

Foreign News.

THE AMERICAN.

ARRIVAL OF THE NORTH STAR.
THREE DAYS LATER FROM EUROPE.
PARTING OF THE TELEGRAPH CABLES.

Official account of the failure—Arrival of the Niagara—Letter from China and Australia.

The steamship North Star arrived at New York yesterday, with dates to the 7th inst.

The steamship Asia from New York has arrived out.

The Atlantic Telegraph cable parted about a thousand miles from the Irish coast. The Niagara, which started back on the 5th inst., having abandoned the enterprise. The Agamemnon and Valorous has not arrived on the 7th inst. The news of the failure caused universal regret in Liverpool. The price of shares had fallen largely.

The following is the official announcement of the breaking of the telegraph cables.

THE ATLANTIC CABLE.—ABANDONMENT OF THE EXPLORATION.

(From the Boston Correspondent of the London Times.) Although other accounts of this it is to be hoped temporary, mishap have doubtless reached you ere this, the following version, which appears in a recent edition of the Cork Reporter of yesterday, may not be without interest:

"The Niagara and Gorgon, attached to the squadron for the laying of the Transatlantic cable, arrived in Queenstown on an early hour this morning. We regret having to announce that the object of the expedition has not been accomplished, and that we give our readers such particulars of the events which occurred in the course of the undertaking as we have been able to collect. The Agamemnon and her tender the Valorous, and the Niagara and her tender the Gorgon, sailed from Plymouth on the 10th of June; each of the great vessels carrying about 1500 miles of cable, with a new and improved apparatus for paying it out, which it was calculated would have allowed for any strain or unequal motion of the ships, as the speed of the vessels regulated by automatic arrangements the rate at which the end could be discharged. After having been three days at sea, the expedition was overtaken by a fearful gale which continued without intermission for nine days. On the seventh day of this last, whether the ships, which continued to keep together, had to part company, and the Agamemnon was obliged to send before the wind for 20 hours; her coils got entangled and a coil of the cable shifted so that her captain for some time entertained serious apprehension for her safety, and from the humane spirit which waterways were forced upon, and one of her jibs was broken. Two of her sailors were severely injured, and one of the marines lost his reason from light. Yet such was the consummate skill, good seamanship and intrepidity of her commander, Capt. Priddle, that he was enabled to bring her to the appointed rendezvous, lat. 42 deg. 22 min. long. 33 deg. 18 min. The Niagara rolled over, striking ground, having only crawled away her jibboom and one wing of the figurehead, the great American eagle.

"All the vessels being brought up to their central point of junction, the final splice of cable was made on the 20th. After laying out two and a half miles each, owing to an accident on board the Niagara, the cable parted. The ship having again met, the splice was made good, and they commenced to give out the cable a second time; but after they had each paid out forty miles it was reported that the current was broken, and no communication could be made between the ships. Unfortunately, in this instance, the breakage had occurred at the bottom of the electricians, from the fine calculations which their sensitive instruments allow them to make, were able to declare such to have been the case even before the vessel came together again. Having cast off this morning, the first thing that was done was to lay the cable to the 20th. They then started again, and the Niagara having paid out over 150 miles of cable, all on board entering the most sanguine anticipations of success, when the fatal announcement was made upon Tuesday, the 29th, at 2 P.M., that the electric current had ceased to flow. As the necessity of abandoning the project for the present was now only too manifest, it was considered that the opportunity might well be availed of the test the strength of the cable. Accordingly, this immense vessel, with all her stores, &c., was allowed to swing to the cable, and in addition, a strain of four tons was placed upon the brakings, yet although it was blowing fresh at the time, the cable held her as she had been laid for over six months, when a number of the crew, including the captain and the Niagara bore away for this purpose. After stating an arrangement was made that should any accident occur giving out the cable before the ships should return to their starting place in mid-ocean; but that, in case that damage should have been incurred before any casualty should happen, they should make for Queenstown. In accordance with this understanding, the Niagara, having made 100 miles before the midday, returned to this port. Upon her homeward way she must have passed the Agamemnon but owing to the heavy fogs which prevailed for the greater portion of that time, she missed seeing, or gaining any knowledge of her.

