

## The Atlantic Telegraph.

has, we greatly fear, again come to grief. The vast amount of scientific skill expended upon this second attempt appears, thus far, less successful than the former. Notwithstanding the fair commencement and the satisfactory working of 700 miles, yet we were informed, by telegram to New York on Wednesday last, that the *Cuba* had brought intelligence from England to the effect that "The insulation of the Atlantic Cable gave out after 700 miles had been laid. No further particulars." This was followed on Friday by a telegram from North Sydney, N. B., stating that the *Clara Clarita* had left Heart's Content, Newfoundland, on Sunday, the 6th inst., at which place on the same day at 5 p. m., the *Sphinx* had arrived, under canvas, being short of coal, since Friday night. The *Sphinx* was left behind by the *Great Eastern* and *Terrible* on Thursday evening, 27th July, during a strong westerly breeze and heavy sea, not being able to keep up with the others. Since that time, although she steered the proper course, saw nothing of the other ships. The *Sphinx* reports the weather most favorable when she parted, 6.15 p. m. on the 27th. They were then in lat. 52.43, long. 20.02. Capt. Hamilton of the *S.* says he cannot see how he could have passed the fleet without seeing them. Weather here is all that could be desired, but it has been thick seaward.

The steamer *Delta* arrived from Newfoundland on Saturday last. The following is an extract of a private letter received from St. John's, N. F., dated August 8:

"There is no sign of the *Great Eastern* up to this time. Persons are beginning to be afraid it will be a failure. The *Sphinx* arrived at Heart's Content on Sunday morning and created quite an excitement—as it was thought the *Great Eastern* was coming behind her, but they were disappointed, as she did not see her since the 27th July, and thought the *Great Eastern* would be in before her. There was a great many people in Heart's Content for some days, and drinks ruled high. Some of the big folks had to telegraph to St. John's for a supply to enable them to get Sunday's dinner; and a great many had to come back disappointed without seeing the elephant."

The following additional items of information will be read with interest:

"The place chosen on the coast of Ireland for the landing of the cable and on this occasion is different from that selected on the two previous expeditions, and the change is on the whole an improvement. It is one of those deep inlets between the hills and headlands of this iron bound coast, about a mile long by half a mile wide, with its mouth almost closed against the sea by a ragged irregular knoll of heath and rock, called Butler's Island. Behind this little island, not much larger than the Green Park, the waters of Foulbommer Bay, as it is called, are calm and still enough, and the sheer black precipices three hundred feet high, which form the boundaries of the deep waters, are seldom marked with foam. Anything more picturesque than the rugged grandeur of this little bay can scarcely be conceived, with its gaunt, dark cliffs, reamed here and there with gaps and rents, like mountains fallen into ruins. In almost every part they have a steepness which is nearly perpendicular, and it makes one equally giddy to look up at or down from them. At the head of the little bay is a rough indication of an earthquake, but only just enough to show what was once its regular outline. This is one of Cronwell's old forts. At its northern extremity towards the sea rises Bray Head, one of the huge savage looking mountains which, running out into the sea, double the dangers of this dangerous coast, though, from a landsman's point of view, they are invaluable, adding so much to the stirring grandeur of the scene. From the peak of Bray Head the mist is seldom moved, and at its ponderous base the blue waters seldom touch but they are churned into flakes of foam, as the waves keep booming with regular beat against its cliffs, calm or storm, winter or summer. Against this point—the first land which the great roll of the Atlantic meets—the surge is never quiet."

Since the above was in type we have further advice by the *China* which arrived on Monday afternoon:

The *London Times* of the 4th instant, says:—The announcement of an accident to the cable which was telegraphed from Valentia at mid-day on Wednesday the 2nd, coupled with the long silence since then, and other collateral circumstances, if possible, still more grave, all justify the fears which are now entertained as to the present success of this great undertaking. Up to mid-day on Wednesday the signals received were singularly distinct, and the insulation as nearly perfect as electrical insulation ever can be. At that time the *Great Eastern* was in 51 deg. north latitude, and 139 deg. west longitude—a position which, reference to the map will show was very nearly two-thirds of the way to Newfoundland. She was then in the deepest waters of the whole route—2400 fathoms, or a little over 2½ miles, with a soft oozy bottom of mud on which to lay the rope. It was at this time the signals to Valentia became unintelligible, and gradually ceased, leaving no communication between Ireland and the ship. Since that time no signals have been sent out and none have been received home, but in the stead the cable has given warnings of the most

ominous kind—either that it has totally severed from the great ship, or else is lying in such an injured state at the bottom of the Atlantic as to be virtually destroyed for telegraphic purposes, unless it can be hauled in again from its ocean depth on board the *Great Eastern*, the fault found, the piece cut out, and a new splice made.

