

THE CONCEPTION-BAY MAN

THE AMERICAN STEAM PACKET STATION.

LIMERICK, Oct. 27.—Considerable disappointment was felt here yesterday on the receipt of intelligence that the deputation, consisting of the Mayor, James Spaight, Esq., M. P., F. W. Russell, Esq., and John Long, Esq., C. E., which had proceeded to London, had had an interview with Mr. Cunard, on Saturday last and that he gave no encouragement, except the enunciation of his opinion that the Shannon was the only port on the west coast of Ireland suited for a packet station, but for the general nature of the service he would prefer Cork; that there were three essential requisites for a successful Transatlantic packet service, viz., a mail contract, a first class passenger traffic, and a goods traffic: and without any one of these resources ruin would be the result of any undertaking of the kind. As to the Shannon and Galway, he preferred the former, but he considered Liverpool preferable to either, and as he had got the mail contract for the term of nearly five years from 1862, the mails would continue to be sent from that port. However notwithstanding Mr. Cunard's opinion, a meeting is to be held in our city to-morrow, for the purpose of taking measures to promote a packet station. The Secretaries have written to several persons inviting them to attend, and amongst the replies received one is from Mr. Smith O'Brien, stating that it is probable he shall not be present, and giving it as his opinion that it is injudicious to decri the port of "Galway, and to obstruct the effects which are at present in progress for establishing there a Transatlantic Packet Station." Mr. O'Brien adds—"I wish success to the Galway line—first, because the Lever company has bestowed a great benefit upon Ireland in endeavouring to prove that Transatlantic communication can be carried on successfully from any Irish port; and next, because I believe that success of the Galway Company will lead to the establishment of transatlantic communication with Limerick, whereas its failure would probably prevent any similar enterprise from other ports of Ireland.

SUBMARINE TELEGRAPH FROM CAPE ANN TO NOVA SCOTIA.

The Nova Scotia Electric Telegraph Company having combined with the undersigned for the purpose of connecting Boston with Halifax, and ultimately with Great Britain, I have the honour to submit the following plan for its accomplishment, together with an estimate of cost and income. The route proposed is—
From Boston to Cape Ann, by land 30 miles
From Cape Ann to Yarmouth, Nova Scotia, Submarine Cable 200 "
From Yarmouth to Halifax 200 "
430 "

From Halifax, communications collected over the additional 800 miles of line now in operation throughout Nova Scotia, including the direct connection with St. John's Newfoundland, via Cape Breton, would pass through the Yarmouth and Cape Ann Cable to the United States.
"Blanc Sablon," in the Strates of Belle Isle, being nearer to Ireland than Bay Bull's Arm Trinity Bay, Newfoundland, a Submarine Cable thence to Cape Breton, 310 miles, at a cost of 250,000 dols. would successfully compete for transatlantic connection with the New York, Newfoundland, and London Telegraph Company, who have expended or issued stock for nearly five times the amount to reach the same point.

It is however distinctly understood that the "Boston, Halifax and London Telegraph Company" shall not extend their operations beyond the confines of Nova Scotia until an Atlantic Telegraph Company shall have been organized for the purpose of connecting Ireland with Blanc Sablon, to which point the aforesaid company shall then extend their lines. It is proposed that the capital of the "Boston, Halifax and London Telegraph Company" be 400,000 dols., to be thus apportioned:—
120,000 dols. to represent or purchase out the Nova Scotia Telegraph Com-

pany's 1000 miles of lines.
30,000 dols. to be expended in thoroughly repairing the same.
150,000 dols. for the cost of the Cape Ann and Yarmouth cable.
8,000 dols. for the land line between Cape Ann and Boston.
92,000 dols. as a "reserve" fund for extending lines or other contingencies.

400,000 dols.
The capital of the Company to be increased when it shall be necessary to extend their lines for the transatlantic connection in the Strates of Belle Isle.

The Revenue to be derived by the "Boston Telegraph Company" is self-evident: over 40,000 dols. per annum is now paid for public and private despatches between Boston and the Nova Scotia boundary, nearly all of which must, in future, pass through the Cape Ann and Yarmouth cable, while the increased business from Newfoundland via Nova Scotia consequent upon the arrival and departure of the Galway Steamers, to say nothing of the possibility of the Trinity Bay cable again working, will enable the proposed Company to defy all competition, even though the tariff should be reduced "one-half on existing lines."

