

THE CONCEPTION-BAY MAN.

ON SALE.

BY THE SUBSCRIBERS,
The Cargo of the Brigantine Three Sisters from New York,
 945 Barrels FLOUR
 100 Do. PORK
 50 Do. BEEF
 10 Chests TEA
 Also remaining from previous Importations, a large Stock of British Manufactured Goods.
 Cheap for Cash, Fish or Oil.
PUNTON & MUNN.
 Sept. 3.

NOTICE.

At a Meeting of the HARBOR GRACE TURF CLUB, held at Connell's Hotel, on Wednesday evening the 3rd inst., for the purpose of making preliminary arrangements for Races to come off at Cochrane Course the current month, Capt. S. Gordon was called to the Chair, and Mr. J. Fennell, acted as Secretary; and the following Resolutions were unanimously adopted, viz:—

1st.—Resolved—That the HARBOR GRACE RACES will take place on Cochrane Course on Tuesday the 23rd, and Wednesday the 24th September, inst., and that the following Gentlemen are requested to act as Stewards, viz:—Hon. T. H. Ridley, John Hayward, Esq., M. H. A., F. E. Brown, Esq., M. C., Alexander O'Donovan, Esq., Doctor Berney, and John McCarthy, Esq.

2nd.—Resolved—That Mr. Robert Walsh will be pleased to act as Treasurer, and Mr. Louis Emerson as Clerk of the Course.

3rd.—Resolved—That the Programme for the government of the Races now read be adopted, and that the Secretary will furnish the Editor of the "Conception-Bay Man" with the minutes of this Meeting, and a copy of the same for insertion in the two next publications of his paper.

SAMUEL GORDON,
 Chairman.
JOHN FENNEL,
 Secretary.

Captain Gordon having left the Chair, and Mr. Robert Walsh being called thereto, the thanks of the Meeting were given Capt. Gordon, for his able and dignified conduct in the chair.

Harbor Grace,
 3rd Sept., 1856.

HARBOUR GRACE RACES.

The above Races will take place on Cochrane Course, on TUESDAY, the 23rd, and WEDNESDAY, the 24th Sept. instant; on which days the following Purises and Sweep-stakes will be run for:—

First day, Tuesday, September 23rd,
THE HARBOUR GRACE PURSE.
 Of 30 Dollars, free for all Horses, (heats, 1½ mile,) Entrance, 2 Dollars.

LADIES PURSE,
 Of 16 Dollars, second-class Horses, (heats, 1½ mile,) Entrance, 7s. 6d.

THE PONY RACE,
 For a Purse of 12 Dollars, (heats, 1½ mile,) Entrance, 1 Dollar.

Second day, Wednesday, 24th.
 A Purse of 12 Dollars for all the beaten Horses of yesterday, (heats, 1½ mile,) Entrance, 1 Dollar.

A Purse of 12 Dollars for Cart horses, (heats, 1½ mile,) Entrance, 1 Dollar.
 Sweep-stakes of 8 Dollars for all the beaten Horses of this day, (heats, 1½ mile,) Entrance, FREE.

RULES AND REGULATIONS.

1.—Horses to be entered with the Clerk of the Course, on or before Thurs-

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day, the 18th inst., with particulars of Ownership, names of Horses, and colour of riders. Horses entered subsequently, or at the Starting Post, to pay double entrance.

2.—Two Horses to start for the Harbour Grace Purse or no race. Horses withdrawing to forfeit Entrance Money.

3.—The Races will commence each day, precisely at 12 o'clock.

4.—Half an hour allowed between each heat, and ten minutes after the bugle sounds for appearing at the post.

5.—Half an hour allowed between each Race.

6.—No persons to be allowed on the Course but the Officers and Stewards.

7.—All differences to be settled by the Stewards, or a majority of them, whose decision will be final. They are also empowered to postpone the Races in case of rainy weather, and regulate Weights.

8.—Persons desirous of erecting Booths for refreshments will pay a Fee of Two Dollars each.

Harbor Grace,
 6th Sept., 1856.

N. & J. JILLARD,

Watch and Clock Makers, Jewellers, General Dealers, and Commission Agents.
 Quadrants, Compasses, Charts, Nautical Almanacks, Accordions, Violins, Flutes, and other Musical and Nautical Instruments,
 Sold and Repaired.