How the accident has arisen, whether the end has been buoyed, whether it has been broken, and the cable staff are now trying to recover it, none know. All surmises on these points are matters of vague conjecture. As far as reasonable probabilities can lead to the formation of opinions, it is generally considered by electricians as tolerably certain, first, that the fault was not caused by stress of weather; and secondly, that it occurred after the rope had left the ship. Bad weather seems out of the question; for the reason that the amount of slack paid out has been so small and so uniform throughout the whole voyage. It is true that during the last hundred miles run it seems to have slightly increased, but not more than might have been expected from the increasing depth of water. The instruments used at the Valentia end are of such exquisite delicacy, also, that they even show by deflection of the needle when the *Great Eastern* rolls, and this so distinctly that special alterations had to be made in the code of signals to obviate this possible source of confusion. Yet, up to the cessation of signals, the needles always indicated that the great ship had been very steady indeed. That the disaster occurred after the cable left the vessel is evident from the fact that it was unknown to those on board, who were sending their messages as usual when their signals became unintelligible at Valentia, and at last ceased entirely.

The following are the latest telegrams from Valentia:

"Aug. 2, 8 P. M.—The signals from the *Great Eastern* became unintelligible at noon to-day. No communication has been had with the ship since, and no information has been received. Cause unknown."

"Aug. 3, 11.30 A. M.—No information received from ship. Cause unknown. No communication with ship."

"Friday, Aug. 4, 1.40 P. M.—Test taken for conductivity, and the result shows an accident to the cable. Total loss of insulation or dead earth nearly 1250 miles from Valentia."

"Valentia, Aug. 4, 1 P. M.—No change since this morning."

The following accounts may supply some explanation and afford ground of hope that it will yet turn out well:

The *Shipping Gazette* says the general inference from the published accounts is, that either the cable has parted, or a mishap has befallen the *Great Eastern* in a storm, and they have been compelled to cut it away. There is no doubt she encountered the boisterous weather which has recently swept across the Atlantic from the N. W. To-day some insurances were done on the cable at Lloyd's at 50 guineas premium, but the amount was very small; indeed, most of the underwriters decline to take lines on it at any price.

The *Pitt Mail Gazette*, says it is understood that the Astronomer Royal has communicated the following facts to the Atlantic Telegraph Company:—"At noon on Wednesday—the time when the signals from the *Great Eastern* became unintelligible—the magnetic instruments in charge of Mr. Glaisher, at Greenwich Observatory, showed that what is termed a magnetic storm had commenced. These storms cause currents to flow through the telegraph wires, and seriously affect the working of both land and submarine lines. Mr. Glaisher also states that, although the storm has much abated, currents may still be passing of sufficient strength to confuse the signals passing from the ship through the delicate instruments used at Valentia. The magnetic storm is the greatest that has occurred for many years." With reference to the above statement, it may be remarked that the possibility of the wire being affected by the magnetic storm is somewhat reassuring. On the other hand, however, the official statement put forward by the company contains no allusions to the electric disturbances, or to the appearance of any signals likely to arise from those causes; and the public impression still remains that the vessel may have met with bad weather, and that the cable has been cut, and perhaps buoyed, or that loss of insulation has occurred in some portion of the line after its submersion.

At the close of the Stock Exchange there was some recovery in the price of the shares and they were finally quoted at 17.8, 5.8 discount.

## NEWS SUMMARY.

The *China* arrived on Monday afternoon with dates to the 4th inst. Cholera had made its appearance at Malta and subsequently at several Italian towns and at Gibraltar. The weather had been very inclement and much rain had fallen.

An alarming cattle disease had broken out and was spreading rapidly in the neighborhood of London. The deaths were at the rate of 80 per cent, and no remedy had been discovered.

