seem likely to continue unless the obvious and natural remedy be adopted of establishing an efficient road communication.

The distance from St. John's to Carbonear by land is about 70 miles; nearly one-half of the road is also the highway to Placentia and St. Mary's Bays and the districts further west. The route, including both termini, passes through or by fourteen settlements and towns, comprising a population of 50,000 people, all of whom are surely entitled to consideration, as regards postal and travelling accommodation, and would receive it under my plan.

If the road round Conception Bay were placed, and preserved, in proper order, a two-horse waggon would be enabled with comfort and punctuality to carry mails and passengers from St. John's to Carbonear in ten hours, dropping and taking up at twelve intermediate settlements their respective mails, besides facilitating the transmission of the Placentia and Western Posts.

The journey should be performed both ways six times a week during summer, and three times a week during the winter months, and for the efficient performance of this important service an expenditure of about £1500 a-year would probably suffice—perhaps less.

In no civilized country are the benefits to arise from Roads and Posts measured by a pecuniary calculation; the diffusion of knowledge, the rapid transmission of commercial and private intelligence, and the great comfort of the people, are the primary desiderata; and even if the whole of the above-mentioned sum were required from government, the immense advantages that would flow from the establishment of such a postal line as I suggest would render the outlay absolutely insignificant; but the amount received for postage would be in reduction, and even under the present imperfect arrangements the postage with the Conception Bay amount to £252 a-year, whilst experience testifies to the increase of revenue which surely would follow increased facilities.

[FROM THE TIMES.]

On Wednesday last the arrival of the *Doris* named in the subjoined communication; and the acknowledgment of the good services of Capt. KEARNEY will be the more appreciated by him when he reflects that it is the emanation of an old and influential mercantile establishment:—

To the Editor of the Public Ledger.

St. John's, Oct. 6, 1857
DEAR SIR,—Our attention has been called to an Editorial in your paper of 25th August last stating, "that an attempt had been made by H. M. Brig *Atalanta* to get off the steamer *Doris* lost last fall at Lance-au-Loup, in which she failed, but it was expected that the next spring tides would enable her (viz. H. M. Brig) to succeed."

We think it due to Capt. Kearney to state that the credit of successfully floating the *Doris* is due entirely to his skill and perseverance, and without as we are informed any assistance or suggestion from the officers or crew of the *Atalanta*.

We cannot speak too highly of Capt. Kearney's zeal and ability while employed by us on this service.

We are, dear Sir, your obedient servants,
STABB, ROW & HOLMWOOD.

(It is Appointed unto all once to die.)

DIED.—On Thursday last after a lingering and painful illness borne with Christian meekness and resignation to the divine will; Frederick Marten, planter of this place aged 45 years leaving a widow and helpless family to deplore their loss.

On the 8th inst. at Dead Island, Labrador George Cram aged 39 years leaving a widow and helpless family to deplore their loss. His funeral will take place on Thursday next at three o'clock, when the friends of the family are requested to attend.

SHIPPING INTELLIGENCE

CLEARED.
Oct. 9—Laurel, Trapnell, Sidney—Daniel Green.
9—Queen Esther, Merriam, Baltimore—Punton & Munn.
12—Avalon, Cleary, Liverpool—Ridley & Sons.

For Sale.

BY THE SUBSCRIBER,
His Premises and Property in Catt Harbour
CONSISTING OF
A Dwelling House
Shop, two Stores,
Two ground cellars, Fishing Room & Flake.
Ten seal nets with moorings, and six Acres of land (well fenced) Possession to be given the last day of August next.
JOHN BRIDE.
Oct. 14, 1857.

BY THE SUBSCRIBER.

350 Barrels Superior

FLOUR

200 Kegs Prime

BUTTER.

20 Barrels Prime PORK
15 Do ONIONS.
40 Boxes CHEESE.
100 do. BISCUIT.
10 do. TOBACCO.
38 dozen CHAIRS.
40 do. BROOMS.
10 barrels TAR.
40 do Corn MEAL.

broome and Wash-Tubs Glass Ware

TEA CHOCOLATE

Sole Leather & CIGARS.

DANIEL GREEN

Sept. 30.

The Subscribers.

Have just received per Queen from Liverpool
A general assortment of
BRITISH MANUFACTURED GOODS.

Which they now offer for sale
Cheap for Cash.

RUTHERFORD BROTHERS

Sept. 30.

FALL GOODS.

RIDLEY & SONS.

HAVE JUST RECEIVED.

PER, Barque "Spirit of the Times" from Liverpool.

A varied assortment of manufactured GOODS,

Comprising all the Novelties of the Season.

ALSO

T E A S,

CONGOU,—SOUCHONG & HYSON.

Crushed Sugar.

Irish Butter,

A CHOICE ARTICLE

Cordage,—Nails,—

TAR.

And every article

suitable for the

Fall business

Sept. 16th 1857.

BUTTER.

400 Tubs BUTTER per Highlander and Emily Corbett.
Can be recommended as a PRIME ARTICLE.
RUTHERFORD BROTHERS

Sept. 15.

For S

BY THE SU
Ex Barq
20 days fro
Their usual extensive
British Ma

GOO

Suitable for
AL
TEAS—Souchong Hys
COFFEE SU
CHEAP & CASH—FISH

Sept. 16

The sub

HAVE received a

BUT

Which will be dispos

ep t 15, 1857.

By the s

20 Box

T

A SUPERIOR

10 Boxes

Tob

20 Sides

A large assortment

Go

CHEAP

Sept. 15.

Just R

EX BAL

628 Barre

FL

129 do

PO

Sept. 15.

Ex "Cec

Mon

60 Cas

BUT

Cheap for C

PU

Sept. 8.

By the S

Ex "Mary

Bat

50,000 Pin

a very go

10,000 P

12 &

5,000 St

4. >

5,000 do

20 M. La

200 M. P

Shir

RUTE

Superfine

PUNTO

Are now landing E

Baltimore,

1200 bls.

FLC

Cheap fo

F

October 8.