

THE CONCEPTION-BAY MAN.

ITALY.—A congress of the principal partisans of Prince Lucien Murat, who aspires to the throne of Naples, is about to be held in Savoy. This intrigue is expected to end in failure. France is not likely to favour the prince's claims.

THE BALTIC.—The cholera is at Stockholm. From the 7th to the 17th inst. there were 14 cases, of which 9 proved fatal. The crops in the vicinity of Hamburg are suffering from the constant rains. A few days more unfavourable weather would destroy a large amount of grain.

The Paris correspondent of the 'Times,' alluding to the affairs of Spain, says—The path of reaction, which leads to virtual revolution, is now openly entered upon, and even if the present Government be resolved to follow it but up to a certain point, they will find others waiting to relieve them of their burden and pursue it to the end. Spain is apparently on the eve of again becoming the prey of unscrupulous adventurers. There are already symptoms of financial embarrassments.

At Sunderland and Middlesborough the magistrates purpose introducing the stocks as a punishment for drunkenness.

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HARBOUR GRACE, WEDNESDAY, SEPT. 24.

THE multifarious acts of the last Session of the Legislature imperatively demand something like attention and acknowledgment at our hands; but with every disposition to "render unto Cæsar the things which are Cæsar's," we fail to discover that prodigious amount of talent and patriotism which our actors, Legislative and Judicial, so modestly claim credit for.

In opening account with this joint concern, it is to be regretted that we cannot place to its full credit the stereotype acts of this, or the daguerriatype acts of the neighbouring Colonies, something may be allowed at the closing of accounts for the partial applicability of one or two of the latter description; but with all due respect to our authorities we opine that for originality of conception, or general suitability of application, the country is not much indebted to its representatives, particularly when we take into account the amount of public specie which has been subjected to the process of self-appropriation by those patriotic worthies.

Such acts also as the Education, Road, Light-house, with several other important measures were merely a continuation (with scarcely an amendment) of the produce of other men's labour;—indeed the great bulk of our recently passed acts are merely re-enactments of our own, or the translation and adaptation of others without the grace of acknowledgement, which, however creditable to the taste and ingenuity of our legislators, by no means come up to our standard of sound, practical, and necessary legislation.

It is not to be supposed that we can fully appreciate the merits of those acts or amendments which relate to our courts of law; we have, however, heard a legal functionary express grave doubts as to the absolute necessity for the sweeping changes which have been effected in our highest legal tribunals; and the public would have felt considerably more confidence in their propriety and suitability if the reform had been suggested by the Chief Justice;—and we coincide in opinion with those who assert that in matters of such grave importance such variations should not be rung at the dictum of a second or third-rate lawyer; had the amendments on the license law been calculated to lessen the consumption of spirituous liquors and thus relieve the country of a burden which must always bear oppressively—to say nothing

of the moral debasement which it entails—then would we hail its adoption with satisfaction, as a benefit indeed; but when no such object was contemplated, and the change went simply to transfer the traffic from the wholesale dealers, who were perhaps the political opponents of the Minister, to the retailers who were generally his supporters, then are we justified in asserting that it was a piece of unnecessary legislation, and like the Jury Bill introduced, less from an expectation of public advantage, than from a desire to annoy political opponents, and to secure the reciprocal support of men who may be influenced by such an unworthy consideration.

The Free Trade Act was, we believe, an honest attempt to benefit the country, but like many other honest attempts the benefits have not yet become very apparent; so long as the circumstances of the fishermen require supplies to be advanced by the Merchant, so long must the advantages of Free Trade be circumscribed in their effect, and remain questionable with regard to those who most require the benefit of their full operation.

THE tenth literary periodical has been started in the Capital. We have received and filed the first number of *The Telegraph*, which in an artistic point of view, is a fair specimen of what good taste with good type can accomplish; it abounds with foreign news and well selected miscellaneous matter; its avowed principles are good, and will, we doubt not, be well sustained; but we could have wished the first Editorial to unmistakably evince a repugnance to the present political aspect of affairs—prudence is a good thing, and so is politeness—but we could never approve of that Frechman's fastidiousness who might have saved another from drowning, but restrained the impulse because he had not been previously introduced. In short, the time has arrived in Newfoundland, when her sons should "not hunt, but speak out;" and from Mr. BURTON's local standing and experience, we think the *Telegraph* should at once take up position and fall into line with other "Leviathans afloat," those "bulwarks on the brine" of politics. For ourself, we are content with Gun Boat duty, armed with no heavier ordnance than the sealing gun, and impelled by no other power than the might which has too long slumbered in the fisherman's arm;—we endeavour to perform the duty of guarding our district from piratical privateers and political smugglers; but the *Telegraph* to be true to his cognomen, must, at least, keep pace with the *Times*, stimulate the *Post*, outstrip the *Courier* and the *Express*, indissolubly unite the *Patriot* and the *Newfoundlander*, correct and balance the *Ledger*, give ample employment to the *Reporter*, electrify the *Conception-Bay Man*, and boldly display at the main the Charter of equal rights for our pseudo-Liberals, mock-Solons, and anti-Responsibles, to *Gaze* at.

