

THE CONCEPTION-BAY MAN

(FROM THE LEDGER.)

We have been favoured with the following extract from a letter written to his father by an officer in command of the Royal Artillery engaged at Cawnpore, who has signally distinguished himself, and who was an eye-witness of the horrible atrocities which he narrates. We cannot doubt that they will be perused with painful interest. The unostentatious tone which pervades the letter is characteristic of one who proved himself "bravest amongst the brave," and we cease to wonder that British troops are invincible when we find that they are led by such officers. He who bore his part so well in the strife, and who so graphically describes the scenes he witnessed is connected by birth with Newfoundland, and is an honour to it as well as all belonging to him. The following are the extracts:—

"There is a fearful shamble here, (Cawnpore) where the blood of 200 woman and helpless children is two inches deep, their arms and legs sticking up out of a well, their little shoes and hair lying dabbled with blood in corners. We hang about 10 men a-day taken in arms. After our last action we all lay down under our guns dead tired, without food, and slept like tops, when suddenly there was an alarm of the enemy's cavalry, and every man was standing to his arms in less than two minutes. However they were afraid to attack us and are (on this side of the river at least) completely paralyzed.

"We have been in several actions, large and small, and have taken 22 guns. Our battery—beginning with 47 men of the royal artillery, 30 men of the 64th regiment, and 24 invalids—now numbers 9 guns manned with the same noble hearts. We are now about to march to Lucknow.

"The 78th (Highlanders) are a magnificent regiment; they and the Artillery have done almost everything in the engagements. These rebels are capital shots, but have no pluck. The gun at which I was standing in action—No. 2—was struck in three places, one bullock was killed and one was wounded. In all the actions I had charge of the leading gun and have never been touched. I humbly thank our Heavenly Father through Jesus Christ that I have been allowed to remain cool during these engagements, and have been favourably mentioned by Gen. Havelock. Fancy my becoming quite accustomed to the wistling of grape and the hornet buzz of minie balls.

"I often think of you all in the lull of action. I cannot resist telling you the truth: Gen. Havelock told me to name some one from the Royal Artillery for the Victoria Cross, so that I asked leave to let my glorious, gallant fellows elect for themselves, when to my astonishment on opening their little bits of paper every one had written my name. I send you one to keep."

(The Captain.)

EXECUTION OF CAPTAIN ROGERS.—Captain Henry Rogers, condemned to death on the charge of murdering Andrew Rose, one of the crew of the ship *Martha* and Jane, was executed at Kirkdale gaol on Saturday (12th Sept.) There were 50,000 spectators of the sad spectacle among them were well-dressed men, many of the seafaring class and labourers about the shipping, and a large percentage of women.

As the prison clock struck twelve a cry was raised in the crowd of "Hats off," and instantly thousands of faces were directed towards the terrible implement of death. About two minutes after twelve o'clock when the sun was shining brightly in a calm and comparatively clear sky, and nothing could be heard above the general buzz of conversation, the unhappy culprit, the chaplain of the gaol, Mr. Wright (prison philanthropist), and Calcraft made their appearance. Calcraft came at the prisoner's right hand, Mr. Wright at the left, and the chaplain remained behind. The demeanour of the unhappy man was firm, but without bravado. He looked earnestly upon the crowd and then for a moment upon the forest of shipping before him, but made no attempt to address the crowd, although it is understood that this, at one time, had been his intention. He was dressed in black, his vest was unbuttoned at the top, his shirt front and collar were open, and his neckerchief removed. His arms were of course tightly pinioned to his side. Calcraft was also dressed in black, and wore a black travelling cap. Captain Rogers, after his arrival on the scaffold conversed with the chaplain, with Mr. Wright, and lastly with Calcraft, but of course inaudibly to those below. A minute or two afterwards the bolt was withdrawn, and death ensued almost immediately. There were one or two muscular convulsions (for the deceased was a strongly-built, powerful man), a short quivering of the body, and the law was satisfied. The body then swung round with its back towards the crowd, who lingered round the spot for a considerable time to see the process of "cutting down."

