

## THE CONCEPTION-BAY MAN.

years ago, when the Peninsular Company built their first screw steamers, the government hesitated to accept it as a mail packet. Now one-half the large fleet of that company consists of screw steamers, and a short time since, out of 40 large mail packets in the southampton docks, upwards of 20 of them were screws. By the improvements in the build and machinery of these steamers they have attained enormous speed, and afford immense capacity for cargo with comparatively small expenditure of fuel.

What will ultimately be the sustained and working speed of steam-packets? When railroads were first thought of a speed of 10 miles an hour was all that was anticipated; yet a sustained speed of 60 miles and a working one of 40 miles an hour have been attained. Steamers, of course, can never compete with railways in speed, because the resistance of the atmosphere and wheel friction is much less than that of water; but the speed of steam-vessels has been gradually increasing. In the early government mail steam-packet contracts, 9 miles an hour was the stipulated speed. It was afterwards increased to 10 miles, and latterly to nearly 12 miles an hour. The working and paying speed is usually 5 or 6 miles an hour less than the experimental one. A steamer without any cargo on board, going over the measured mile in Stokes Bay, in smooth water, is very different from the same steamer deeply laden crossing the Bay of Biscay or the Atlantic Ocean. The Persia, however, on her recent celebrated quick voyage from New York to Liverpool, must have averaged 13 miles an hour for 216 successive hours. This may be considered then as the standard at present of a sustained profitable speed for ocean steam-ships. Take the fastest steamer now afloat, and she would, if unladen, and in smooth water, without any wind, tide, or current to overcome, run at the rate of upwards of 18 miles an hour. Now, when it is considered what is the resistance which water must offer to a ship, and that the speed of a brisk wind is only 15 miles an hour, the triumphs already achieved in ship-building are indeed something marvellous.

### QUEBEC PIRACY.

Mr. H. Fry, Llyod's agent at Quebec, writes the following to the London "Times":—"Permit me to call your attention to the lamentable and disgraceful state of affairs existing at this port. The crimping system has now reached such a pitch that the force of law is completely set at defiance, the life of a British shipmaster in a British port is no longer safe, and piracy stalks abroad unchecked, in the midst of a British population, and under the very walls of a British fortress. Night after night ships in the harbour are boarded by crimps well armed with revolvers, the crews carried off, the masters and officers are threatened with instant death if they resist, and the owners' property plundered. And for this state of things the authorities here either cannot or will not find a remedy. I can cite scores of instances to prove the truth of the above. Let one or two specimens suffice. Here is one:—"On Tuesday night last, the brig Regina was boarded at eleven p.m. by four boats, one on each bow, and one on each quarter. A man from each boat came on board, armed with pistols and clubs, daring the mate and second mate to speak a word, at the peril of their lives; one of them presented a pistol to the mate's breast. They took three of the men with them, as it appeared, against their wish; the man who resolutely refused had his chest broken open, and his clothes stolen; they also stole all the spare lines that were on deck.

Last night the Regina was boarded again by probably the same scoundrels, when one, barefoot, went to the captain's stateroom and endeavoured to steal his chronometer and sextant; his wife gave the alarm. He then blew out the candle, jumped into his boat, cut the painter, and escaped before the crew could come to the rescue. The captain was during the time at Montreal on business. Another:—"The crimps induce two poor foolish creatures to sue for 13 months' wages, due to them for service on board the M. A. Peters, hoping to grab some £30 from each, besides £6, one-half their homeward wages. The police magistrate decides that there is some flaw in the wording of the articles, and orders payment. We remove it by certiorari to the superior court, in order to defeat the crimps, when a body of them go on board armed, take possession of the ship, and defy all the police in the place to remove them until the wages are paid. During the whole of this season we have paid £10 to £12 sterling per month for sailors; the majority of ships lose the whole or a portion of their crews, and the dead loss to British shipowners engaged in this trade will not be less than £100,000 sterling for the present season alone. Now, sir, if the authorities here are powerless, can it be that with so many armed ships lying idle we are to be left a prey to pirates in a British port and under the very shadow of the British flag? Let but a single case of this kind occur on the coast of Morocco, and forth-with a whole fleet is despatched to punish the offenders.