Depository for the British and Foreign Bible Society, and the Religious Tract Society.

BIBLES and other BOOKS Sold at the Society's Prices. Tracts Gratis.

Sept. 3.

THE STEAMER ELLEN GIBBORNE

On and after this date will ply as follows:—

On Monday from Harbor Grace, at 10 a.m. to Brigus and Portugal Cove, thence to Carbonear.

On Tuesdays, from Carbonear, at 11 a.m. to Portugal Cove, thence to Brigus and Harbor Grace.

On Wednesdays, from Harbor Grace at 10 a.m. to Brigus and Portugal Cove thence to Carbonear.

On Thursdays, from Carbonear at 11 a.m., to Portugal Cove, thence to Brigus and Harbor Grace.

On Fridays the steamer will lie up.

On Saturdays, from Harbor Grace at 9 a.m. to Brigus and Portugal Cove, thence to Brigus and Harbor Grace.

Goods from Harbor Grace, Carbonear and Brigus for St. John's, cannot be received unless prepaid to Portugal Cove.

All Goods must be legibly directed to ensure their safe delivery.

F A R E S.
 Cabin 7s. 6d.; Steerage, 4s.
W. DONNELLY.
 Sept. 3.

PHENIX FIRE ASSURANCE COMPANY.

Lombard Street, and Charing Cross, London.
 [ESTABLISHED IN 1782.]

Insurances against Fire are effected by the Phoenix Company upon all descriptions of Property in Newfoundland, on the most favourable terms; and the experience of nearly three quarters of a century has manifested to the public the promptitude and liberality with which all losses have been adjusted by them.

Persons insured by this Company do not depend upon restricted funds for the payment of their claims; the Security offered by the Phoenix Office being an limited, com-

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prising in addition to the large invested Capital of the Company, the whole fortunes of a numerous Proprietary, composed of some of the most opulent gentlemen and merchants in the United Kingdom.

Rates of Premiums and all particulars of Insurance will be made known on application to the undersigned, by whom Policies are issued free of charge.

W. & G. RENDELL,
 Agents for Newfoundland.

NEW LINE OF SCREW STEAMSHIPS.

THE LIVERPOOL AND PORTLAND (Via Newfoundland and Halifax) SCREW STEAMSHIP COMPANY, have announced the sailing of their first boat for the 21st of August. She will be the beautiful Iron Screw Steamship "KHERSONESE,"

Of 2300 tons burthen, and will be followed by another vessel of similar size.

This line cannot fail to be of importance to Canadian Merchants and Forwarders, as it is well known that the Montreal Line of Ocean Steamers have not been able to carry all the freight offering this season; in proof of which the petition of the Board of Trade of Montreal for a weekly communication with Liverpool, may be cited. Arrangements have been completed with the Grand Trunk Railroad for Booking Passengers and Goods at once from Montreal, and back to all the ports touched at, by these Steamships, and vice versa. It will thus be admirably calculated to supply the want of communication that is now felt, and at the ordinary rates of freight and passage per Steamers direct from the above ports; while the calls at Halifax and St. John's, Nfld., cannot fail to attract shipments from Canada via Portland to these Ports and vice versa. The portion of the G. T. R. Road between Brookville and Toronto will be completed this Fall, and will then form an unbroken line of Railroad from Portland to the West. Arrangements are also effected by which Passengers and Goods will then be booked through to their destination at all the important cities and towns in Canada and the Western States, as far as Chicago, Illinois and to St. Paul's in Minnesota. This will consequently be the principal emigrant route to the West, the facilities will be greater than are possessed by any other line, and emigrants will thus escape the impositions usually practised by the Boarding-house Runners and others when landed in New York or other Atlantic cities, and left to shift for themselves.

The harbor of Portland is a very superior one, and is always accessible. During the past severe winter, when Boston and New York, and all the other harbors in the United States North of Cape Hatteras were frozen over, this port was free from ice.

