

# THE CONCEPTION-BAY MAN.

## SELECT POETRY.

(From the Halifax Colonist.)

### SONG OF THE ELECTRIC CURRENT.

By Duprat.

In vain weak nature strives to sever  
The human race apart forever,  
By ocean's wide expanse.—HORACE.

I come in my might; in my viewless flight,  
From East to West I fly;  
To bear on my wings from the throne of Kings,  
To the land of liberty.

Sweet words of love, once hymned above,  
"Good will to men" I'm sent,  
More fleet than the wind, I have come to bind  
What the flood in vain has rent.

Full many an age earth feareth thy rage,  
Thou boundless, trackless main;  
And the Punic sail that dared the gale  
O'er thy wave, returned again.

To its home no more. To the cloudless shore  
Of the Islands of the Blessed—  
It was deemed it had sailed, from mortals veiled,  
Where the red sun sinks to rest.

Yet many a gale brought back the tale  
Of Atlantic' Isle long lost.  
As oft on the shore, the west winds bore  
Strange waifs by the tempest tossed.

But the fitful gale could tell no tale  
Of that dream-land far away,  
That home of the blessed—that Isle of rest—  
Of joyous endless day.

The sun still gleams with his golden beams,  
But for that mystic shore  
We may seek in vain o'er the western main;  
'Tis the land of dreams no more.

For many a bark through storm and dark,  
Has dared the Atlantic's wrath,  
And has learned the tale of the fitful gale,  
As it followed the sun beam's path.

Through many an age, the ocean's rage  
Has severed shore from shore,  
Glad earth now smiles; three thousand miles  
Part land from land no more!

It is heard my voice. East, West, rejoice!  
For I join you hand in hand.  
I heed no climate—I can outstrip time,  
As I speed over sea and land.

O'er many a cave, where the sea flowers wave,  
Where earth's lost treasures lie,  
Which dead men clasp in their greedy grasp,  
Swifter than thought I fly.

Then moan and weep, thou captive deep,  
For thou partest earth no more!  
I have flung my chain o'er thy depths, oh  
main!  
This day, thy reign is o'er.  
Halifax, August 6, 1858.

(From Willmcr, 18.)

We should be really glad to see some tribute of a substantial kind paid to the officers and men on board the Government ships employed in bringing this great work to a successful issue. They gave no grudging support to the undertaking; they risked life and limb in carrying it out, and they had nothing but a sense of duty to stimulate them—hard, exacting, tiring duty, out of the sphere of their ordinary routine. The servants of the telegraph company, the engineers, the electricians, and others engaged in the scientific part of the affair, had honour and fame in prospect, the plaudites of their country, to say nothing of more substantial reward from liberal paymasters. But the officers and men on board Agamemnon and Valorous were animated solely by their duty to the Crown, without a particle of hope of a favourable notice in the *Gazette*, as if they had been putting forth their powers at sea against the enemies of England. We repeat, then, that these brave fellows are worthy objects of recognition. Besides, other cables must be laid, similar hardships must be encountered, and plenty of such work is in store for them. Of course, one cable as a medium of communication between the two Continents will be found utterly insufficient for a tithe of the business. The hardships of the worst kind of monopoly would be involved in a dependence on one or two cables. Enough has been done to show

that the experiment is practicable, and the extension of the means of communication will follow as a matter of course. In any case, the services of the British Navy will have to be called into requisition, and Government will not be slow to respond to the wishes of the country. The Navy could not be employed in a more glorious course of action, productive of results to the interests of humanity far higher and more ennobling than the best contested sea-fights. But as the Crown will content itself by giving the services of the ships and the men, to the nation is left the grateful task of adequately rewarding those whose bravery and skill have carried results so peacefully glorious to their final consummation.

A TELEGRAPH ROUND THE GLOBE.—Mr. E. L. Burritt reproduces his suggestion for a telegraph round the globe, connecting St. Petersburg and San Francisco, and crossing Behring's Straits, the only body of water to be traversed. Russia, Great Britain, and the United States own all the territory through which the projected line would pass to connect the Russian American systems. There would, he says, be an immense way-business created and performed by the line, through the whole distance from London to New York. All the Government capitals and all the commercial centres of Europe would be connected, as tributaries, with this circumterrestrial pathway of intelligence, and pour into it an amount of business which no other route could obtain. Moreover, branches, extending into Central and Southern Europe and Asia, would gradually permeate those continents, thus bringing India, China, Japan, &c., within the earth-bracing circuit of electric communication.

