

LAYING THE CABLE.

Interesting Account of How the Work was Done by the Faraday.

The cable steamer Faraday anchored off Cape Canso, N. S., last week having completed the third Atlantic cable for the Commercial Cable Company. The new cable is of the heaviest type, the largest copper conductor, and the speediest for its length ever laid. The contractors, Messrs. Siemens Brothers & Co., guaranteed it to be 33 per cent. faster than either of the two cables laid in 1884 for the Commercial Cable Company, and the tests now being taken show that the speed is greater than the guarantee. The Faraday has broken the record in Atlantic cable laying, the actual time engaged in the operations being twenty days. In the early morning of June 13th, chilled by a northerly wind that savoured more of January than June, the anchor was weighed, and the ship left Gravesend on her momentous journey, her immediate stopping place being the buoyed end of the 143 knots of cable stretching west from the cable station at Waterville, Ireland. The weather changed as the English channel was reached, and became delightfully warm, but when the Land's End was well astern it set in rough and foggy. Observations for position were made impossible, but on Saturday afternoon it was calculated by dead reckoning that the vicinity of the buoy was reached. A sounding was taken with a 56 pound sinker on a pianoforte wire, and gave bottom at 300 fathoms, and a little later another gave 263 fathoms. These depths satisfied the officers of the proximity of the buoy, but as the fog precluded a search, it was determined to lay by till morning. During the night a stellar observation was obtained, and the ship found to be fourteen miles too far north. The course was at once made to the southward, and at daylight a buoy was sighted. It proved to be a mark buoy that had been anchored close to the buoyed cable to doubly mark the spot, but the cable buoy itself had totally disappeared. The only recourse now was to rake the bottom with a grapnel to recover the sunken end, and preparations were at once made for the purpose. The sea, however, was so rough, and the swell so heavy, that nothing could be attempted, and the ship lay by, heaving and rolling like a huge log, to await more suitable conditions. The morning of the 18th broke with the same rolling, white-capped billows, but the weather was fine and looked moderating. By nine o'clock the swell had gone down considerably and orders were given to grapnel. With rapid action the gear was got into position, the captain took his stand on the platform over the picking-up sheave at the bows to direct the vessel's movements, and Chief Cable Engineer Brittle, from the same point, took charge of the grappling operations. The heavy grapnel attached to six hundred fathoms of chain and rope was passed over the bow sheave, and when it fetched bottom, the ship moved slowly ahead. Twice the grapnel was thus dragged across the cable's path. The third time it was hooked. Eager faces hung over the ship's bows to watch the hauling in. In due course the grapnel, clutching the cable, appeared, and immediately after two men were lowered to it, seized a chain stopper on each side of the bight, cut this in two, and both ends were hauled on board. The end communicating with Waterville, Ireland, was conveyed to the test-room, and that station at once spoke with. All was in order. A message was sent to Mr. Mackay and the relatives of those on board were notified that all was well. Then, as the evening was advanced, the end was buoyed to await the morning.

This done, the second end was put to the steam winch, and the piece hauled aboard. It was about two knots long. The buoy rope, at the end, looked as though it had been wrenched from the buoy by the propeller of some passing steamship. The piece of cable was at once spliced to that on board. The morning of the 19th opened foggy and chilly. Three buoys had to be picked up, and the cable end brought aboard and spliced to the cable in the tanks. Two of the buoys bore only a small flag on the top, but the third, that which held the cable end, was much larger, and fitted with topgear for carrying lanterns, as well as a flagstaff. At four o'clock the work began, although the sea was rolling heavily. A boat, ready at the davits, was manned by eight sturdy fellows, wearing cork jackets, and rapidly lowered to the water. The small craft pitched and tossed in the swelling, white-capped waves in a manner terrible to a landsman's mind. The nearest buoy was pulled for, and when reached, the first opportunity offered by the turbulent sea was seized to fix a rope to it by which the boat was steadied, whilst another rope from the ship was attached to the tackle connected with the buoy's anchor chain and rope. The buoy was then released from its moorings, and the whole drawn on board. This was the mark buoy. The next was released in the same smart manner, and the boat hauled up, whilst the ship was headed for the third one, about a mile off. This was the large buoy, with top lantern gear, etc. When reached the boat was again lowered and tossed about as mercilessly as before, and, then, one of the men, watching

his opportunity, sprang upon it with monkey-like agility. The way the huge thing rolled and heaved as he clung to it was awful to behold. No ordinary stomach could possibly have stood it. With unflinching coolness, standing himself to every movement, he dexterously unshipped the flagstaff and lamp-carrying gear, passed them to the boat, fixed the ship line to the mooring tackle, released this from the buoy by a few strokes of the hammer, and sprang into the boat, just as the huge hollow iron mass, no longer supported from below, rolled over on its side. It was soon after snugly lashed on board, with the rest. The boat hauled up to the davits, and the boatmen went below to a well-earned breakfast. There now remained the cable end, which had also been hauled aboard to splice to the cable in the tanks; head the ship for America, and commence the great business of paying out. This was all done in the same expeditious and quiet orderly manner that characterized everything connected with the Faraday. After Electrician Jacob had made the usual critical tests, the two ends of the core were joined the joint tested, and the outer covering spliced, and at half-past ten the cable was passed along the troughs and directing sheaves, under the sheave of the strain measuring dynamometer, over the broad strain sheave, and immediately afterwards was whisking up under the crinoline round the cones in the tanks' centre, and passing along to its silent ocean bed like a thing of life, as the ship passed under it from six to seven knots an hour.