The failure of the present Atlantic cable occasions a loss of 1,750,000 dols., to which must be added the New York, Newfoundland and London Telegraph Co's stock of 1,500,000; thus interest on the enormous amount of three and a quarter millions of dollars has to be paid when taking a new departure from Trinity Bay for an Atlantic Cable, whereas via Blanc Sablon the interest on but 250,000 dols., is required for a connection at precisely the same point, Cape Breton. The certain inference being that "no second cable will ever be submerged between Ireland and Newfoundland under existing charters."

FREDERICK NEWTON GISBORNE,
Boston, Nov. 6.

LADY FRANKLIN'S ARCTIC EXPEDITION—The "Times" of yesterday, publishes a letter from Captain McClintock, commanding Lady Franklin's yacht, conveying the gratifying intelligence that he has safely crossed the middle Ice of Baffin Sea, and is in a fair way of successfully accomplishing the object of his enterprise. The health of the crew was good, and the captain, who dates his letter July 26, appears to be full of hope. Captain McClintock has heard something about a wreck from the natives at Pond Bay, and was pushing his enquiries into the matter, after which he intended to proceed to Beechy Island for provisions.

(From the Galway Vindicator November 11.)
GALWAY—AMERICA—FRANCE.

(BY MAGNETIC TELEGRAPH.)

Yesterday the directors of the Royal Atlantic Steam Navigation Company received from Lord Bury intelligence that he has concluded the terms of a subsidy with Newfoundland the imperial Government, jointly by the Company. Lord Bury is at present negotiating with the United States Government and the rest of the North American provinces.

PARIS, TUESDAY.—Mr. John Orrell Lever, one of the Directors of the Galway Atlantic Line, has arrived here for the purpose of explaining to the French Government the advantages which would be derived by adopting this line for the transmission of their mails to the French establishments of Newfoundland.

SPAIN.—A part of the class of conscripts for 1858 is called out to replace the men sent to Cuba. The journal "La Espana," which declined to make any defence, has been condemned in a fine of 35,000 reals. The Government is making great preparations against Mexico.

A Madrid semi-official journal states that the Government has resolved to send 2000 additional men under three generals, 20 large size pieces, and four batteries of artillery, to Cuba.

THE CONCEPTION-BAY MAN.

WEDNESDAY DECEMBER 1, 1853.

We learn with great satisfaction that a reduction of duty upon Fish in the Brazil market has taken place to the amount of about 2s. 6d. a Qtle. As our annual export to that Country exceeds 300,000 Qtls. this reduction should prove highly advantageous to our Fishermen, much more so than the boasted Free Trade measure, which had only the effect of removing the trifling duty of about one shilling on Bread and flour, whilst double the gross amount was imposed, by our considerate rulers, upon other articles of necessary consumption. Our exports to the United States, as compared with those to the Brazils are inconsiderable. We unite with our St. John's contemporaries in the reasonable expectation that the example set by the Brazilian Government will not be without effect upon those Countries which lie near to, and are more dependent upon the good offices of, our Parent Government.

We lately received a letter from one of our subscribers in Bay Roberts, complaining that owing to the exercise of his right to vote freely, and defending that right, at the late Election—"He is not safe to travel the Queen's highway." We sincerely regret that such a state of things should exist. Many acts of a questionable character have been so long tolerated at Elections in this country, that custom has rendered the practice scarcely reprehensible, nevertheless it is our duty strongly to recommend the abatement of violent party feeling on such occasions, and above all to urge upon reasonable men the impropriety and meanness of maintaining vindictive feeling towards individuals after the time of excitement has passed by. We trust therefore that no person will be either injured or insulted on account of the part he may have taken in the late struggle, but that opposition may be suffered to pass as a thing of course, that those who were successful may be satisfied with their triumph and those who were defeated may do more than command success, by deserving it."