"As the Agamemnon has not yet arrived, although its destination was directed towards the United States, it is expected that she might not have done so before the middle of August at the time of its arrival, and consequently returned to their place of meeting, which will unavoidably protract the suspense which must necessarily be felt, until she be spoken with, nothing definite can be learned as to the occasion of this disaster. The two principal electricians, Dr. Savy and Mr. Lawes, on board the Niagara, are inclined to believe that the accident occurred on board the Agamemnon, as it would only implicate a faulty arrangement of some of the apparatus which still leave hope of the ultimate success of the undertaking, whereas, if the accident had taken place on the Niagara, its effects will be greatly to damp, if not deter, the enterprising spirit of the Directors from persevering in this gigantic project. Should nothing be heard of her contact the Niagara will, after coaling, proceed to her ocean station, having on board about 1300 miles of the cable, which, supposing that the other vessels have retained a similar amount, will still provide for the junction being completed, and allow 20 per cent, for casualties. In this last trial some 500 miles of the rope was lost, and when it is calculated that it is roughly estimated that the value of the cable is about \$100 a mile, it will be seen that the sacrifice up to the present has not been so extensive as might at first sight have been supposed."

A CURSE BROUGHT.—Womanhood is experiencing the evil effects of the curse inflicted on her sex, by Eve's disobedience in the garden of Eden. Ever since our ancient mother's first sin in the garden, shamed for violating the command of God, she has been bringing together and waging her kingdom, her dominions have been damaged to "stitch away their lives," in obedience to the exorbitant demands of fashion, in the modern adornments of her sex. The only relief they can ever expect from the drudgery of hand sewing, must be found in the introduction of a Georgia & Baker Sewing Machine into every household. By its use every wife and mother will have ample leisure to bestow attention to the education of her children, do better sewing than by hand, and have better health and more comfort than she can possibly have without a Georgia & Baker Machine.



A WATCHMAN KILLED ON THE RAILROAD.

The Northern train on the Northern Central road coming from Baltimore, on Tuesday last, ran over the watchman, about four miles below this place. The unfortunate man was most probably sitting on the rail asleep, or, as some assert, was lying across the track, as the train came rapidly around the curve. The Engineer immediately whistled down brakes, as soon as he discovered him, but the whole train passed over his body, cutting off both legs above the knee, and one arm, before the train could be stopped. The name of the deceased was Andrew Lanahan, an Irishman living with his family in a shanty below Westoverton. He complained an hour previous of being sleepy. The agents of the company in this place, together with Coroner Boyer, immediately took charge of the body. The verdict of the Coroner's jury was in accordance with the above facts.

CORONER'S CHARGE OR TRIAL.—The running of the accommodation train, between this place and Williamsport, will be changed on and after Monday next. The train will leave Sunbury at 6 in the morning and return from Williamsport at 6 in the evening. This will be a great accommodation to travelers of the different towns along the route, who can go to Williamsport and intermediate places and return the same day.

A change will also be made in the running time of the Niagara Express train which will leave Baltimore at 4:30 P.M., instead of 5:30, and arrive at 11:15 at night instead of 11:25 as heretofore, and arrive here from Elmira at 11:45 A.M., instead of 10:45.

GENERAL QUINNAN.—General Quinnan has appointed as his aids, R. S. Livingston, Surgeon of Division, rank of Lieutenant Colonel; Wm. A. Dean, as aid, with the rank of Major, both of Montana command; George Haasenpflug, as aid, with the rank of Major, of Union County; James W. Hoffman, and, with the rank of Major; Wm. K. Martin, Division Inspector, with the rank of Lieutenant Colonel; John S. Beard, as aid, with the rank of Major. The General has selected old military men for his staff.

DR. WILCOX.—Dr. Wilcox, of Elmira, committed suicide by taking prussic acid on Friday last. The cause assigned for the rash act was a surgical operation unfavorable in its results.

DR. THAYER.—This is the period for "shedding" fruit trees. After this month it will be too late. The cherry, especially, who failed to graft the pear in the spring, resort to this substitute.

CAUSE AND EFFECT.—Cases of dysentery among children, originating in the impudent eating of green beans.

EDUCATIONAL.—The next regular meeting of the State Teachers' Association will meet at Scranton, Luzerne county, commencing on the 10th of August.