FROM the "Daily Post," with which we have been considerably obliged, we extract the following appropriate speeches and remarks, delivered at an entertainment on board the "Kheronese," when about leaving Liverpool:—

THE KHERONESE.—STEAM TO PORTLAND.

On Saturday afternoon this fine screw steamer took her departure for Newfoundland, Halifax, and Portland, with a full complement of passengers and a valuable cargo.

A large number of ladies and gentlemen, including the friends of the passengers and the owners of the Kheronese, sat down to a splendid entertainment, laid out in the grand saloon of the ship.

After partaking of the good things so liberally provided, Mr. James Johnson, one of the owners of the ship, being called upon, briefly drew attention to the great importance of steam communication between Great Bri-

tain and Newfoundland, in addition to the advantage of getting their goods out in a much shorter space of time than by sailing ships; and those persons visiting this country would be able to do so by direct communication. The submarine telegraph, now about being completed, would make direct steam communication almost an absolute necessity. The Kheronese, the pioneer of this line, he knew to be a good ship; and he wished those friends with whom they were so soon to part a speedy and pleasant voyage.

Mr. Munn, of Newfoundland, in responding to the good wishes of Mr. Johnson, thanked him for the manner in which he had adverted to the importance of Newfoundland as the nearest, and by no means the most unimportant, link that united the island of his adoption to Europe; begged to say that he not only felt most keenly the necessity for such a line being started, but that he and those interested in the prosperity of Newfoundland would unite in giving it the support necessary to insure its present and continuous success; and he trusted that those gentlemen connected with the enterprise would give it a fair trial.

Mr. Wier (of the firm of Messrs. Wier, Cochran and Co., managers of the enterprise in connection with Mrs. Charles R. Taylor and son, of Liverpool, and Thos. H. Brooking and Co., of London, and other gentlemen), being called upon, said, he was much gratified with the sentiments that had fallen from so highly respectable a gentleman as the last speaker; and he was pleased to have the promised support of one having so large an interest in the trade of Newfoundland, and one who appeared to appreciate the benefits of direct steam communication. He was pleased to see so large a number of the gentlemen of Newfoundland taking passage in the Kheronese; and, as he was an active manager in organising the company, perhaps it might be expected that he would briefly detail some of the advantages that this company would have. First, in regard to Portland, he was pleased to have it to say, that arrangements had been completed with the Grand Trunk Railway Company (who own two miles of deep water frontage there), granting its free dockage, wharfage, storage, coal depot, and other privileges of great advantage. The Portland merchants being alive to the advantages of direct steam communication with England, so soon as the enterprise was suggested, at once called a public meeting, at which seven of the leading and influential gentlemen of Portland were appointed a committee, to raise capital, correspond with the promoters of the enterprise in England, and forward the interests of the company. Mr. Wier, after detailing other advantages, by making Portland the terminus, adverted to the advantage of making Halifax a port of call. And to show the interest that the merchants of Halifax take in this line, he had received last mail a written agreement, entered into between forty-five of the largest importers, and Messrs. B. Wier and Co., of Halifax, to support this line of steamers, at the rate of freight and passage put forward in the advertisement. Perhaps it was not generally known in this country, that the government of Nova Scotia had undertaken to construct railroads, to connect with some of the other provinces. The line of railway from Halifax to Windsor, at the head of the Bay of Fundy, will be completed in June, 1857; passengers could then be conveyed from Halifax to St. John, N.B. in about eight hours. Another line of railway is also in course of construction, which will bring Prince Edward's Island within a few hours of the fine harbour of Halifax, open all the year. He thought it reasonable to expect that aid from the government of Nova Scotia would be granted to this company, as it would be held as good policy to stimulate a company in its infancy, that would bring goods and passenger traffic to the lines of railway, from the traffic of which a portion of the revenue of the province would be derived. In making Newfoundland a port of call, he might be allowed to say, that as a Nova Scotian he could perhaps appreciate, better than a person born in this country, the desire so long manifested in Newfoundland for direct steam communication with England; he could say for himself to the highly respectable gentlemen of Newfoundland then