MUSULMAN OUTBREAK IN SYRIA.—A letter from Alexandria gives the following details of the Mussulman outbreak at Gaza, which has been already briefly mentioned by telegraph:—On the 12th ult., the courier from Suez, announcing the massacre of the Christians at Jeddah, arrived at Gaza. The Mahometan inhabitants expressed their joy at the event, and having assembled in great numbers, went to the call and the mufti, where they concerted plans for attacking the Christians. On the following morning, while the latter were assembled in their church, a body of three hundred Turks, surrounded the building, broke open the doors, and assailed the Christians. The latter having made a vigorous resistance, the Mussulmans left, and proceeded to the Frank quarter, where they broke into several of the Christians' houses, and did considerable damage, uttering at the same time cries of Allah Ak bar! (God is great!) A number of Mussulman women followed the band, exciting the fanatics against the Christians by sanguinary songs. Fortunately, the governor, Moustapha Bey, and the chief of the bashi-bazouks, interferred in behalf of the Christians, or numerous massacres would have taken place, and the Greek church, and the houses of the Christians been burnt. A representation of the affair has been laid before the Governor of Jerusalem, in whose jurisdiction the town of Gaza lies.

### SPEECHES OF THE EMPEROR NAPOLEON AND PRINCE ALBERT.

At the dinner on board the Bretagne, on Thursday, the Emperor gave the following toast:—

"I drink to the health of the Queen of England to that of the Prince who shares her throne, and to that of the Royal Family. In proposing this toast in their presence, on board the French admiral's vessel, in the port of Cherbourg, I am happy to show the feeling which I entertain towards them. Indeed facts speak for themselves, and prove that the hostile passions excited by some unfortunate incidents have not in any way changed either the friendship between the two Crowns or the desire of the people to remain in peace. I have therefore the strongest hope that if any attempt should be made to revive the rancours and passions of a bygone age, the attempt would be as completely crushed by the good sense of the two peoples as the waves are now broken by that breakwater which at this moment protects the fleets of the two empires."

Prince Albert replied in the following terms:—  
Sire.—The Queen desires me to assure your Majesty that she deeply feels the new proof of your friendship which you have given her by the toast you have just proposed, and by pronouncing words which she will never forget. Your Majesty is well aware of her friendly sentiments towards yourself and the Empress, and I need not remind you of them. You also know that a good understanding between the two countries is the constant object of her desires, as it is of your own. The Queen is, therefore, doubly happy at the opportunity which presents itself, by her presence here on this occasion, to join with you, Sire, in endeavouring to strengthen as much as possible the bonds of union between the two nations. This friendship rests on the basis of their mutual prosperity, and the blessing of heaven will not fail to attend it. The Queen proposes the health of the Emperor and Empress.

The dinner party given by the Emperor on

board the Bretagne, included, besides their Imperial Majesties and the Queen of England and the Princes of her family, Sir John Parkinton, the Earl of Malmesbury, Marshal Vaillant, Admiral Hamelin, the Duke of Malakoff, Walewski, M. Rouher, Marshal Baraguay d'Hilliers, and the captains commanding ships composing the French and English squadrons. After dinner the Emperor, in the imperial long-boat, escorted the Queen to her yacht.

On Thursday, in ascending the Roule heights, their Majesties went part the way on foot. In the Evening the vessels in the harbor, all illuminated, formed a spectacle of indelible beauty. Their Majesties and the Queen were everywhere received with enthusiasm.

On Friday morning their Majesties paid the Queen a farewell visit. The Queen got under weigh at half past twelve o'clock.

The Emperor has since visited the ships of war. His Majesty was received with the greatest enthusiasm by the crews. Their cheers were even heard in the town. The weather was magnificent; and, notwithstanding the departure of the English squadron, the roadstead exhibited the most animated appearance.

The Emperor was about to review the French squadron, and distribute rewards to the sailors.

There were still immense numbers of English at Cherbourg, and at least 600 vessels in the harbor.

### RETURN OF THE QUEEN FROM CHERBOURG.

PORTSMOUTH, Friday Evening.

The royal steam yacht Victoria and Albert having on board her Majesty the Queen, the Prince Consort, and the royal household, arrived at Osborne about five o'clock this afternoon. The squadron of war steamers in attendance headed by the Royal Albert, 121, hove in sight over the east end of the Isle of Wight shortly before six o'clock, and anchored at Spithead about an hour afterwards.

### THE CONCEPTION-BAY MAN

HARBOR GRACE, WEDNESDAY, 8th Sep., 1858.

(To The Editor of the Conception-Bay Man.)

Sir,—I am glad to see the American Flag float over our waters, but have yet to learn that its privileges there are equal to our own; would you devote a space in your paper to-day to say whether it is so or not—and if not, wherein lies the difference.

A SUBSCRIBER

Harbor Grace, Sep. 8th, 1858.

We could have wished that our respected correspondent had himself pointed out the difference, which is doubtless as well known to him as to ourself; however, being thus called upon our position renders it impossible, even at this time of International Triumph, friendly greetings and reciprocal Free Trade, to avoid the onus of questioning the right of Foreign competition by which British subjects are made to become serious losers.