THE FIRST EMIGRANT SHIP TO FRAZER RIVER.—The first emigrant ship to Frazer river is advertised to sail from Boston on the 15th of August. It is the Viscount. Mr. James G. Swan is connected with the enterprise.

REPAIRING THE ROADS.—We observe that Wm. Hooper, one of the Supervisors of the Borough, is engaged in repairing the roads and streets in the Borough limits. We observe some holes in the embankment above the steam saw mill, and some caving in of the slope wall, that require immediate attention.

NEW POST OFFICE.—A new Post Office has been established at Hickorytown, Lower Mahanoy township, in this county, and Elias Weist appointed Post Master. An office was much needed there, and Mr. Weist will make an excellent officer.

GOV. GOODEY'S BOOK, FOR AUGUST, IS A SUPERIOR NUMBER. The principal illustration, a representation of Summer, is beautiful. The Book is also, as usual, well filled with useful patterns, &c., and interesting reading matter.

ON MONDAY MORNING LAST, the bridge of the Lehigh Valley Railroad, near Allentown, broke down with a train of empty coal cars. The locomotive and some of the cars were precipitated into the river, and the engineer and fireman killed.

THE BODY OF A YOUNG MAN, well dressed, about 24 years of age was found in the canal opposite this place, last week. He had been seen a few days previous passing along, interested. An Inquest was held by the coroner of Snyder county.

The bodies of a drowned man and boy were also found last week near the Island, a short distance below Cambria dam. Nothing could be ascertained concerning their whereabouts.

MR. WATSON, JR., who is to be hung at Danville on the 29th of September, for the murder of his wife, Catharine Ann Clark, has published a pamphlet declaratory of his innocence. We merely glanced over its pages, and find it a tissue of falsehood and absurdity, expressed in bad English, without shadow of argument or reason to sustain his position. The pamphlet was issued from the press of the Montour American.

A FINE HOME.—Sheriff Vandyne, who exercises excellent taste and good judgment in regard to that noble animal, the horse, drives one of the finest mags in this country. He was offered for him, a few days since, three hundred dollars in cash, which he refused.

LEWIS WANNAMAKER.—As inquiries are frequently made of us in regard to the late act of Congress, in relation to land warrants, we will state that by the late act of Congress, the heirs of an applicant, who died before the issue of the warrant, will be entitled to receive the same upon sufficient proof made. Under previous acts, if the applicant died one day before the issue of the warrant, the heirs could receive no benefit therefrom, except in cases where there was a widow or minor children, who alone were entitled to a warrant upon proper application to the department.

THE NEW AMERICAN CYCLOPEDIA. The first and second volumes of this valuable work has been published by Merriam, D. Appleton & Co., N. Y. The contents of each volume, contain articles on more than two thousand subjects, written by the ablest writers in this country and Europe. It will form a library of itself, and should be found in every family.

STEAMBOAT TO NORTHERNBERG.—Mr. Clement has commenced running his steamboat, for passengers, between this place and Northernbergh. Fortune of departure, &c., see his advertisement.

FREEBORN ACADEMY AND SYDNEY COUNTY NORMAL SCHOOL.—The fifth semi annual session of this institution will commence on Tuesday, July 27th. The course of instruction is thorough and complete. Terms very moderate. See advertisement next week.

TERrible ACCIDENT ON THE ERIE RAILROAD.

The Harrisburg Telegraph contains the following in regard to the practice of师范大学, or, electioneering, as it is more generally called. We agree with the Telegraph that if such a rule was general, that we should have our offices filled with better men. Modest men, men of worth, might then stand, at least an even chance with political brawlers, who have no other qualifications to recommend them.

SUNSHINE.—Among the resolutions passed by the Republican Convention in Armstrong county, the following strikes us as being the most sensible:

RESOLVED, That neither candidates for nomination, nor their friends, are to be allowed to canvass the county—and all violating the rule to forfeit claim to nomination.

This should be invariably adopted, as the only means of placing good, sound, sensible and mannerly citizens on equal footing with that class of contemptible, cringing, sycophantic office-beggars, who infest all parties, whose only recommendation is their facility for buying themselves or their friends into office.

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