## THE DAILY EVENING TELEGRAPH .- PHILADELPHIA, WEDNESDAY, AUGUST 15, 1866.

THE CABLE DIARY. The Voyage of the Ocean Telegraph Company.

G

Interesting Narrative of Events on Board the "Great Eastern."

## SPLICINC THE SHORE END.

Successful Starting of the Fleet.

THE RULES AND REGULATIONS.

Provisions for Picking Up the Cable of 1865.

THE VALENTIA MESSAGES.

The Kinking of the Cable During the Night of Jply 18.

Evening Talks by the Valentia and "Great Eastern" Telegraphers.

## FINAL SUCCESS OF THE GREAT WORK.

Etc., Etc., Etc., Etc., Etc., Etc., Etc.,

The Great Eastern, laden with a freight in which the whole civilized world is interested, took her departure from Beerhaven, Baatry Bay, at 6:30 P. M. on Thursday, the 12th of July, During the week she lay in that safe and capacions narbor her coaling was completed, and mechanics and artificers of all kinds were busily engaged in adjusting and testing the new machinery which had been planned and exe-cuted to meet requirements and to guard against contingencies which the experience of last year's expedition suggested. The deck presented a very animated scene of active labor, and one could scarcely have believed that so much work could have been got through in so short a space of time. The live stock had, thi year, to be stipped in Ireland, which occupied a considerable time, 10 bollocks, 1 mileh cow 114 sheep, 20 purs, 20 greese, 14 turkeys, and 500 fowls were brought on board at Deerhaven. There was dead stock, 100, which consisted of 28 bullocks, 4 calves, 22 sheep. 4 bigs, 300 fowls -- a goodly supply for the immubiliants of the floating town we live in. The public already know all that occurred during the passage of the ship round from sheerness. She left her anchorage at noon, on Saturday, the 30th of June, and a telegram from Mr. R. A. Glass, the Managing Director of the Telegraph Construction and Maintenance Company, from Valentia, put them in possession of the fact that the -hore end of the cable baying been successfully landed by the William Cord steamer, at Foilhommerum Bay, on Saturuay, the 7th of July, had been bloyed on the following morning, about 27 miles from the land, At 645 A.M. on the 12th, our convoy, consisting of H. M. S. Terrebie, 21 guns, and the screw steamers Albany and Medicay, both vessels of about 1800 tons each, left the anchorage at Beernaven, with instructions to proceed to where the William Cory left the buoy, and await the arrival of the Great Eastern. On the

2. The steamship Albeny, having her recover-ing machinery, ropes, buoys, and stores on board, will leave the Thames on the 26th inst., and proceed to Cardin, all up with coals, and the back the Weil no from thence to Beerhaven, to assist the Wilatterwards accompany the expedition to New-

oundland. 3. The steamship Medway, having all her coals, cable, and machinery on board, will leave the Thames about the 5th July, and proceed to Beerhaven to join the Great Eastern, and be

ready to accompany her in laying the cable. the such June for Beerhaven, to complete her coaling, and be ready to steam out to the buoy on the shere end on or about the lotn July. The spice to the main cable will be made on board the Great Fastern.

5. After the shore end is laid by the William Cery, and buoyed, if the weather is one she will remain by the booy, and the A bany will return to Beerbaven for the Great Eastern.

6. Upon commencing to lay the cable from the Great Eastern, the position of the terrible will be shead of the Great Eastern, on the port or surboard bow, to keep otter vessels out of the course, and the *Medicay* will be on the port, and *A bany* on the starboard quar-ter, in reaciness to ash up or let go a buoy, or other work, as may be signailed from the *Court Arefore*.

Great Lastern. 7. All the accompanying ships to keep their allotted positions, and within signatural dis-tance of the Great Fostern.

8. The speed of the ship over the ground in paying out the cable should in no case exceed

six knots per hour. J. In laying the cable of 1865, the average slack paid on: through the deep water was 15 6 per cent., at an average speel of -nin or 6.34 enots per hour, and with a strain ranging from 10 to 14 cwts.

10. The total length of cable taken out this year being 2724 miles, it will be son from the relieving enimate that 764 miles will be left to complete the line of 1865;-

D & ances. Cable Required

sheal Deep Water Water 7 p. ci. 20 p.c. Sinch Sinch 1670 19.0

	shoal water; 1at, 5:21, 100, 14:4) Deep water Heart's Convent to cod		1233	175*5	1509-5
	of shoa: water; in: 49:17, ion. 49:40	173		185	
1	Totals for line of 1565 1965—From the end f cable of 1865 to i.eart's	Dist. 15	0 miles	Cable,1	960 mites
÷.	Content	173	427	195	512.5
	Tota's for line of	Dist. 6	0 miles.	Cable,6	7-5miles

Taking this 697\*5 miles from 764, we have 66\*5 miles of cable led, and the cable of 1865 must, therefore, be grapoled and spliced within this distance from the end.