Reasons for Paying Qualities of this Line:
 There is no doubt of sufficient Freight at all times to fill these ships outwards, while it is but reasonable to suppose a large amount of return Freight will be forwarded from Canada and Boston via Portland; but to ensure a paying return freight at all times, arrangements have been negotiated between the Grand Trunk Railroad and the St. Francis Mill Company in Canada, by which the Mill Company engage to furnish 250,000 Standard of Deals per season at Portland, leaving it optional with the Steamship Company to take such quantities of Deals as they may require, at each trip, to fill up or to load a full cargo of the same. These Mills are situated in Canada, and from the 1st March ensuing there will always be a sufficient quantity prepared and reserved for such purpose, just beyond the bounding line, and the Deals will be a light and superior article in consequence of not being put in the water after sawing. The importance of this arrangement for return cargo, must commend itself to all parties interested in the success of this enterprise, and is at once a guarantee of its paying qualities.

The Steamers *Admiral* and *Adelaide* leave Portland for St. John's, N. B., every Monday and Thursday evening, and Passengers or Goods can get to Boston by Railway or Steamer every evening.

A Steamer leaves Portland every Saturday for New York.

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ROYAL INSURANCE COMPANY.

CAPITAL — £200,000,000, IN 100,000 SHARES £20 EACH.

TRUSTEES—
 JOHN SHAW LEIGH, Esq.
 JOHN NAYLOR, Esq.

DIRECTORS, ETC., IN LIVERPOOL.
 CHARLES TURNER, Esq., Chairman.
 J. BRANLEY MOORE, Esq., M. P., and
 RALPH BROCKLEBANK, Esq., Deputy-Chairman.

FIRE BRANCH.
 Annual Premiums £130,000, exceeding almost every Office in the United Kingdom.
 Losses promptly and liberally paid.
 SECURITY OF A LARGE CAPITAL ACTUALLY PAID UP.

LIFE BRANCH.
 Stamps or Policies not Charged.—Forfeitures of Policy cannot take place from unintentional mistake.
MEDICAL FEES PAID,
 Moderate Premiums.—Large Bonus Declared, 1855.
 Amounting to £2 per cent. per annum on the sum assured; being, on ages from twenty to forty, 50 per cent. on the premium.

PERIODS OF DIVISION EVERY FIVE YEARS.
 EXAMPLES:

Date of Policy.	Sum Assured.	Premium.	Bs.
	£	£ s. d.	£
1845 29	1,020	242 18 4	180
1846 24	1,000	194 5 0	160
1846 33	2,900	480 15 0	320
1847 10	300	46 4 0	42
1848 23	100	14 5 2	10
1849 27	500	46 18 4	40

"This Company added about £90,000 to its permanent capital, for the increased protection of its Insurers. This step distinctly shows that the Company has always acted upon the principle enunciated by one of the directors at the last Annual Meeting of the proprietors—that the interests of the assured have a paramount claim on the directors—a claim superior even to that of the shareholders themselves.

"From that moment, as might be expected, the Company attained the highest consideration throughout the country, and has retained it ever since. The result is shown in the unexampled fact that its Fire Revenue alone rose in about five years from little more than £30,000 to about £130,000!

"A further cause of this rapid growth lies somewhat more below the surface, but is yet of importance. From inquiry we learn that no fire office possessing half the above revenue annually deposits its accounts with the Registrar-general.

"The resources and balance-sheet of this great Company are, on the contrary, annually registered, and unmistakable evidence is thus given periodically of its capacity to meet its engagements."—*Morning Herald*, December 26, 1855.

"Indeed, the bonus of the 'Royal' may be pronounced to be larger than any yet declared by the mass of the English offices. Here is an office which yields a fairly earnest and wholesome reversionary bonus of 80 per centum in its Life Branch, and in regard to fire operations, can make this very enviable boast, that it has exceeded the Fire business of all but two of the London Fire offices—viz.: the receipt of nearly £130,000 per year in Fire premiums alone—some of which ancient offices have been in existence for a century!—Equally successful and singular in both departments. Indeed, the Life Department may be said to present results equally as worthy of mention."—*Morning Chronicle*, November 28, 1855.

FREDERICK G. BUNTING, Esq., M.D.,
 Medical Examiner.

BROCKLEBANK & ANTHONY,
 Agents for Newfoundland.

JOHN MCCARTHY,
 Commission Merchant, General Agent, and Auctioneer.

Wharfege and Storage on the most reasonable terms.
 Carbonear,
 1st Sept., 1856.