present—and he was sure he could say on behalf of those gentlemen associated with him in this country—that their desire was to give Newfoundland direct steam communication; in proof of which he had, as well as several gentlemen in England and America, at considerable pecuniary responsibility, resolved upon opening and pushing forward the line, and he was pleased to say they had not been deceived, as was abundantly proved by the handsome patronage extended to this, the first boat, in her present valuable cargo, and large passenger list, for the several ports; but he must beg to say, through them, to the people of Newfoundland, that, with all the freight and passenger traffic, a direct line of steamers would open up, and an effort should now be made to induce the legislature of Newfoundland to grant a very much larger subsidy than had hitherto been offered. Newfoundland would do well to follow the good policy of Canada in this respect, and he felt assured that she would now act promptly, and not neglect the efforts made for her interests. Capital, to carry out the enterprise, had been liberally offered in America and this country; but he considered unity of purpose of the people of the different ports of more importance to insure its success. For that, he and his friends had been labouring, and with pleasing results. He wished to say a few words as to the speed of the boats intended for the line. It is well understood that great speed and large carrying capacity on the tonnage could not be combined in the same ship; and he hoped Newfoundland would be satisfied with boats making the passage in ten days outward, and eight days homeward; he considered that such a line of steamers was wanted, and would be found eminently useful; and from the yearly increase, and her requirements, such a line could not be considered antagonistic to any existing steam interests. Powerful paddle-steamers, making rapid passages, as experience daily proves, will always command a certain class of passengers, to whom speed is more an object than an expensive passage. Having spent some twenty years in the Colonies in active business, he spoke from personal experience, when he said that this line of steamers would meet the wants of an important trade. He was also very much pleased to have it in his power to say, that he had been met with the best wishes of nearly all with whom this enterprise had brought him in contact, more especially was he bound to speak in the highest terms of the present owners of the Kheronese, then present; Messrs. James Johnson and James Alexander, (who also having a practical knowledge of the requirements of the trade, from a previous residence in the Colonies), had cordially, and without regard to expense, endeavoured to meet his views, in putting the Kheronese in the very efficient condition she now presented; and he trusted, with the experience of Captain Powell, the commander of the ship, and his gentlemanly bearing, that the voyage would not only be a safe one, but be as agreeable as it was possible to make it.

Mr. Brown, from Newfoundland, said they had the inclination and the ability to support a line of steamers to St. John's, (and proceeded somewhat humorously to prove) that they had been slighted hitherto; they were now determined to show to the world that they were worthy of consideration; and whether individually, or through the legislature, they would assert their rights to a line. As to himself, he had waited three weeks to take passage by the Kheronese.

The Hon. Mr. Fox, M.P., of Newfoundland, in proposing the health of the owners of the Kheronese, in forcible terms endorsed the sentiments of his Newfoundland friends, in their anxiety to support a line of steamers, and their determination to use every exertion to accomplish this object. Mr. Alexander, one of the owners of the Kheronese, replied briefly, to the effect, that if the efforts (which he did not doubt) of the Newfoundland speakers, equalled their eloquence, and the Halifax and Portland people equally responded, the steamers would certainly be maintained on the line, to the advantage of those ports and the profits of the company.

The speeches and toasts were now interrupted by the report that the steamer was rapidly going out to sea, and it was time

for those not taking part, which they after giving three vessels separated.

Our readers who the Survering St. Barryman, had 23rd ulto., after have received the by private letter

"You will be gult of the Arctic's successful. The Berryman found 1000 miles between land there is a great about 1600 fathoms showing an absence establishing the plateau or table top very purpose. It is desirable for sound navigation to perform sooner than he could sail for St. John's 2nd or 3rd September track, sounding as intermediate space Newfoundland.

POTATO ROT.—Unmistakable indeed has manifested its within the past ten Our notice was circumstance after rain accompanied morning afterwar vines had turned ed, as if scorched tubers we found tion of them were and it is most extensive parts of the same the blight, other touched. We have from the out-district the appearance of partial.—[Patriot.

DROWNED.—W on Monday evening sail-maker of Spaul balance while en board his boat at wharf and was drowner, 28 years of Wednesday last.

DIED.—On Saturday a lingering illness, he resignation to the Di the beloved wife of M 25 years.

SHIPPING IN

Sept. 15.—Eliza, I St. John's, bread, Queen, Munn, Liverpool cargo—Punton &

Sept. 19.—Kelpie, B & Sons.

20.—Albatros, Leame & Munn.

Elizabeth, Filmore, Punton & Munn.

ON

PUNTON

Have Just Received

from 500 Barrels Superior 200 Do. PEASE 100 Do. Prime 50 Do. OATMEAL 20 Kegs BARLEY Also—Ex Brig 'Eli 1500 Bags No. 2 & 285 Firkins Rander 20 M. BRICKS, and are Now Landing Just Arrived from Li A portion of their MANUFACTURER Which will be Sold Oil, or Sept. 24.