11. In the event of any unforescen occurrence in laying the cable of 1866, by which the cable could not be recovered in the deep water, it becomes nece-sary to fix upon the length re maining on board with which it would be prudent to start again from the point lavitude 52.51 north, longitude 14:40 west, or 164 miles from Iretand.

Taking the figures in the previous paragraph with 20 per cent, of slack through the deep water, and 7 per cent. through the shoal water, the length of cable required between Ireland and Newfoundland is 1950 mile-; this taken from the total length, 27/4 miles, leaves 764 miles which could be paid out, and yet sufficient cable lent to begin again if an accident happened at that place; but as the cable can be grapp led in between 200 and 300 fathoms' depth at lat, 52\*21 N., long, 14\*40 W., this would give 175\*5 miles to be added to the 763 miles, making 939 miles, which might be paid out and yet have sufficient cable to commence again at the above portion and reach Newtoundland; but, in deeiding upon a point of such importance, I consider a larger margin ought to be allowed, and shouldinot therefore advise recommencing at the end of the shoal water it more than 830 miles had been paid out when the end of the cable was lost.

In the event of such an occurrence the expedition must first return to Beerhaven or some other port, where the cable can be transhipped from the Medway into the Great Eastern before making another attempt. The disconnecting gear on the Great Fastern should be tried on the passage round to Beerhaven to ascertain how she will answer with both unddle and screw. 13. In case of a fault being discovered, a signal from the testing-room will be immediately made by going to the bridge and paying-out machine to reverse the engines, and by electric bell to the coil, and as soon atterwards as possi ble with safety to the cable, to commence hand ing back. 14. Should a fault occur, a buoy placed ready at or near to the stern will be immediately attached to the cable to buoy up the light. The ship would then be kept as near this posttion as possible, and other buoys can be attached at intervals, if necessary, and if the weather is such that, from the drift of the ship or other causes, too much cable is being lost, and it is necessary to cut the cable, the end will be moored and buoyed with a large ocean buoy. The latitude upon which the cable will cross each degree of fongitude to be given to each officer in charge of the Medway and Albany in order that, should the shins part in a fog, any ship having missed the Great Eastern can steam ahead to a meridian where she can be sure the Great Eastern cannot have reached, and then steam slowly back with the view of picking up the *Great Eastern*, which may be engaged recovering a fault. Both Maryatt's and Colomb's signals to be used, the latter method having been already applied to the contying of all probable signals. At any time the Great Fastern may be heard iring guns, it is to be understood by the accompanying ships that they are desired to close with the Great Eastern. In case of log on approaching the Newfound-and coast, the *Ierrible* will keep close ahead to the Great Eastern and direct the latter to alter course by firing one gun to port helm and two guns to starboard same; three guns danger ahead. If the Great Eastern fires one or more guns, attendant ships to close in with her. If when near the land our position on Trinity Bay cannot be ascertained on account of the fog, and the weather is calm, the Great Eastern can be kept nearly in her then position with the cable, or, if for the safety of the slip it is necessary to keep further from the land whilst the fcg lasts, the cable can be cut, moored and buoyed, and watch buoys put down to facilitate finding the cable buoy. This could also be done should a gale of wind be blowing up Trinity Bay, or whilst making the splice, so that it may be considered dangerous or unadvisable for the *Great Eastern* to go nearer the land. As soon as the *Terrible* has taken in coal, she will proceed with the *Albany* to the position about one mile from the end of the cable of 1865, and place mark buoys for guidance in grappling. The Medway and Great Eastern will follow as soon as these have coaled; but should they not to in the Terrible and Albany by the time they have placed the mark buoys, the Albany will proceed to grapple for the cable, and if she succeed in grappling it, she will litt t as far as possible without approaching the breaking strain; she will then buoy the grapnel rope and grappic for the cable again further on. By continuing this she may succeed in lifting the bight or an end to the surface, and buoy it in readiness for the Great Eastern. Should the Great Eastern and Medway arrive before the bight or end of the cable is grappled or raised, they will take up their position and commence grappling. If the ships are grappling for the cable at the If the ships are grappling for the cable at the same time, their relative positions will be, the Medicay to the west, with the greatest lifting strain: the Great Eastern in the middle, and the Albany to the east with the least lifting strain; so that if the cable is broken by the Medicay, the end will be secured either by the Great Eastern or the Albany. The ships will be provided with grapnels both or breaking and holding the cable.

