

THE CONCEPTION-BAY MAN.

THE BALTIC.

HAMBURGH, Oct. 8.—The recent very severe gales which have raged at sea are said to have caused some very severe losses to our insurance companies.

THE PRINCIPALITIES.

Prince Alexander Ghika, the Sultan's Lieutenant in Wallachia, has reorganised his cabinet, made great changes in the political administration, and has entirely broken up the Supreme and Second Courts of Justice. This step is taken, it is said, in order to show that Austria should not have things entirely her own way in the Principalities.

THE BLACK SEA.

A letter, dated Constantinople, Oct. 2, says that some Austrian ships have gone to the Isle of Serpents. This misunderstanding about this place is likely to bring the French fleet back again. Admiral Lord Lyons is still at Bujukder.

IMPORTANT FROM THE DANUBIAN PRINCIPALITIES.

MOUTH OF THE DANUBE, SEPT. 29.—We have been thunderstruck here by the intelligence that 4000 Austrian soldiers have suddenly pounced upon Galatz and occupied it—done the same at Ibrail—and seized all the ports of the Danube. The "Constantinople Journals" speak only of Ibrail being occupied, but no doubt both have been so. They have not only quartered their troops in these towns, but they have taken possession of police and post offices, so that all persons and communications must pass through their hands. This, of course, shuts the door in the face of the commissaries charged to consult the Principalities, and you may, in consequence, expect Sir Henry Bulwer home. You will be better able to judge than I am, the cause of this defiance to the Western Powers. Is it a set-off for any demonstration of ours against Naples, and a significant declaration that, if we carry out our liberal policy in Italy, Austria will carry out a contrary one upon the Danube, and in the Euxine? This would be a very grave challenge, for Austria is not the power to cast that challenge, if it did not know that it was supported by some other power, and there is none to support it in such a policy except Russia.

We cut, for the present, rather a ridiculous figure. After having made war to drive Russia from the Principalities, we withdraw all our soldiers on the understanding that Austria would do the same, instead of which Austria re-occupies the Principalities, and seizes the ports at the mouth of the river. Let me add, that this is rendered more serious by the recent conduct of Austria to a French naval officer. Captain Magnan brought out here a certain class of flat-bottomed boats, to be used in the Sea of Azoff, and in shallow waters, for war purposes. The war being over, the captain obtained permission of his government to try his boats on the Danube, and he considered them applicable to the navigation of the Pruth, the Sereth, and the Maritza. The Turks, however, do not like the Maritza to be navigated but by their own boats—that is to say, they will never allow it to be navigated at all. A French company in Armenia, with Captain Magnan, applied for the navigation of the Pruth and Sereth, and offered, at its own expense, to remove the obstructions in the rivers. The Moldavian government and hospodar granted the request; but Austria has compelled the Porte to annul that cession, on the plea that, by the clause of some treaty, Austria has the monopoly of navigating these inland waters. Both English and French ambassadors tried in vain to get this rescinded, and also to persuade the

Captain Magnan, forbidden to attempt

the Pruth, sailed up the Danube. First of all an Austrian vessel ran into one of his boats, and destroyed it. A commission of naval officers have declared that this was done on purpose. He again sails up the Danube, and meets with every obstacle that the Austrians can put in his way. He pleaded that he was not going to interfere with the Austrians, but that the Turks had a right to at least half the river; that it was most important for them to be able to send supplies and troops by the Danube and the Save to their fortresses in Bosnia; and that he was making the experiment to enable the Turks to use the great high road up the Danube. To this the Austrians replied that they would never permit the Turks to navigate the Danube. So much for the conduct of the chief ally of Turkey, who is one of the contracting powers for maintaining the liberty of the Danube, and who is determined to stop it and its tributaries, not only to France and England, but to Turkey.

But neither, Captain Magnan nor his government are to be daunted by the threats of Austrian agents. You are aware that in his vessel, the *Lyonnais*, he passed the rapids of the Iron Gates, and, being forbidden to advance higher up the river, he left his vessel aground in order to go and seek diplomatic succour and advice. The gallant captain has got both, and has returned to the Danube to prosecute his voyage, and to assert the freedom of that river, or, at least, to know the reason why the French flag is to be prohibited from floating on these waters. It is neither unamusing nor uninteresting to learn that, on one occasion, when the *Lyonnais* attempted to tie a cable to the only landing place of a town, from which the men in authority rejected the cable, and would not allow the jetty to be made use of, the population came forward to welcome the French flag, they drove their own Austrian authorities from the jetty, pulling down the double eagle and flung it into the river. So much for the loyalty of the Danubian populations to the Kaiser.