THE COMET.—Professor Hind's letter in "The Times," announcing the approach of the great comet, has revived the phenomena speculation at this side of the water, and the sight seekers are keeping a sharp lookout for the advent of the brilliant visitor. A writer in the "Cork Examiner" says:—"On Sunday night, about half past ten o'clock, a very luminous body appeared in the sky to the south-west, apparently larger than the moon. It resembled a ball of fire, casting a brilliant light around. The heavens presented all round a very dingy appearance. At 11 o'clock it rapidly sank below the horizon to the W.S.W., diminishing as it went, and emitting a bright glare along its woundrous track."

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HARBOUR GRACE, WEDNESDAY, OCT. 15.

THE only aid which our Fishermen and Mariners in the prosecution of their adventurous calling can derive from the Government would be by the establishment of Light Houses in such places as are the most suitable, and where the greatest necessity exists for such establishments; and when we consider the great number of Sealers and Labrador men which annually sail out of this Bay, and the important position which our representatives hold in the General Assembly, it appears to us almost unaccountable that no Light has yet been, or is about to be, erected on the Island of Baccaloo.

We have been reminded of our duty, in this particular, by an intelligent Planter and vessel owner who lately arrived from the Labrador; having experienced all the anxiety and uneasiness of uncertainty on a dark and stormy night, when trying to make the land at the mouth of his own Bay, whose secondary wish was, (to use his own words), "to have two or three of the worst members upon his foreyard for an hour or two as Look-outs," we can imagine this NOCTURNE AMBROSEANE; our informant also states, that the Labrador fleet generally give Cape Bonavista a wide berth on account

of shoals, current, &c., and frequently fail to catch sight of the light established on that shore—which light, he adds, revolves too slowly to be as serviceable as it should be; and although thanks to correct reckoning and good judgment, shipwreck is not a thing of frequent occurrence on Baccaloo; yet, within the lapse of a few years, several have occurred there, and many lives been sacrificed, owing to the absence of a Light upon that Island;—we have been further assured, that vessels have frequently had to bear up for some part of Europe after being within a few miles of their desired Haven, because in the winter season they could not venture to run in when they might, and were subsequently driven off the coast. Taking such things into account, we must wonder at the forbearance and patience with which our most valuable class of men, many of whom have lost friends or relatives in consequence, have borne with this neglect on the part of successive governments; at all events it is now high time that this fraction of the public service should be exacted from our rulers, and to this end our representatives must be urged to insist upon that consideration for the lives and property of Conception Bay Men to which they are more than entitled.

In justice to one of our members, Mr. Prendergast, we would state that he did advocate and earnestly urge upon the House of Assembly, the strong necessity of having a Light on Baccaloo; but the feeling of Amor Patrie was evanescent, and the point yielded to a temporary policy in that subdued spirit by which many good measure were lost to the Country by the adherents of the present Government; however zealous and patriotic such members may be, however desirous of doing good for their constituency, self-preservation, the first law of nature, too frequently constrains; nay, compels them to take their Leaders hint and be silent, or to speak well to the point and be absent upon the vote. Now we do not much blame the members for this, it being a necessary adjunct to other principles of action much in vogue; but certain we are that the evils of such a system are not confined to the erection of Light Houses, they extend to almost every question of utility and necessity in the country; but to return next to St. Shots we believe Baccaloo to be the point most dangerous to the mariners of Newfoundland,—four fatal catastrophes are within our memory, and signs of wreck have been seen more frequently,—fragments of missing ships of whose fate none were ever otherwise informed; and yet this place has been overlooked in favour of others of much less importance. Light Houses would be valuable on any part of our Seaboard—but unquestionably head lands and islands at the extremity of populous Bays should be first lit up. Such places as Green Island and Doddington-head, near Burin, might then be provided for as quickly as possible; but it would appear that the sum of £150 stg. for a trumped up account was not sufficient for one hon. member, nor £50 stg. as Chairman of some Committee for another—and these sums in addition to the £60 stg. to which all outport members are entitled. Next, to the orders upon the Receiver General—services to the various districts are the best bribes—and as the members for Burin either had more influence, or were not already thoroughly bought over, they were enabled to carry the point for Doddington-head; and Baccaloo, like the inhabitants of the Bay which it guards, must be as long as possible kept in the dark. But what can be expected from a Ministry who actually attempted to transfer the whole of the Light House fund to the general revenue, that it