If the ships have hold of the cable, and a gale . of wind "prings up, so as to prevent the possi-bility of raising the cable to the surface, brows are provided for buoying the grapnel rong, and watch bucys places to assist in sighting the graphel bucys in case the supp are driven away

irom their position. SAHUEL CANNING, Engineer. Approved-E. A. GLASS, Managing Director, SATURDAY, July 14.-Course during the night W. by W. Wind W. S. W. to W. N. W. A. homeward bound steamer passed us about 11:30. About 2 A. M. a message arrived from Valantia, for Mr. Canning from Mr. Glass, intimating that at a meeting held yesterday on the island, as the instance, and on the invitation of Mr. Henry Bewiey, of Dubhn, for the purpose of invoxing God's blessing on those engaged in the undertaking, the warmest sympathy was ex-pressed towards all on board the Great Eastern. A reply was sent by Mr. Canning, thanking Mr. Glass for these good wishes, and conveying the intelligence that everything was progressing most sutisactorily, and the greatest confidence was felt in success. The paying-out machinery is working to perfection. The cable comes up from the tanks with great case and The cable watch are clothed this expofacility. dition in canvas dresses which fit over their ordinary clothing. They are fastened from behing. The officer in charge is clothed simi-larly to the men. The *Terrible*, *A bany*, and *Medacay* are keeping their allotted position. Weather fine; smooth sea. At moon, ship time, we were 135'5 miles from Valentia, and 1533'5 from Heart's Content; had baid out 144'58 miles of cable. Lat. 52'0'15, long. 14-0'3.

SUNDAY, July 15.-All through vesterday the paying out machinery worked so smoothly-the electrical tests were so partect-the weather was so fine that fresh confidence in the result has been naturally inspired. The recollection, nowever, of the reverses of the expedition of 1865 is always before those who have the greatest rehance in success; and there is a quiet ropoabout the manner of the chief practical men on board, which is an earnest that they will not allow thenselves to be carried away by the smoothness of twenty-four nours events. The convoy kept their position accurately during the day. The Terrible signalled to us at 145 P. M. that a man had tallen overpoard. Her catter was speedily lowered. The sailor had, however, laid hold of a rope thrown to him from the frigate before the boat reached him. At 10.45 P. M. Mr. Willoughby Smin sent us the latest news from Furope, set up in this form:--THE "GREAT PASTEEN" TELEGRAPH.

SATURDAY EVENING, 1045 P. M. July 14, 1966. Vot. I. No. 1 "General Claidmi is moving upon Rovigo with an army of more than 100,000 men and 200 gums. The Austrian's have evacuated the whole nes country between the Minelo and the Adige."

## "Seems if not a reat sublime,

Int-flect hod conquered time." The welcome a rival of this message (and by concert with the share we shall be kept advised of all the leading European news) is a practical proof of the value of our other electrician's arrangements, for while the message was being transmitted to us the insulation tests were continuously going on.

The fundamental difference between last year's system of testing and that of the present expedition is that no vall the ordinary fests for continuity may be made simultaneously with the test for insulation, which is not interrupted at all; whereas last year, during half the time spent laying the cable the insulation test was