It is no doubt under the pretext of Russia still menacing the Danube by keeping—or rather by claiming—the Isle of Serpents that Austria has seized Galatz. No doubt she will plead that, when France and England think it necessary to send back a naval force to the Black Sea, Austria can do no less than occupy the Principalities. But this is done so manifestly with the design of quashing the question of the organisation of Moldo-Wallachia, that it is impossible not to see that Austria considers herself to inherit those pretensions which Russia entertained, and to repel which we engaged in an expensive and sanguinary war.

The gravest consideration attending these circumstances is, however, the report that Turkey was no stranger to the intention of Austria to occupy Galatz. It is said that neither Lord Redcliff nor M. Thouvenel knew of it—that the intelligence took them by surprise, the Turkish minister declared he thought they were fully apprised of it. It could not be the Turkish Government's intention to take any reverse step, or resolve on question arising out of the Treaty of Paris, without consulting all the allies. Ali Pacha would not do this; and, perhaps, it will be found that the Austrians spoke of it to the Turks as a step that would be requisite by-and-by, whilst they precipitated it for fear of objections. Provided the French and English embassies be in the same accord and situation, the rest is of small importance. And I believe they were both equally taken by surprise, for what two such powerful countries think to be wrong, they are fully able to rectify.

The Russian Government has ordered

20 steamers for the postal and passenger service from Odessa to different ports—Constantinople principally. I need not say that two steamers would amply suffice, with one to take the place of which ever should be disabled; therefore, the use of the remaining 17 it is for you to guess.

APPALING BURNING OF A SHIP.

The following details of a horrible case of piracy and burning of a ship at Macao have been received at Lloyd's:—"The Dutch ship *Banca*, Capt. Heymans, 700 tons burthen, with between 300 and 400 emigrants (coolies) for Havana, put back to Macao, about a month since (the despatch is dated Hong Kong, August 10), with her water casks leaking and cargo shotted, having encountered boisterous weather, and on reaching the outer roads brought up to an anchor. There she remained repairing, her officers exercising strict vigilance in preventing the coolies going ashore, for fear they should make their escape. For three weeks, whatever discontent may have availed, no fears of an outbreak would seem to have been entertained, until a Chinese doctor warned the captain that mischief was brewing. In preparing for such a contingency as a rising of the coolies, the small arms were placed on the poop, and two guns were loaded with grape shot and pointed forward. About nine o'clock of the night of the 8th the disturbance commenced, and the crew took refuge on the poop. The captain first fired a shot or two overhead, but as that had no effect, and the coolies advanced towards them, yelling frightfully, armed with belaying pins, bricks torn from the cooking places, &c., the captain gave orders to his men to fire, and immediately a volley was poured into the infuriated mass from the two guns, and also from the small arms. This had the effect of checking and putting down the riot, and the coolies were driven below, but they sought revenge by setting fire to the ship, and in a few minutes the captain was appalled by seeing flames issuing up from the fore hatch. A frightful scene of carnage followed; the coolies rushed up on deck, and no doubt murdered all the officers of the ship. The ship was soon in a blaze, fore and aft. In about an hour the mainmast fell with a crash, then the fore and mizen, and about midnight the magazines blew up with a tremendous explosion. The ship was instantly hurled to fragments, and a vast number of poor creatures, clinging on the chains, perished with her. Of the number who were on board, including crew and passengers, about 500, only 150 escaped with their lives; the remainder were either burnt in the ship or drowned. The affair has produced a great sensation at Hong Kong.

SIR JOHN CRAMPTON.—The elevation of Sir John Crampton to be a Knight Commander of the Bath marks very distinctly the approval of the Government of the way in which that gentleman fulfilled his duties as the representative of her Majesty at Washington, and the time and manner of raising him to the dignity may be considered as intended to harmonise with the far more important indications which have been given by Lord Palmerston of his earnest desire to avoid any unnecessary offence to the American government. Approving as they did of Mr. Crampton's conduct under circumstances of considerable difficulty, it was, we think, the duty of the Government to show in some unmistakable way that the aspersions cast upon that gentleman's personal honour found no echo in their minds. To do so at this moment at his landing in this country, would perhaps have ruffled our somewhat touchy cousins across the Atlantic. Accordingly, occasion was taken

to include Mr. Crampton's name in the first list of honours to be conferred upon the diplomatic corps, and, along with two other old public officers, he has been made a K.C.B. in consideration of his long and meritorious services.—[Globe.]