The depth for about seven hours varied from 250 to 500 fathoms, but by six in the evening the great declivity was reached, and soon 1,000 fathoms were indicated, then on over a varying bottom to 2,900 fathoms, or more than three miles deep. After a few hours it gradually rose to 1,600, then receded to 2,500 fathoms, and so on day by day, the cable gently dropped on hill top and valley bottom, over deep gorges and immense undulating tablelands, once coming to within seven or eight hundred fathoms of the surface, and again some 1,120 knots from Ireland, rapidly sinking down to three thousand fathoms, or more than three and a half miles, gradually rising after a few hours to 2,500 fathoms, and continued on with slight variations for some 300 miles, when deeper water was again reached for three or four hours, when the depth declined to about 1,200 fathoms, with a fairly even bottom, and kept so till the shallow water off the Newfoundland banks was reached, some seventy miles from the buoyed end of the 502 miles from Canso.

The ship was daily and constantly in communication with the station at Waterville, Ireland, and she was kept fully informed of what was going on in the outer world. On Sunday, the 24th of June, consternation was occasioned aboard at the news of President Carnot's assassination. The next day the birth of the Duke of York's son was flashed through the ship, and the following congratulatory message was sent: "Mid-Atlantic, latitude 50 degrees, 16 minutes north; longitude 39 degrees, 20 minutes west, to Sir Francis de Winton, York house, St. James' Palace, London: May I ask you to be kind enough to convey to their Royal Highnesses the Duke and Duchess of York the hearty congratulations and best wishes of the whole ship's company of the SS. Faraday, now engaged in laying the third Atlantic cable for the Commercial Company. [Signed] "ALEX. SIEMENS."

The following acknowledgment was received: "From Sir Francis de Winton to A. Siemens: The Duke and Duchess of York thank very warmly the whole ship's company of the steamship Faraday for their kind congratulations, and they wish their success in their labours." These congratulations must have been considered very unique by their recipients, as they were flashed to land from mid-Atlantic.

At 10.30 p. m. of the 27th June, 1,585 knots were between the ship and the Irish coast. A sounding was taken giving bottom at 891 fathoms. The lighter, or deep sea, portion of the cable was here determined, and spliced to the shallow water type, and paid out in a dense fog till they were out 1,627 knots from Ireland, and the vicinity of the Canso buoyed end was reached. The cable was then cut and buoyed in 102 fathoms to await till the ship's actual position could be obtained, the Canso end found, and the final splice made. As the fog remained as dense as ever, clear weather had to be waited for. In the early hours of the 29th, a wind sprang up from the north, bleak and piercing, but it cleared off the fog, and the morning broke with glorious sunshine, to discover no less than seven large icebergs slowly on their way to the south. The ship's position was obtained, and showed her to be some thirty-two miles from the buoyed end. A start was made at once, and Chief Steam Engineer Fortune astonished everybody by covering the distance in three hours, a wonder for the Faraday, whose speed is not equal to that of the Campania. The buoy sought for, however, was nowhere to be seen. Telescope and binocular swept the sea to no purpose, a couple of soundings were taken, mark buoys were put down, and then it was decided to grapple. The weather meanwhile had become hazy, and although

the horizon remained visible, the sun was obscured, and it was bitterly cold. Everyone donned the warmest clothing he had. Those who had heavy ulsters and fur caps managed to keep themselves warm, but some who had nothing but light summer overcoats shivered with ill-disguised distress. At noon Chief Cable Engineer Brittle lowered the grapple, and six miles were dragged without result. It was then heaved aboard, and some rearrangements were made, relowered, and dragging recommenced, and kept up without intermission till half past four the following morning, when the cable was hooked raised, cut, and brought aboard. The end to Canso was found to be in order. The other piece of cable was picked up, and the sought for buoy found securely attached to the end. The night now closed in, and steps were taken to complete the gap of thirty-two miles between the two ends on the following morning, but baffled by fogs, the work could not be completed till seven o'clock on Monday morning, July 2nd, when the final splice was made, the cable gently lowered to the water, and amidst wild enthusiasm and cheering the retaining rope hacked asunder with two mighty axes, wielded energetically by Count von Slippenbach and Mr. John Gortt.

The Commercial Cable Company's third line and the seventh laid across the Atlantic by Messrs. Siemens' Bros. with the Faraday was thus an accomplished fact, and the best cable so far ever made was laid. Head winds and bad weather characterized the voyage, but there was not a hitch to mar the excellence of the work. The day was concluded on board with a dinner in honour of the occasion, when congratulatory speech making and rejoicing were the general order of things.