wholly neglected, as will presently be shown. Last year each hour was divided into four parts. The first half of the hour was spent in testing for insulation. During the second half, which was civided into three periods of ter minutes each, tests were made to ascertain the resistances of the conductor, and to prove the continuity of the same. All these tests were of such a nature as to afford no criterion whatever of the state of the insulation during their continnance; so that during the half of each hour. in other words, during hidt the time spent in laying the cable, the insulation test was neglected. Also, while the insulation test was being made, there was no means of communicating made, the shore, as the observations were taken on bcard only. This year a test for insa-lation is constantly kept on, and, by Mc, Wil-loughby Smith's arrangement, corresponding observations are made both on ship and shore. At stated times during the hour the continuity test is made at the snore station by means of a condenser applied to the conductor of the cable. The effect of this is to lower the deflection of the hip's insulation galvanometer, thus serving as a continuity test. Communications from shore to ship are also made by these means. Ship can send signals to shore by simply reversing the current for certain lengths of time, answering to some understood code, or by increasing and diminishing the tension of the line according to a prearranged plan. All these operations may e performed without interrupting the insulation test, except for a few seconds while the current being reversed. So far for the new system in the electrical room as compared with last year. And now a word or two about the paying out and taking-up machinery of 1866, and we shall see how the experience gathered from 865 hus been practically carried into effect. The paying out apparatus is the same as used last year, with the exception of a stronger drum, which is necessary for the purpose of hauling in the cable at the stern if required. Powerful gear has been placed by the side of the machine, so that by means of clutches the drum can be reversed and the cable hauled back in case a fault is discovered. This year it is driven by a 40-horse power engine, made by Messrs. Penn, and supplied with steam from the main boilers of the ship, which insures a supply at any moment. The hauling in machine for grappling placed at the fore part of the ship is more powerful than the one used last year, and con-sists of two drums of 5 feet 8 inches in diameter each, by 20 inches broad, connected by a gear with a Penn engine of 40-horse power, similar to that attached to the paying-out machine. The rope or cable passes over both drums, and an arrangement is made for "deeting" the grapnel rope or cable on the drums, and each roller guiding a turn of the rope or cable as it passes from one erum to the other. This engine is also supplied with steam power from the ship's main boilers. At ten minutes past 10 P. M. the A'bany was observed to drop astern, and we learned through the medium of Colomb's admirable flash signals, at a distance of about 5 miles, that she had lost the bolt of her eccentric. At daylight, the damage having been repaired, she was again in position. The system of signalling on board is very perfect, and the convoy. like the *Great Eastern*, has been supplied by the Admiralty with experienced signalmen. We sent early this morning the news of Cialdini's advance upon Rovigo to Captain Commercil of the Terrible, and to Captain Batt, R. N., and Captain Prowse, R. N., who are on board the A bany and Medicay. Messages are to be sent every morning to the convoy, giving Green wich time. The cone being opened two minutes previously, at 10:50 it will be collapsed, and the time will be given accurately. Divine service was performed in the dining saloon by Captain Anderson. From ncon yesterday to noon to-day we had payed out 138 97 miles. Slack of cable on distance, 8.57. Lat., 52.1.15; long., 17-29. Course, N89-40W. Distance, 128. Distance from Valentia telegraph office, 263. From office at Heart's Content, 1406. Another message has arrived, and has been duly pub-lished in the "Great Eastern Telegraph":--"Italy has declared to France not to accept separate armistice. Impressions here very warike, chances of peace having declined. French flect on its way to Venice, and French commissioners ordered to Venetia. Notice sent to head quarters of Prussian army to announce armed mediation of the Emperor."-Paris, July 10, MoxDay, July 16.—Still everything going on well. The sea like a mill pond. The paying out of the cable from the atter tack progressing with uniform certainty and steadiness, and the electrical tests perfect. We are now paying out some of the cable of 1865. This tank contains 839.85 miles, of which there are 267 miles of the old cable. The fore tank, from which we shall pay out next, holds 670'83 miles, with about three miles of shore-end, and the number of miles stowed in the main is 865'39. Mr. Canning calculates that we shall have payed out the remaining portion of the old cable by to-morrow During all this critical time, there was an entire

morning; and if nothing arises in the way of accident, that by Thursday night or garly Friday morning the after-tank will be emptied. We ought to be then pretty nearly half way to Heart's Content.

We had a second edition of the Grea Easern Teegraph at dinner vesterday, giving us the following news, which we specify transmitted later in the evening by Colomb's flash signals to Captain Commercil, of the Terrible, who can lay claim to being the first captain of her Male-ty's navy who enjoyed the luxury of getting news from Europe twice a day on the Atlantic Ocean. China arrived. Money abundant; gold, 153]. Exchange on London, 167. Dreadful dre Portland; hali of city burned; 2000 families homeless; damage, \$10,0(0,000.

Saturday's news,-No alteration in bank rate Prussians have declined armistice. Consols, 875 Cork steamer Ocorey in collision with H. M. S. Amazon, for Halitax off Portland, July 6. Both Dozen drowned, Rest reached toundered. Torquay in bouts. Amazon put heim har i starboard.

Our track is about thirt miles to the south of that of last year, and at that distance we passed parallel to where the telegraph cable parted in August, 1857. The depth of water during yesterday was between 1950 and 2100 stathoms. Temperature, 58 degrees. Average strain indicated by the dynanometer, 10'54. Our average speed has been about five knots. We were obliged to stop the screw engines in order to bring her down to that speed, and, moreover, to reduce the paddle boder power. Captath Anderson's ingemous mode of cleaning the ship's bottom, which he sedulously carried out last winter at Sheerness, has proved to have enected this very desirable object, for Mr. Book and, the engineer, is now enabled to regulate and adjust her speed, and get more out of the ship if necessary, than he could last year, when her bottom was an incrusted mass of muccies,

