

# The Conception-Bay Man.

"TRUTH—EVER LOVELY SINCE THE WORLD BEGAN,"  
"THE FOE OF TYRANTS AND THE FRIEND OF MAN."

VOL. I. HARBOUR GRACE, NEWFOUNDLAND, WEDNESDAY, OCTOBER 15, 1856. NO. 7.

## PROSPECTUS OF A WEEKLY NEWSPAPER, TO BE ENTITLED "THE CONCEPTION-BAY MAN."

THE Subscriber intends publishing a Weekly Newspaper at Harbor Grace, in Conception-Bay, about the last of the ensuing month of July.

It is unnecessary for him to make any observations upon the convenience and usefulness of a Local Journal in so populous and wealthy a district as that of Conception-Bay. That is admitted by every one. But it is necessary to state the political principles which shall guide such a Journal.

1st.—The Conception-Bay Man, shall be a strong advocate for the perpetuation of the true principles of Responsible Government.

2ndly.—Equality of political rights and privileges among all religious creeds.

3rdly.—We shall maintain Native Rights above all other, when character and qualification are equal.

4thly.—This Journal shall be the strenuous advocate, first, of the Fisheries—next of Agriculture.

5thly.—It shall in all matters of local interest, maintain a perfectly independent course.

Its Motto shall be TRUTH.  
"Truth ever lovely since the world began,  
The foe of Tyrants and the friend of Man."

We shall attack no party unless we ourselves are assailed—we shall enunciate our views of Constitutional Responsible Government and if these views be not in accordance with the views of others, we shall endeavor to defend them in the spirit of free discussion—but no interest shall cause us to blink the grand end of responsible rule—  
"The greatest happiness of the greatest number."

We shall endeavor by every means in our power to make the Conception-Bay Man an interesting weekly visitor, a political Instructor to the rising genius of the colony, and a welcome moral miscellany.

As an advertising medium it will offer great advantages, circulating as it will a few hours after publication among a population of upwards of 50,000 people.

The price of the Conception-Bay Man will be fifteen shillings, per annum, half in advance.

It will be published on a demy sheet, and will contain sixteen columns.

The first number will be generally distributed, and those who feel desirous to support the establishment of a newspaper in Conception-Bay, by becoming SUBSCRIBERS, will please notify the undersigned now, or after they shall have received the first number, their intention of doing so, and to whom all correspondence must be addressed.

We are promised considerable support in St. John's, and anticipate nothing like disappointment.

GEORGE WEBBER.

CHRISTOPHER COYNE,  
FASHIONABLE TAILOR,

BEGS to inform his friends and the public in general, that he has commenced business in the above line, in the shop formerly occupied by Messrs. N. & J. Jillard, and opposite the premises of Messrs. Panton & Mann; and having received thorough instructions in several of the principle cities of America, feels confident in warranting that all garments made by him will give general satisfaction to those who may favour him with their patronage. All orders from the outports attended to with neatness and dispatch.  
Harbour Grace, Sept. 17.

## SUMMARY OF EUROPEAN NEWS.

### THE PEACE ESTABLISHMENT.

(From Willmer & Smith's European Times, September 13.)

The formal inauguration of our new peace establishment will take place on the 1st October, the commencement of the financial half-year being selected as the period for reducing the war strength of the regiments recently serving in the Crimea. The arrangements have not as yet been completed as regards all ranks of the service; but they have reached a point which enables us to indicate to the public some of the features by which the new system will, we hope, be advantageously distinguished.

Shortly after the commencement of the Crimean war, it was found necessary to raise the strength of each regiment of infantry in the field to 68 officers, a proportionate number of non-commissioned officers, 2000 rank and file, which, making due calculation for depots and reserves, it was conceived, would enable us to keep in the field eight strong companies of 125 men each, or about 1200 in all, as an effective battalion in the Crimea, a general rule, that strength was in reality scarcely ever reached. The Connaught Rangers, we believe, at one time were nearly 3000 strong, in consequence of the preference given to them by the Irish militia who volunteered; but, with the exception of this favourite corps and some two or three others, the prescribed strength was in no instance attained. At present, the average strength of the Crimean corps is probably between 1500 and 1600 men. On the 1st of October each of these battalions, 49 in number, will be reduced in round numbers to 1100 men of all ranks below that of commissioned officers. A circular which has just appeared regulates the manner of the reduction, from which it will be seen that no good soldier will be lost to the country until all men below the old standard height 5 feet 6, all men physically unfitted for service, or whose constitutions are likely to render them hereafter ineffective, and all men of incorrigibly bad characters, are got rid of. As the regiment will thus have something like 500 of the least eligible of its men to put aside, we may consider each of the Crimean regiments as starting on its new establishment with about 1100 picked men. To the 49 battalions comprised in this category are to be added 33 who were not in the Crimea. Thus, exclusive of the corps on the East India establishment, our infantry forces at home and in the colonies will consist of 82 battalions of 1100 men each, and one (the 12th Regiment) which will for the present remain as a reserve battalion regiment, of 1200 rank and file.