may be squandered like the rest; yet, they were absolutely detected in this manoeuvre and were only foiled in the attempt by a vigilant opposition—here is another pretty subject for a lengthy editorial, but we have neither time nor space to follow it up just now, and must content ourselves with observing that it was a barefaced effort to defraud the Fishermen and Mariners of the amount of their own particular contributions for years, in order to appropriate that fund which was raised for a beneficent object to less worthy purposes.

For some time past, we have been making occasional enquiries as to the extent of probable loss in this locality by the Potato Rot. The difference in various lots is very remarkable, in some cases little loss is expected, in others fully one-half the crop has already been destroyed, and in some few instances about one-third only is expected to be saved. This is a sad thing for many poor people, and will, we fear, be the means of compelling some to resort to the miserable alternative of applying for winter relief where little can be expected and less obtained.

THE Steamer Ospray, arrived on Monday last, bringing little intelligence of an interesting character, if we except the Death of that distinguished Nobleman, Lord Hardinge, which occurred on the 24th Sept. We subjoin a few extracts from the latest foreign news:—

### THE SECOND NOTE TO NAPLES.

A Frankfort journal gives a synopsis of the second note sent by the Western Powers to the King of Naples. They express their desire to come to an honorable understanding with him. They admit that under present circumstances the King cannot grant a general amnesty, and, therefore, request the King to grant a pardon to those political prisoners who may apply for it and make their submission in proper form. But this they particularly insist on; and they therefore give their note the form of an ultimatum, allowing the King a fortnight for consideration, after which they will resolve the measures they think advisable.

### FRANCE.

PARIS, Thursday.—The Bank of France raised its rate of discount, to-day, to 6 per cent, being an augmentation of 1 per cent. The French funds fell ½ per cent, on the announcement that the Bank of France had raised its rate of discount. The object of the rise is to check the exodus of silver from France.

Baron Hubner, expected at Marseilles, from Naples, will at once proceed to Biarritz to wait on the Emperor.

By order of the Emperor an exhibition of the works of living artists will take place next year, from the 15th May to the 15th July.

The Northern Circuit Court.—The Hon. G. H. Emerson, acting Judge of the Court, and suit, arrived here the beginning of last week from Bonavista. The Court proceeds to Conception and Trinity Bays forthwith. —We understand that Mr. Justice Emerson has given general satisfaction at every place where the Court was opened. —Patriot.

The Silken Tie that binds two willing hearts. —MARRIED.—Last evening, by the Rev. J. S. Phinney, Captain George Brown, Keeper of the Beacon on the Point of Beach, to Fanny, relict of the late Mr. William Taylor, of Timmouth, Devon.

DIED.—On Friday, 10th inst., the Revd. Jacob George Mountain, M.A., Incumbent of the Cathedral Church and Ecclesiastical Commissary, aged 37 years. The Rev. Mr. Mountain was son of the Rev. Dr. Mountain, Vicar of Blunham, Bedfordshire; Prebendary of Lincoln and Rural Dean—grandson of the late and nephew of the present Lord Bishop of Quebec. He came to this country as Missionary of the Society for the propagation of the Gospel in the year 1847, and was appointed to the

charge of the of St. John Venerable of Cyprus ministering. On Monday daughter of year of her.

### SHIPPING.

Oct. 7—Sp York, 9 13—Alm burg, 33 14—Jolis, near, Pa

Oct. 10—M Munn. 10—Bella & Sons.

Oct. 14—J Panton &

### NEW.

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### NEW.

Blankets, Broad Cloth, Mens' & Water-proof Leggings, Carpets, R. Womens' Shawls and Silks, Satin

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Oct. 15.

### BY C A.

220 Barrels 40 Ditto 50 Boxes 30 Barrels 2 Tierces 30 Boxes 9 Half-ch 7 M. C 8 Dozen C H E A Oct. 8.