We exchange latitude and longitude daily with the convoy. Staff Commodore Mornarty takes his observations independently;

aptain Anderson and his officers take theirs; so whenever the sun gives them a chaoce many sextants are at work More news from Valentia; but, alas! how sad

in some respects:-Cholera broken out in Liverpool. Several

deaths. Yellow fever ranging in Vera Cruz, Birmingham Banking Company stopped pav-ment on Saturday. Liabilities over £2,600,000. Shareholders, 890 DARMSTADT. July 12, 2 A. M. - Princess Louise

ci Hesse gave birth to a princess. Steamship Hiternia iett Greencastle for Quetec 6 A. M. Friday. Drammeu, Norway, fire, 300 houses burned, 6000 persons homeless, July 15. House of Lords, Friday, Enfield rolles to be converted nto breech-loaders,

Captam Mornarty has just issued his bulletin. We learn that since noon yesterony we have paid out 136 83 miles of caole. Per centage of slack. 15:82. Distance run, 115:2 miles. Dis-tance from Valentia, 3782 actes. From Heart's Content, 1290 miles. Latatude, 52.6; longitude,

TUEEDAY, July 17 .- Another twenty-four hours of uninterrupted success. All day vesterate it was so calm that the masts of our convoy were reflected in the ocean-an unusual thing to see. A large shoul of porpoises gauchol ed about us for half an hour. A glorious sunset; and, later, a crescent moon, which we hope to see in the brightness of her full, lighting our way into Trinity Bay before the days of this July shall have ended. At 7.55 A. M., Greenwich time, the remaining portion of the cable of 1865 had been paid out of the tank, and we are now rapidly getting rid of the new cable. At 9:10 the screw engines were slowed to 10 revolutions, and the paddies slowed to 4. We set some canvas, too, with a steady breeze from the south and a smooth sea. Our average speed since we left has been about 5. The strain indicated by the dynanometer since yesterday at 12 o'clock has been 11. After breaktast we saw a barque to the northward, steering eastward.

Our progress since yesterday is thus indicated from the official paper posted up in the cabin:-Jistance run, 116'8; cable paid out, 157'70; slack on distance, 16'51. Total paid out, 557'82. Lat., 52'15; lon., 23'48. Distance from Vslentia other, 456'1; to Heart's Content office, 289/35 W., 1173. Depth of water, 1950. Wind, south.

LONDON, Tuesday .- News from London just as we were at lunch.

ltautz yesterday. Captured six guns, r'urther

absence of noise and confusion. Every order

absence of noise and contains. Every order was silently obeyed, and the cable men and crew worked with hearty goodwill. Mr. Can-ning has had experience of foul finkes before this, and showed that be knew what to do in the emergency. But what of the electrical con-dition of the cable during this period ' Simply that through its entire length it is perfect, or, as it is technically called, O. K. We lost the Terrible in the thickness of the night, and save for a few minutes, did not see her till 7 this morning. The Albany and Medicay showed on the starboard and port quarter at 5 A. M. The weather is still very bazy. More messages through the cable which should be duly re-corded, for when this diary is circulated among the newspapers of the United States within ten days after this date, earlier Intelligence of Euro-

pean news will be distributed than can be ob-tained in any other way. Here are the messages of yesterday's Great Eastern Telegraph:-

6 P. M.-Home news. Money market firm, Bank rate, 10. French bonds risen 4 per cent, Enrmingham Bank to be wound up in Chancery; much local but no general suffering. London prices unaffected. Ex-Chief Saron Pollock to

be a baronet. Lord Henry Lennox is now Secre-tary to the Admirality. Foreign news. Cinidini occupies Padna and Venice, both on the line of railway connecting Vienna and the Quadrilateral, Venice. Padna

is only twenty three miles from Venice. The only Austrian troops now having railway con-nection with Venice are those in Venice itself. Conflict between Prussians and Federals on the 13th. Prussinus completely victorious. Fede-rals evacuated Franktori. Prussians marching there. Among conditions of peace, Prussia and Italy include the re-establishment of Hungary Count de Chambre's palace at Vienna is offered tor sale.

Racoon leaves Valentia to morrow for Queens town.

This message, which consists of one hundred and thirty-six words, was sent through the whole cable without the slightest mistake, at the rate of one and a halt words per minute, the insulation test going or all the time.