EXTRACT FROM MR. ELLIS'S REMARKS UPON THE TELEGRAPH COMPANY.—If the people of Newfoundland look upon this great question in the same light that I do, they never ought to stop short of insisting on their severa members in the Assembly putting an end to all doubts by bringing in a Bill which will place the Electric Telegraph Company in the position it was al-

ways intended they should be. They have not fulfilled their contract, therefore they have no claim; yet I would not wish to act like the dog in the manger, and refuse that which we cannot use. If the Company want land in the interior, beyond the reach of our own people, let them have it; if they want minerals, and they discover them, let them work away—it requires skill and money. My object simply is, to stop their cutting down the timber which our own people want; and what is worse, their getting land which they neither use themselves nor allow others to use. Every man who handles the hatchet or the saw, or builds a boat, knows the trouble he has to get good timber, and if the Electric Telegraph Company are suffered to go on as they wish he soon will be unable to get any. Our fishermen must not forget that it is not only the land and timber the Company take, but also that which they prevent others using. Suppose the land from the Riverhead towards the Goulds was well timbered and they obtained a grant for a block the width of the valley and five or six miles long, why, the poor man would have to go beyond them before he could cut a single stick or cultivate one yard of ground. Apply the same rule along the Ship Harbour line of road, where the people of Conception Bay obtain a great deal of timber, and what would be the result? I need not say. Such is the course the Company is pursuing and will pursue unless they are stayed by a strong arm. I want, also, that when the poor man discovers any mineral or wellwooded land, or a tract of good soil, that he may reap the benefit of his labour and research, and not, so soon as his application is before the Government, that Professor Sheppard or any other Agent, being informed of the same may step in and claim it for the Company upon the principle that it is *ungranted*, and therefore they have a right to it. Upon what ground the Government have given any grant I am at a loss to know. The Act plainly says that no grant shall be made until the line is completed yet in the face of this grants have been made to them. True they had a right to name portions in anticipation of the line being finished; this not having been done, the whole affair falls to the ground. Grant or no grant, the contract is null and void and it remains for the Legislature in the next session to show what is the feeling of the country upon this vital question.

The former Acts wisely provided that they should go back one mile from the sea-coast—surrender this to an American Company with their present right of Fishery, and we commit an act scarcely second to the convention—I shall return to this subject, and upon the opening of the Legislature it will be my duty to bring this question forward as early as possible.

I am, Sir,

Yours &c.

W. H. ELLIS.

THE CONCEPTION-BAY MAN.

HARBOR GRACE, WEDNESDAY, OCT. 21, 1857.

PUBLIC Roads versus Steamers.—This is a question which remains to be considered. Mr. Robinson's Statement as published in our last number, is well worthy the public consideration. The advantages of a good road round this Bay, by which the mail could travel without interruption, during the twelve months of the year, must be apparent to all, and the benefit to the inhabitants of the intermediate settlements by such means, would be equally certain—on the other hand, the "Newfoundlander" enumerates certain difficulties in the way of getting persons to work on the Roads, and leaves us to infer that those difficulties are insurmountable; we hold this conclusion to be erroneous, and believe that if a fair proportion of the revenue were appropriated to Road purposes, and proper commissioners appointed we should soon have to record a very great improvement in this particular: The amount devoted to the Road service ever since the establishment of Responsible Government, does not exceed the annual appropriation of the much abused old government, for a similar purpose; and if the Newfoundlanders has no better excuse to offer, than that of the difficulty of getting labourers, he had better be silent on the subject—for three months of the year, fully one third of our fishing population (to say nothing of our agriculturists, and ordinary labourers) would be found willing to undertake the making of roads in any locality, if they were properly encouraged and promptly paid. Let all unnecessary expenses be curtailed, the amount for main lines of road be considerably increased and the gutter fallacy of the Newfoundlanders' arguments will soon become apparent; but of this we have little hope whilst such a large amount of public money is required to bolster up our present tottering but rapacious government.