NEW YORK, OCTOBER 14.—The United States Steamer "Arctic" Lieutenant commanding O. H. Berryman, which has been sounding the Atlantic Ocean for the telegraphic cable, arrived here to-day from Queenstown, via St. John's, N. F.

Governor Darling of Newfoundland, will be the successor at Jamaica of Sir Henry Barkly, appointed Governor of Victoria.

The imperial parliament was prorogued on the 7th, by Royal Commission, to the 13th of November.

MISS NIGHTINGALE.—The *Court Journal*, in speaking of Miss Nightingale's presence at the ball at Balmoral last week, says:—"Miss Nightingale was specially invited to be present, and was seated with the Royal family and the Court circle at one end of the hall. This young lady is taller than the portraits published of her would lead one to imagine. In the severe attack of illness she suffered in the East, it was absolutely necessary to have all her hair cut off, and it is now therefore quite short; but a charming little cap makes a very graceful head-dress; and in the elegant and lady-like figure there is everything that bears out the ideal picture of the moral heroine of the Crimea which most have depicted to themselves."

The Presidential Election.—One of the most interesting, if not important, questions before the political and commercial world at the present period, is—who is to be the next President of the neighboring Republic? There are three candidates in the field for that exalted office, viz.: Buchanan, Fremont, and Fillmore. The present occupant of the White House at Washington is to all intents and purpose shelved, as far as the election for 1856 is concerned. Immense importance is attached to the returns of the recent State elections for Pennsylvania, Indiana, and Ohio, as an index to the result of the ensuing great contest. Our latest Boston date is down to the 18th inst., at which period both democrats and republicans claimed a majority. A good deal of dissatisfaction has been expressed with the Electric Telegraph conductors for conveying erroneous intelligence.—*Morning Chronicle*, Oct. 13.

THE CONCEPTION-BAY MAN.

HARBOUR GRACE, WEDNESDAY, NOV. 5

WE regret to learn that the Brigantine *Mary*, of Bay Roberts, was lost on Baccalieu Island on the night of Friday last, when the Master, Mr. Moses Bartlett, lost his life whilst endeavouring to spring to the shore with the end of a line—the rest of the crew were taken off the island on Monday last.

A Fire broke out between the hours of one and two o'clock on Saturday last, upon the upper premises of Charles Fox Bennett Esq., and resulted in the destruction of the Foundry, Mill, and Cooperage, although the Engines of the Phoenix Volunteer Fire Company and those of the Military were actively at work, aided by parties who were present.

The property, we believe, was not insured, and the loss, we understand, amounts to several thousand pounds.

Heavy, however, as is the loss which falls upon the enterprising proprietor, there are others besides who will be sufferers, as the destruction of the Foundry, Mill, and Cooperage, will, at least for a time, suspend from employment several of the most industrious portion of our population.—*Post*.

DIED.—At St. John's, on Thursday afternoon, after a short but severe illness, patiently resigned to the will of his Heavenly Father, Mr. Henry Lilly, aged 46 years.

Also, on Friday last, Emma, wife of B. G. Garrett, Esq., for many years High Sheriff of Newfoundland, in the 61st year of her age.

SHIPPING.

Oct. 29—F
burg, 50
Nov. 1—M
Panton 2
2--Valencia
Ridley &
Queen Est
days. Rid
Clyde, Leve
& Sons.

Nov. 1—A
San Seba
Laurel, Hay
3—Greyho
& Sons.

BY
15

M O

Just landed,
Nov. 5.

Just opened
in the shop
Brother

An assortment
various depa
A va
Nov. 5.

NNW

N.

Have just rec

A large

NEW

Blankets, Sh
Broad Cloth
Mens' and
Water-proof
Leggins
Carpets, Ru
Wom-ns' an
Shawls and
Silks, Satins

H A T

Sole Leather

Chamois Skin

A we

Crocery, Spi

Me d

Bacon, Ham

very sup

Linsed Oil.

Ocher, Glu

With a

C u t l e

A few Packa

and Hyson

Good Black

the ches

Oct. 15.

BY T

Ex Bol

Superfine Bal

White C o r

Ex A c c

Superfine Flo

And, ex

An Assortme

G O

which will be

or Oil.

Oct. 15.

By

The Cargo of

fr

945 Barrels

100 Do. P

50 Do. B

10 Chests T

Also, remaini

tions,

British

G O W

Cheap fo

Sept. 3;