Distance can since noon yesterday, 1047 miles, Cable paid out, 12485. Percentage of stack, 1966. Distance from Valentia, 6002 miles. From Heart's Content, 1968'8. Lat. 52'1 N.

long, 20.37 W. Thursdoy, July 19.—There was a fresh breeze in the afternoon vesterday, increasing towards evening. It brought a heavy swell on the port quarter, which caused the ship to roll. The paying out from the after tank went on steadily. Two of the large baoys were litted by derries from the decs near the bows of the ship, and placed in position on the port and starboard side of the forward piece of machinery, ready for letting go it necessary. The sun went down with an angry loos, and the scud came rapidly with an aberry loss, and the scale came tapling trom the eastward, the sea rising. A wind deal aft is not the best for cable laying, par-ticularly if any accident should take place. By 11:30 P. M., to-night, we shall have ex-hwated the contents of the atter-tank, and the cable will then be payed out from the fore tank along the trough to the stern, the distance the mathematical for the layer to the relations. from the centre of the tank to the paying out machinery being 494 teet. Last night the swell

was very heavy, to which the Great Eastern proved herself not usensible. Her rolling, like everything else appertaining to her, is done on a grand scale. We see the liveliness with which that operation is performed on board the Alb my and Meaway, and we are not at all disposed to be critical in our observations on our own movements. The speed of the ship was kept 44 during the night-the slower the better is the opinion of all on board-Festina lente, We are consuming about 100 tons a day of the 7000 tens of coal which we had on board when we left Earbayen, and Mr. Beckwith, who has been engineer of the Great Eastern from her first voyage to the present moment, says the engines were never in better order, and their appearance and working do him and his able staff of assistant engineers the greatest credit. The news from Valentia station as published

in the telegraph is as follows:-"Wednesday, 0 P. M.—English funds risen 2 per cent. Stock Exchange for short loans on English securities, 5 and 7 per cent. General

rate for good paper, 9 and 9 per cent. " "House of Commons, Monday Night,—New Ministers took their seats. Altorn-y-General said it was not intended to proceed with bank-ruptcy bill this seatsion. In reply to several nembers, General Peel said rilles altered to breech-loaders would be ready for our troops

Prussians had a successful engagement before before end of financial year, drew Reform bill. Verdict of



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evening of the same day, having got up her monster anchor, the big ship steamed majesti cally out of Beerhaven, accompanied by H. M. S. Racoon. It is about 50 miles from Beerhaven to the buoy places over the shore end. The night was very thick, so much so that the fog whistle was kept constantly going. Wind from the south.

FRIDAY, July 13.-At a quarter to 3 A. M. we sighted the Terrible, and the Racoon about a quarter to 4. Shortly alterwards we saw the Albany and Medway, and at 5:50 A. M. the buoy was made out astern of the Albany. We came up close to it at 7. Signals were inade to the Terrible and the other ships to send boats. The Terrible's cutter came and made fast to the buoy, which was now about a cable's length from our At 9.10 the Albany's boat arrived, and stern. at 9:30 we made the end of the drum rope on the buoy chain, and commenced to haul in the mooring chain on the end of the shore end cable. There was a good deal of strain on the chain, which was at a considerable angle on the port side.

The wind was on the port quarter, canting the ship to starboard, the left hand screw working astern. Captain Anderson seeing the position of the chain, gave orders to Mr. Beckwith, the chief engineer, to disconnect the port-padale-wheel, and to ceverse full speed with the starboard. This order, which was executed in about eighteen or aincteen minutes, brought the stern of the ship in line with the cuble, which was speedily "up and down." At 11:30 the end was brought on board by 11:40; it was on the drum. This was the first practical test of the new pick-up machinery and steam engine attached thereto, made by Messrs. Penn & Son, of Greenwich, and nothing could be more satis factory than the manuer in which it did its Preparations were now made to make work. the joint and the coverings, wires having been taken of the rope, the skilled workmen from the Gutta Percha Works soon settled themoffice on deck (it had been raining in torrents since 9 A. M.), and com-pleted making the joint at 1:30 P. M. Mr. Willoughby Smith, the chief electriciau, lost no time in testing the insulation of the cable to shore, which was found to perfect. The making of the splice was now commenced; by 2:30 P. M. it was completed and coiled in the after cable tank. Just as the hands of the clock indicated 3.20, Greenwich time, the Atlantic Telegraph Cable of 1866 commenced to passover the V wheel at the stern of the great cable ship. A hearty cheer irom those who witnessed thus far the success of the start, the firing of a couple far the success of the start, the firing of a couple of guns, the hoisting of the ensign and of that compound flag of nationalities, the Union Jack and the Stars and Stripes, which has been in the service of two pre-vious Atlantic telegraph expeditions, made up all the demonstration which could be mustcred. The Record gave us an entire be mustered. The Racoon gave us one parting gun, and availing herself of as fair a wind as could well blow in her favor, set every stitch of canvas and lett for Valentia. The course of the ship was now settled W. N. W. for 33 miles, to be changed about 9 o'clock to N. W. by W., which will take us quite clear to the sonthward of our pute relations of the sonthward of our mute relative of 1865. The following pro of our mule relative of 1865. The following pro-gramme of proceedings for laying the Atlantic telegraph cable of 1866 had been proposed by Mr. Samuel Canning, the Chief Engineer, so far back as the month of May last, and approved of by Mr. Glass, the Managing Director. It will be seen that panetuality up to the present moment has been pretty strictly maintained.