The same reckless disregard of extravagant expenditure—which characterised legislation with regard to direct steam communication, and the Electric Telegraph—would seem to actuate the ministerial organ, in his general proposition to substitute steam for roads throughout the colony, the idea is grand—but has he counted the cost? Is he aware that notwithstanding the extraordi-

nary number of passengers, and amount of goods, annually conveyed across this Bay, by the *Ellen Gisborne*, the government subsidy of £500 p. ann. still left the company minus of some thousand pounds. Does he know that the daily expense of that little steamer, whilst plying, came near to eight pounds currency, and if so has he calculated what would be the expense of two or three of a larger description, such as would be suitable for the Judge's circuits, Mr. Kelly's summer cruise to the westward, and Mr. Prendergast's valuable Labrador missions. As to the steam process of civilisation, and education, alluded to by the Newfoundlanders' northern correspondents, we are by no means so sanguine of its success, and would rather depend upon good schools, other local institutions, and the moral influence of respectable residents, for such results. This short reading made easy method of civilisation and education, is not to our taste; although it would be just the thing for our present effeminate, self-indulgent, time-killing rulers.

That steamers would be a convenience to many we doubt not, and that the prices of goods in some of the distant outports would be considerably reduced, may be admitted; many other public benefits would also accrue from their establishment, but however valuable in these respects, we should be sorry to see the road appropriations lessened by, or expended upon steamers; in all new countries roads are the primary object of Legislation, and Mr. Robinson truly observes "In no civilized country are the benefits to arise from Roads and Posts measured by a pecuniary calculation," but enough of this, had the Education of the people been an object with the present government, one of their first measures would have been to introduce an improved Education Bill, and to increase the grant for such a purpose, this has not yet been done, and money for Education, if we except the classical and collegiate establishments of the capital, has, like the road money, been parsimoniously meted out, and grudgingly appropriated by our ministry.

Let us not be misunderstood, we desire to witness all the improvements which Steam communication would certainly produce; if the means of the country are found sufficient to increase the road Grant, and to establish two or three Steamers, let it be done by all means; but one thing is certain, if we cannot advance, we should not retrograde; and the first thing which the interests of half the population of the Country urgently require, is the re-establishment of a Steamer to ply regularly across Conception Bay.

The subject of the Electric Telegraph Company's acquisitiveness has called forth a second letter from W. H. Ellis Esq., from which we extract to day.

The Fishermen, and Agriculturists of the Country, must be glad to learn that Mr. Ellis intends bringing the subject before the Legislature, next session, when we hope the Hon. The Speaker (notwithstanding his lucrative agency) will for once permit his Patriotism, to overcome his cupidity, and allow Mr. Ellis with others, to correct evils, which a violation of contract, even on terms of the loosest Legislation has entailed upon the country.

It seems that Mr. Little's return may be expected, without having effected direct steam communication, between Southampton, and St. John's, and so on to New York. This failure is not to be much regretted, and we hope that when direct steam becomes an accomplished fact, that Liverpool will be the eastern, and Portland the western terminus of the line.

Some of our Labrador Men have been enquiring the reason, why the Light House on Baccalieu, is not in course of erection; we regret that we are unable to explain, and request that some one of our contemporaries in the Capital who may be better posted in executive movements will be pleased to afford the necessary information.

Notice.

STEAM IN CONCEPTION-BAY.

A Public Meeting will be held in the Temperance Hall, on Saturday, the 24 inst., at 11 o'clock, to consider the propriety of taking measures to ensure Steam Accommodation to this populous district, and thereby to afford communication, with the more Northern Districts of the Island.

HARBOR GRACE,

Oct. 21st.

SHIPPING INTELLIGENCE.

ENTERED.

Oct. 19—*Mariam* Ridley, Hartry, New York,

21 days—*Ridley* & Sons.

Oct. 14—*United Brothers*, Stanton, Wallace, N. S., Lumber.

CLEARED.

16—*Justina* Bandell, Petersen, Porto Rico; Fish—*Punton* & Munn.

For Sale.

By Public Auction, on Friday next, 23 inst., at 12 o'clock, at the warf of Mr DONNELLY, for the benefit of whom it may concern—

2 BOWER CHAINS and ANCHORS.

Sails and suudry materials saved from the wreck of Steamer Ellen Gisborne.

ANDREW DRYSDALE, NOTARY PUBLIC.

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

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

TEAS,

CONGOU,—SOUCHONG & HYSON.

Crushed Sugar.

Irish Butter,

A CHOICE ARTICLE

Cordage,—Nails,—TAR.

And every article suitable for the Fall business

Sept. 16th 1857-

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BUTTER.

400 Tubs BUTTER per *Highlander* and

Emi Corbett,

Can be recommended as a

PRIME ARTICLE.

RUTHERFORD BROTHERS

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