The government had taken the subject in hand, and given directions to keep all newly imported cattle apart from others. It appears that the cattle murrain in Egypt last year carried off 1,700,000 cows to the south of the Nile.

Her Majesty was expected to leave for Antwerp on the 8th inst. Preparations were being made for her embarkation at Greenwich.

At the recent fire in the British Museum the Anglo-Saxon manuscript, known as Pope

Gregory the Great's "Pastorale," given by Alfred the Great to Plegmund, Archbishop of Canterbury, was destroyed.

On the 1st a provision in an act of Parliament took effect to render makers and dealers in chain cables and anchors liable to £50 penalty for selling them without being "proved."

RUSSIA.—Letters from Odessa of the 29th June confirm the sad prospects of a bad harvest. A protracted drought since March had completely dried up the coming crops. On the 28th of June there was a heavy fall of rain, which had not by any means improved matters. Provisions throughout Southern Russia are very scarce, and bid fair to reach up to famine prices.

JAPAN.—Commercial affairs in Japan are progressing satisfactorily. The *Tycoon* had determined to attack Prince Negato, and had reviewed 100,000 troops.

SPAIN.—Zaragoza, Friday, 4th.—The Queen has arrived here. Her Majesty met with an enthusiastic reception at the towns passed through on the journey.

The *Epoca* asserts orders sent to General Gandard to declare war against San Domingo. Statement considered very doubtful.

FRANCE.—It is stated that the yield of French corn crops will certainly be smaller than last two years, which were above average.

MINUTES.—We have forwarded some of the Central Minutes, and expect to receive the remainder from the binder, and mail them this day.

The Eastern Minutes will also be mailed this week.

## Notices, &amp;c.

## Acadia College.

The next Term will commence on Friday, Sept. 1. The Roll will be called at three o'clock, P. M. Candidates for Matriculation are desired to attend in the College Library, for examination, on Thursday, Aug. 31st, at ten o'clock, A. M.

Persons wishing to take Partial Courses, in either Department, are requested to correspond with the undersigned.

J. M. CRAMP, President.  
August 5, 1865.  
There will be a meeting of the Board of Governors in the Baptist Meeting-house, Berwick, on Saturday, the 19th inst., at 7 o'clock, P. M.

STEPHEN W. DEBLOIS, Secretary.  
Wolfville, August 10th, 1865.

## Letters Received.

C. W. Roscoe. Rev. P. F. Murray. C. H. Harrington, Esq., \$10. J. A. Kelly. Rev. Dr. Tupper, \$8. A. Marshall, Esq., 50c.

## General Intelligence.

## Domestic.

DEAF AND DUMB ASYLUM.—Mr. Hutton the excellent principal of this philanthropic institution, in giving an account of his western tour, mentions the names of quite a number of persons, who extended their hospitality to him and his pupils. He concludes by stating:

"Speaking generally, I feel encouraged by the reception we have experienced, and cannot but observe indications of increased interest in our object in places formerly visited. In every case we have had larger meetings and better collections than during our tour in 1859. I hope this is but an earnest of what is before us in the remainder of our journey."

In the acknowledgment of donations received during the past month are the following items: Chalmers' Church, Halifax (collection....£10 1 3 Granville Street, Church do.....3 5 2 Mr. Geo. W. Bowes (being amount of prizes awarded him at the late Flower Show 1 5 0 Proceeds of tea meeting by ladies of Five-mile River Hants Co., by hands of Mr. W. McDougall.....20 0 0

The pupils will re-assemble (D. V.) after the vacation, on the 6th September.

There was, we understand, a sharp shock of an earthquake at Shelburne and Barrington on Sunday evening, the 23rd ult.

A passenger on the Truro line of railway fell between two of the cars on Monday afternoon, in attempting to get on while the train was in motion, and was badly injured.

STRANGE FLYING MONSTER.—MR. ORADIAN TARKER of Belleisle has presented us with a lusciously ripe bow apple and a charmingly beautiful apple blossom, both plucked from the same tree at the same time.—Free Press.

GAME LAWS.—Killing partridges before the first day of September, and killing quail before the 10th day of October, is prohibited by severe penalties. The object of these laws is to allow the birds to raise their young. Quail are now hatching their young, and this year's brood of partridges are yet too young to live without the old birds. Woodcocks hatch their young early in the spring, and they are large enough to take care of themselves by the first of July—hence the law is, that they may be killed as early each year as the fourth of that month.—Colonist.