PROGRAMME OF PROCEEDINGS FOR LAYING THE ATLANTIC TELEGRAPH CABLE.

1. The steamship William Cory, having re-eived on board the shore end for the Irish coast and machinery at North Woolwich, will Jeave the Thames not later than the 20th inst. and proceed to Beerhaven, to be in readiness to the shore end when the weather is sufficiently fine.

nghting expected to day. Austrians withdrawing rom Moldravia towards Vienna. he warder of Brighton for mur Fifteen deaths from cholera Prince of Wales and Duke of E

WEDNESDAY, July 18 .- A fresh breeze from the southward; a dual grey sky, with occasional rain, and a moderate sea prevailed from noan yesterday. At 5:28 P. M. Greenwich time, a bell has decided upon excluding r from the Courts at Smyrna. in connection with the electrical room sounded in the tank. Mr. Temple, one of the company's citizens and negroes. Sundered. staff, being on duty, immediately pressed the gone from New York." valve of the steam whistle, which is fitted at the through the piping to the screw, paddie engines, and helm-a similar apparatus being fitted in the bow of the ship. The signal to stop was so ONE . TRIAL promptly answered by the engineers, that the Great hastern was stopped in less than her own length. Mr. Clinord, hearing the tell, ran at the top of his speed to the paddle-engine hatch way: but long before he could reach it they were stopped. Of course, great anxiety arose to ascer-tain what was the matter. We were glad to learn SECURES YOUR that it was a talze alarm. One of Mr. Willoughby Smith's assistants having by mere proof from this incident that every one was at his post: and Captain Anderson, ever thought ul and watchful, took advantage of what occurred to make some alterations in concert with Mr. Canning, in the instructions of the officer on duty so that he should verbally communicate with the engineer if a similar alarm was given, and LEHIGH, not to trust entirely to the whistle system, and cflective though it is in working. All went on well until 12:20 A. M., Greenwich time, when the first real shock was given to the success which has hitherto attended us, and this time we had real ensues to be also model. we had real cause to be alarmed. A foul takes place in the atter tank. The engines were immediately turned astern, and the paying out of the cable stopped. We were all soon on the deck, and learned that the running or paying out part of the coil had caught three turns of the make immediately under it, carried them into the No. 935 North NIN eye of the coil forming the lay out, and hauling up one and a half turns from the outside, and five turns in the eye of the under flake. This was stopped, fortunately, before entering the paying out machinery. Stoppers of hemp, with chains also, were put on near the V wheel astern, and Mr. Canning gave orders to stand by to let go the buoy. This was not very cheering to hear, but his calm and collected manner gave LEHIGH AND SCHUYL us all confidence that his skill and experience would extract the cable from the obvious danger in which it was placed. No fishing line was ever entaugled more than the rope was when thrust up in apparently hopeless knots from the eye of the coil to the deck. There at least 500 teet of rope lay in this state, and in the midst of a thick rain and increasing wind atove superior Coal, suitable fo which he calls the attention of his the midet of a thick fail and increasing wind. The cable crew set to work, under the chief engineer's instructions, to disentangle it. Mr. Halpin was there, too, patiently following the lights as they showed themselves. The crew now passing them forward—now all, until at last the charac-ter of the tangle was seen, and 'soon it became public generally. South Seventcenth street, or through Post Office, promptly attended to. A SUPERIOR QUALITY OF COAL. apparent that ere long the cable would be cleared, and passed down to the tank. All this BENDER'S time Captain Anderson was at the taffrail, anxiously watching the strain on the rope which he could scarcely make out the night S. W. CORNER OF BROAD AN was so dark, and endeavoring to keep it up and down, going on and raising with paddle and screw. When one reflects for a moment on the size of ithe ship, and the enormous mass she presents to the wind, the difficulty of keeping her stern, under the circumstances, over the alzes \$7.00 A) Coal warranted and taken back the purchaser, is not as represented, teited it not tull weight. cable, can be appreciated. The port paddle wheel was disconnected, but shortly afterwards there was a shift of wind, and the vessel canted the wrong way. Welcome voices were now heard passing the word aft from the kuke that 912 ARCH STREET. - GA CHANDELLERS, BHONZE -VANKIEK & CO. weald respectful tion of their priends, and the sublic the bights were cleared, and to pay out. Then the huge stoppers were gradually loosened, and Targe and elegant assortment of (MANDELIERS, and OENAME WARFS These wishing handsom made Goods, at very ressonable pri-their advantage to sive us a call base where. at 205 A. M., to the joy of all, we were once more discharging the cable. They veered away in the bank to clear away the foul flake until 3 A. M., when the screw and paddle engines were slowed so as to reduce the speed of the ship to 44 knots. where. N.B.-Solled or tarniahed fixture special care and at reasonable prices. 646m