With the exception of six regiments on foreign service, each of these will be divided into service and depot companies. The service companies will be kept at a strength of eight companies, or 800 rank and file, exclusive of non-commissioned officers, with which all the field officers are to be present as a general rule. They will form part of brigades and divisions, as much together as prac-

ticable, and the office of this—the divisional part of the army, as we may call it—will be to discharge the duties of an army in the field, commanded and supervised by the general officers, to whose care it would be entrusted if it were sent against an enemy. Divisional and brigade movements, attack and defence of fortifications, operations in conjunction with artillery and cavalry, will all be gone through by them during the greater part of the year. This, indeed, has already commenced at Aldershot, and if any one wished to see a very real-looking bit of warfare, every element of a battle—except the army—is to be witnessed there on Tuesday and Friday afternoons, when the Guards, Rifles, and most famous regiments of the light division march out of camp and violently engage each other for some three or four hours. Combined with the instruction in the use of the new rifle, it will thus be seen that the divisional portion of the army will receive a training not dreamed of in former days. Under this new system, should it be required to despatch an army in a few hours from our shores, it will be only necessary to order, we will say, General Knolly's division, or General Spencer's brigade, from Aldershot, and there is a division ready to embark with all its staff and regimental officers, artillery, and land transport, accustomed to work together, and as efficient as anything short of actual warfare can make them.

The old regimental system will be preserved at the depots, of which there will be 77 in all, grouped into 24 battalions, each comprising from three to six depots, as barrack accommodation may suit. The regimental depot will be composed of four companies of 50 men, or about 200 in all; and its mission will be to recruit and train men for the service companies, so as to keep them at their full strength and efficiency. These depots being under experienced field officers, especially chosen for that purpose, it is hoped that each draught of men sent to the service companies will arrive thoroughly effective regimental soldiers, as fit for service, in fact, as were our regiments of the line before the war.

The Land Transport Corps is to be entirely reorganised, and will assume the title of the Military Train, being divided into bodies, proportioned to the strength of the regiments, brigades, and divisions to which it will be attached. We cannot say that the Land Transport Corps in the Crimea was entirely successful; but it must have been no easy task to instruct men whose previous habits did not tend to fit them for its peculiar duties. We are constrained to add that the benefits of promotion from the ranks were not favourably illustrated in the corps. This department will therefore be completely and carefully reorganised, and the public must wait with some patience for the development of the improvements which are about to be made. Upon this subject, however, as well as upon other interesting points, such as the manner in which the officers are to be reduced, and the future establishment of the cavalry, we shall soon have some information to

convey. As regards the officers, we may at once state that it is our impression there will be few, if any, of them unemployed before a year from the period of the reduction shall have elapsed.

### PROGRESS OF STEAM-SHIP BUILDING.

The war being over, and steam transports no longer required by the government, the mail packet service is again looking up. Mail steamers have commenced running to South Africa; the Australian mail contract begins next month; Canadian mail packets have been put on, and it is probable that shortly screw mail steamers will again run to Brazil. Before long, there will be 150 English mail steam packets, the tonnage of which will amount to nearly 100,000 tons, and the cost to the British government will be not much less than a million and a half of money. Will steam-packet companies ever be able to subsist without government subsidies; the General Screw Company and Mr. Vanderbilt, the great American shipowner, who are very good judges, declare that subsidies are absolutely necessary to sustain the existence of steam-packet companies. To justify governments in giving subsidies it has been also said that, though mail steam-packet lines do not pay a government in the shape of postage, they pay the country well, in assisting and developing commerce. Moreover, the subsidy system certainly has not entirely prevented vast improvements being effected in steamship building. This will be obvious when we compare the present with the former ships of the mail packet companies, such as Cunard's Persia and Acacia, with the Royal Mail Company's Atrato and Great Western, and the Peninsular Company's Pera and Royal Tar. Some years ago, the chief aim in building steam-ships was to attain speed. This, it was thought, could only be accomplished by building them with little room for cargo, and working them by machinery, which consumed enormous quantities of fuel. The expense of working such ships was so great that they did not carry the little merchandise they had room for, because the charge for conveying it was necessarily so extravagant as to neutralise the profit arising from the speed with which the goods were sent into their market. For some time past the desideratum in steamship building has been to combine great speed and capacity for cargo with diminished working expenses. The South-western Company have been successful in attaining this object. Their French and Channel Island mail packets are some of the fastest ships in the world, and the two they have just built carry three times as much cargo, and equally fast, and consume one-third less fuel than the Courier and Despatch, which were built upon the old plan, for speed only. But the South-western Company's packets are comparatively small ones, and it is far more difficult to attain the desideratum in large steamers.

One of the most important eras in the history of steam navigation was the introduction of the screw propeller. A few