A GRAND UNION TEMPERANCE PICNIC was to be held at Mount Uniacke yesterday. Parties from Windsor and neighbourhood, got up the affair, and invited friends from Halifax, to meet them. We doubt not they had a lively time.

THE HORSE RAILWAY COMPANY appear to be in earnest in making arrangements for proceeding forthwith in this great work for our city. A large number of sleepers are already contracted for, and machinery and iron material is already on the way from Philadelphia. We are informed that the line will extend six miles, and portions of the road are expected to be ready for use in October next.

## LATEST FROM EUROPE.

The Steamship *Cuba* at New York on the 9th Inst., brought news of the execution of Dr. Pritchard at Edinburgh for the murder by poison of his wife and mother-in-law. On being asked whether he had anything to say, in a clear firm voice, he replied—"Simply to acknowledge the justice of my sentence." He mounted the scaffold without assistance, but when the drop fell he appeared to suffer considerably. About 80,000 persons were present.

In the case of Constance Kent, under sentence of death for the murder of her brother five years ago, Sir George Grey, the Home Secretary had decided upon recommending to the Queen, that the convict's sentence should be commuted to one of penal servitude for life. Her Majesty has been graciously pleased to act upon the recommendation, and Constance Kent will therefore not be executed. The unhappy young woman will now undergo in every respect the same punishment as ordinary criminals sentenced to penal servitude for life.

## MISCELLANEOUS.

The Queen Dowager of the Sandwich Islands has arrived in London. Her Majesty had a warm reception on landing.

FISHING BY ELECTRICITY.—An electric lantern was lately lowered off the coast of France from a vessel called the *Andalouse*, and immediately, says the report, a multitude of fish of all sorts collected, and a miraculous take was made by fisherman who had spread their nets from the boats out of reach of the lights.

THE SOCIETY OF ARTS AND THE EMPEROR OF THE FRENCH.—The Council of the Society of Arts have awarded the gold Albert medal, founded as a memorial of his royal highness the late president of the society, to his Imperial Majesty the Emperor of the French, for distinguished merit in promoting in many ways, by his personal exertions, the international progress of arts, manufactures, and commerce, the proofs of which are afforded by his judicious patronage of art, his enlightened commercial policy, and especially by the abolition of passports in favour of British subjects. His Royal Highness the Prince of Wales, president of the society, has himself communicated this decision to the Emperor, by whom it has been most graciously received.

STOPPING RAILWAY TRAINS.—If a train moving at the rate of twenty-five miles an hour were stopped instantaneously, the passengers would experience a concussion equal to that of a body falling from a height of nineteen feet; they would be hurled against the sides of the carriage with a force equal to that they would be exposed to in falling from a window on the second floor of a house. If the train were moving at the rate of thirty miles per hour, they might as well fall from a height of three pairs of stairs, and an express train would, in point of fact, make them fall from a fourth story. Instantaneous breaks are, therefore, not to be thought of.—*Bristol Mirror*.

COAL IN NEW ZEALAND.—Coal, that mineral which has achieved such wonders for our countrymen at home, which expedites our mails and facilitates the extension of commerce—coal, on which the future development of New Zealand must so largely depend, will, I firmly believe, have been won within our province before my next letter leaves Nelson. Parties are now busily at work sinking a shaft at Pakawan, where coal is known to exist, and all look hopefully forward for the time when it shall be settled of what value it is for steam purposes. No less than 10000 were subscribed here within a few weeks for the purpose of sinking a shaft at Pakawan, in order that the ascertained seam of coal might be reached, and some of the mineral placed in our market.—*New Zealand Examiner*.

## More Blockade Goods, BOUGHT AT THE LATE TRADE SALE.

FANCY SHIRTINGS, PRINTS, BLACK GRENAZINES, Colored, do, various shades, very cheap and just the thing for warm weather.

ON HAND FROM PREVIOUS SALES.

A few of these superior CAMBRICS, Coats' Reels, Kirwin's Needles, much under value.

Orders from the country promptly executed.

R. N. BECKWITH & CO.

89 GRANVILLE STREET.