breech-loaders would be ready for our troops before end of financial year. Gladstone with-	9 205 No. 18 S. EIGHTH SIREET, Philada.			
drew Reform bill. Verdict of murder against the warder of Brighton for murder of his wife.	INTERNAL REVENUE.			
Fifteen deaths from cholera at Liverpool. Prince of Wales and Duke of Edinburch visited <i>Micatlonoman</i> Saturday. America-Maryland his decided upon excluding negro testimony from the Courts at Smyrna. Fight between citizens and negroes, Sundered. Sweeney urges Fernans to combine their preparations. Cholera gone from New York."	UNITED STATES REVENUE STAMPS			
COAL.	No. 804 CHESNUT Street			
ONE TRIAL	CENTRAL DEPOT.			
O w M I M I W I W I	No. 103 South FIFTH Street,			
SECURES YOUR CUSTOM.	ONE DOGR BELOW CHESNUT.			
Sheerings reen content	ESTABLISHED 1862.			
WHITNEY & HAMILTON,	Revenue Stamps of every description constanti			
LEHIGH.	on hand in any amount.			
SCHUYLKILL,	Orders by Mail or Express promptly attended to.			
AND BITUMINOUS	United States Notes, Drafts on Philadelphia, o New York, or current funds received in payment. Particular attention paid to small orders. The decisions of the Commission can be consulted and any information regarding the law cheerfully			
COAL,				
No. 935 North NINTH Street,				
Above Poplar, East Side. [62	given,			
JAMES O'BRIEN,	The following rates of discount are allowed :			
DEALER IN LEHIGH AND SCHUYLKILL COAL	ON ALL ORDERS OF \$25, TWO PER CENT. DISCOUNT			
EVIDE AND SCHUTLETILL COAL BY THE CARGO OR SINGLE TON.	ON ALL ORDERS OF \$100,			
Yard, Broad Street, below Fitzwater.	TRLEE PER CENT. DISCOUNT			
Has constantly on hand a competent supply of the above superior Coal, suitable for family use, to which he calls the attention of his friends and the public generally.	ON ALL ORDERS OF \$800, d FOUR PAR CENT. DISCOUNT			
Orders left at No. 205 South Fifth street, No. 32 South Seventeenth street, or through Despatch or	All orders should be sent to the			
Post Office, promptly attended to, A SUPERIOR QUALITY OF BLACKSMITHS COAL. 765	STAMP AGENCY,			
BENDER'S	No. 304 CHESNUT Street,			
COAL AND ICE DEPOT, S. W. CORNER OF BROAD AND CALLOWHILL	83 PHĪLADELPHIA.			
STREETS, Offers the celebrated West Lenigh Coal from the Greenwood Colhery, Stove, Egr. and Hodier size, 57:50; but at 36:50. Also, the very superior Schuyikii Coal, from the Recressfule Collery Nutrize, 56:08. All other	AEEDLES, COMPORTROCHES,			
All Coal warranted and taken back free of expense to the purchaser, is not as represented. Also, the Coal for- tetted is not full weight. 216 fm	Positive Proventive of E O L E R A Blarrban, Dysentery, and Cholera Mortvas, Bols Factor, C. H. Nodies, Druggiss, Ch. Dysentery, C. H. Nodies, Druggiss, Ch. Dysentery, Base Sta, Falls Dysentery, Base, Malla			
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their advantage to sive us a call before purchasing clae- where. N.BSelled or tarnished fixtures refinished with	L ANDSCAPE DRAWING CARDS, A BEAU- tiful series of views, fifteen in number, designed for the instruction of juvenilo artists. Fries, is come a package with the EVENING TELEGRAPH, NEW YORK CLIPPER stc., will be found on sale as tha 20)			
special care and at reasonable prices. 84 cm	28) S. W. corper SEVENTH and CHESNUT Streets.			
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