We are glad to find that the long expected benefit of a Light House on Baccalieu is about to be realised. We copy the notice and hope that the Board of works will be more just, generous if they prefer it, to us than usual, and pay the reasonable amount which we shall not fail to charge. There is an ancient rule which should influence members of a Government no less than ordinary mortals, it is this—DO AS YOU WOULD BE DONE BY.

TO THE EDITOR OF THE CONCEPTION-BAY MAN

SIR,—

The praise bestowed by the "Newfoundlander" on the 600 is simply absurd and ridiculous, and he knows it. But he has a purpose to serve, a place and pension to retain, and therefore his laudation. "The MIND of Harbour Grace" is a pretty thought, a phrase soothing to those who think they have a MIND. It is doubtful however in its application here. The "Newfoundlander" knows or ought to know that the money-power always was conservative. It did not SIX YEARS ago march to Mosquito Valley as the 100 did. It stayed at home. His praise therefore does not apply to it, nor strictly even to the re-elected Representative of this District, as his antecedents prove. But snish and funkism are rife, and the "Newfoundlander's" interest leads him to use a phraseology every truth-loving man abhors. I have heard of men being damned with faint praise—Our 600 are blessed forever. Fortunate men! Happy Mortals! They did not know till now they were so very noble. The odour of their "conscience" smells sweet in the nostrils of the grateful "Newfoundlander". Their names, I have no doubt are enshrined in a casket to be worn on his breast while life endures by this Placeman Editor. But I have not patience to follow the sham further. The shrewd MIND of H. G. has had last laugh at

the interested flatterer, and none but minds of the lowest order have failed to see the deception sought to be practised on their supposed veridancy by this trickster of the Press.

ANTI BLARNEY.

P. S.—Personal regard for Mr. Kent did far more to influence the re-election of Mr. Hayward than either the merits of the latter or the penny-a-line opinions of the "Newfoundlander". The hope is fondly cherished here that the Premier has not yet forsaken his early attachment to CONSTITUTIONAL FREEDOM.

NOTICES

Notice to Mariners.

BACCALIEU ISLAND LIGHT HOUSE

THE BOARD OF WORKS hereby give notice, that on the night of MONDAY the 20th day of December next, and every evening thereafter, from the going away of daylight in the evening, to the return of daylight in the morning, a Light will be exhibited on BACCALIEU ISLAND LIGHT HOUSE the position and characteristics of which are as follows:—Baccalieu Light House is situated on the Northern end of that Island—Latitude 8.09, North, Longitude 52.50, West,—the Tower is of brick, the Keeper's Dwelling, Square Building, detached from the tower painted White, with the roof red.

The Light will be a Catadioptric first class Holophotal Revolving White Light, showing a flash every twenty seconds. It is elevated 380 feet above high water, and will be seen in clear weather forty nautical miles, and a lesser distance according to the state of the atmosphere. When the Southern end of the Island bears N.N.E. the Light will not be visible when nearer the Island than eight miles.

EDMUND HANRAHAN.

The Liverpool and London Fire and Life Insurance Company.

Established 1836.
INVESTED FUNDS, ONE MILLION STERLING.

The remiums received on Fire Insurances in the year 1857 amounted to upwards of £239,000. Insurances are effected, at home and abroad, on Property of every description—the Premiums are moderate, the settlement of claims liberal and prompt. The Losses in 1857 were £165,000, and the sums paid in settlement of Losses exceeded One Million Sterling.

BO WRING, BROTHERS.

Agents.

The Subscriber

Respectfully announce the arrival of his Fall Supply of British Manufactured GOODS & GROCERIES, per "Abeona," from Liverpool.

All of which will be sold Cheap for Cash.
RUTHERFORD BROTHERS,
Harbor Grace,
13th Sept, 1853.

NOTICES.

MAILS will, from this date, be regularly dispatched from this Office for GALWAY, the UNITED STATES and CANADA, by the Galway Line of Mail Steamers. The Postage on Letters for the United States by this conveyance must be prepaid.

W. L. SOLOMON, P.M.S.

General Post Office.

St. John's Nov. 12th 1853.

MR. PAGE begs respectfully to acquaint the Subscribers to his Chart of Harbor Grace, that it is now with Mr. H. W. Trappell for delivery, either with or without Frame, and feels assured that it will give every satisfaction.
Price Chart 10s.; Frame 20s.

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