The American Steamer "Victoria," according to advertisement, in a government paper, edited by an Executive Councillor,—plys regularly between St. John's, and various ports in this bay, for the express purpose of conveying passengers, goods and merchandize, from one port to another, and this to the great loss and injury of the proprietor of the "Ellen Gisborne," which vessel was purchased, thoroughly repaired and fitted out at a great expense, by a British Subject, himself an Engineer, and the first, who, in this country, constructed and set in motion steam machinery for navigation purposes; and further who confined his route exclusively to this Bay so that those poor hardworking coasters who obtained a living by rounding the cape, might have continued to them all the advantages which are now being illegally monopolised by the said Steamer "Victoria."

It is not necessary for us to refer our mercantile or maritime readers to those Laws, enacted by and arranged to the satisfaction of the different Countries embraced, ratified by the various Imperial authorities, and rendered still more binding in effect, by the advantages known to result to each from the arrangement, viz the Navigation Laws. By those laws such an interference with the coasting rights and privileges of the Subjects of either Country, as the one alluded to, is positively interdicted; and it remains to be shewn by what authority such a solemn and binding obligation has been violated; If by authority of our local Executive, as may be presumed from the circumstance of the printing Executive Councillor's Columns being made the medium of publication, then the question arises at whose request or by whose influence was such an injury inflicted upon British Subjects in Newfoundland? Had any strong case of necessity arisen, such as might occur for the security of property endangered, for the opening up of domestic resources, the conveyance of men with supplies, to perfect unfinished telegraph roads, conveying provisions to starving people in remote localities, or even in our dearth of steamers, for connecting the distant outports with the capital

by steam communication, if for any or each of such purposes American vessels had been, not only permitted to ply coastwise, but liberally subsidised by our Government, the benefits would be fully appreciated by the country, and the deviation from Imperial law justified by our pressing local necessities. But in the case referred to, no such necessity existed; the route was previously occupied by one English Steamer and three or four sailing craft, and British interests were largely involved—therefore this Act of Grace, if such it was, on the part of our Government towards foreigners, cannot be otherwise regarded, than as at variance with Imperial edicts, unjust towards British subjects and unconstitutional as infringing upon the privileges of the people's representatives, by whom alone so grave a question could properly be discussed.

(To CORRESPONDENTS)

Capt. Hays's letter was received too late for this week's publication, it shall have place in our next.

An Elector is premature, there is but one Candidate on the field, and he may walk the course, should it be otherwise Electors communication shall not be lost sight of.

DIED.—On Thursday last, after a lingering illness, Jonathan Kenedy; an old and respectable inhabitant of this place.

### Shipping Intelligence

ENTERED.

Aug.—23.—Highlander, Fraser, Brasdor,  
25.—Charles, Peters, Baddock,

Rutherford Brothers.

Sep. 1.—Laura, LeBlanch, Port Medway,  
10 days  
Annie Hodgman, Hyler, Liverpool 32 days,  
6.—Euriquez, (Sp.) Periz, Cadiz, 18 days

Punton & Muun.

Sep. 3.—Luisa, (Sp.) Vidal, Tada, 22 days,  
Ridley & Sons

CLEARED.

Aug. 26.—Commissary, Hennessey, Sydney,  
28.—Highlander, Fraser, Brasdor,  
Sep. 8.—Charles, Peters, Sydney.

Rutherford Brothers.

Sept. 8.—Marian Ridley, Hartry, West Indies  
Ridley & Sons.

### Notices.

WHEREBY GIVE NOTICE, That I will not be accountable for any Debts contracted by the Crew of Barque "Annie Hodgman," in my charge.

WILLIAM M. HYLER.

Harbor Grace,  
6th Sept., 1858.

### ALTERATION OF ROUTE.

THE STEAMER.

### ELLEN GISBORNE

Will ply in this Bay, as follows:—  
Mondays and Wednesdays, will leave Harbor Grace at 9 o'clock, A.M., for Brigus, calling at Carbonear and Portugal Cove.

Tuesdays and Thursdays, leave Brigus at 9 A.M., for Harbor Grace, calling at Cove and Carbonear.

Saturdays, leave Harbor Grace at 9 A.M., for Cove, return to Brigus, Carbonear, and Harbor Grace.

N.B.—Will leave Harbor Grace every alternate Wednesday, six hours before English mail closes in St. John's.

When not more than four passengers for Carbonear, they will be sent by land carriage from Harbor Grace.

G. MAKINSON.

Harbor Grace,  
25th, August 1858.

### ON SALE

BY THE SUBSCRIBER

At his Shop, opposite the new store, of Walker and Ross.  
PAINTS of all descriptions, mixed and un-mixed. GLASS, PUTTY, OIL, TURPENTINE &c. &c.

W. H. MOORE.

Harbor Grace,  
August 4.

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Harbor Grace,  
Aug. 24, 1858.