Here and There.

Farmer—Now, what do you s'pose that man's yelling at?
Son—He appears, father, to be yellin' at the top of his voice.—Truth.

Footpad—Your money or your life! What are you laughing at?
Jinks—Why, I'm a life insurance agent!
Footpad—Excuse me, sir; I didn't know you were in the business!—Puck.

"Papa," said Willie, "I wish you'd tell me. If you were Queen Victoria and mamma was the Emperor of China—got that?"
"Yes."
"Well, if you were they, who'd I be?"—Harper's Bazar.

The first consideration with a knave is how to help himself; and the second, how to do it with an appearance of helping you. Dionysius, the tyrant, stripped the statue of Jupiter Olympus of a robe of massy gold, and substituted a cloak of wool, saying, "Gold is too cold in winter, and too heavy in summer; it behoves us to take care of Jupiter."—Colton.

Queen Victoria is possessed with a particular longing to visit the Holy Land, to look down upon Jerusalem from the Mount of Olives, and try to picture the past, and the older she grows the more is her desire to undertake this pilgrimage, and none of her immediate entourage would be astonished if she made up her mind suddenly to set out on the journey.

A wire message from New York to Auckland traverses a length of line of 19,123 miles, nearly three-fourths of which is submarine cable. It has to be repeated or re-written fifteen times. The longest cable is between America and Europe, say 2,800 miles, and the longest land line is across Australia from Port Darwin to Adelaide, 2,150 miles.

The Holland Society of New York, which is composed of descendant or the original settlers of New Netherlands, propose to erect in the Central Park or on the Riverside Drive, a statue of William the Silent, the Dutch Washington. It will be either an equestrian statue, or a lofty column surmounted by a statue in the manner of the Nelson column in Trafalgar square London.

Pope Leo XIII, is older than Bismarck and Gladstone, and although no serious change has been noted lately in his physical condition, there is no doubt that he is gradually yielding to the inevitable. Statesmen in Europe are, therefore, discussing the question as to who his successor will be, and the more conservative of them entertain the hope that it would be one who will follow the policy laid down. It is said that in Rome Cardinal Rampolla, now Papal Secretary of State, is regarded as the best fitting to wear St. Peter's ring, but there are many other prelates who are prominent. Leo was not reckoned among the probabilities when Pius IX, died, but he became Pope, and has proved the ablest since Gregory the Great, and his successor may be as much an outsider as he was himself.

The Shah of Persia, when visiting the late Emperor of Germany some years ago, was taken to the opera, and during the course of the performance was asked how he liked the music. He confessed the majority of it was pretty crude, but that one piece of the orchestra had just been playing was simply superb. The Emperor at once gave orders for the repetition of the piece.

"No," said the Shah, "that's not it."
Another one was played. "No," returned the royal visitor, "it's not that either."
Presently the orchestra began to tune their instruments.
"That's it!" cried the Shah, enthusiastically. "That's the piece I was trying to tell you about!"

So, for the edification of this barbaric ruler, and to the anguish of the rest of the audience, the orchestra tuned, and untuned, and retuned their instruments in the most heartrending fashion, and the Shah leaned back in his chair, while his face wore a look of unspesakable enjoyment.

Subscribe for THE DISPATCH. \$1 a year.

HOTELS.

Wilbur : House,
MAIN STREET,
WOODSTOCK, N. B.
ALL MODERN CONVENIENCES.
LARGE SAMPLE ROOMS.
J. H. WILBUR, Proprietor.

EXCHANGE : HOTEL,
JAMES H. DUGAN, Proprietor,
QUEEN STREET, WOODSTOCK, N. B.
A FIRST-CLASS HOTEL.
27 SAMPLE ROOMS FIRST FLOOR.

VICTORIA HOTEL,
ST. JOHN, N. B.
D. W. McCORMICK, - Proprietor.

FRUIT. FRUIT.
Arriving at our salesroom each week:
Oranges, Lemons,
Bananas, Pineapples,
Dates, Figs, Canned Goods,
Onions, Nuts of all kinds
Confectionery, Cigars, (Low prices to the trade.)

Order trade a Specialty.
Remember the place, just below
the WILBUR HOUSE,
MAIN STREET, WOODSTOCK, N.B.
U. R. HANSON.
Auctioneer, Jinks, Commission Agent.

Photographs!
When you want a picture of yourself, your wife or your baby, go to

E. M. Campbell's
STUDIO,
ON MAIN STREET.

Ten years in the business. All the latest appliances for doing first-class work. A style and size and price to suit everybody. Visit the studio and see for yourself.

IF
You think of buying a new
Single or Double Harness
This Summer, look over our stock. We always have a good variety made up, and if we cannot suit you we will make just what you want to order. We use only the best of stock and our prices are right.

Horse Goods of Every Description.
REPAIRING done PROMPTLY.
F. L. ATHERTON,
King Street, - - Opp. People's Bank.
WOODSTOCK.

A Fresh Lot
—OF—
GENTS' SUITS,
—AND—
Odd Pants,
Dress and Fancy Shirts,
TIES,
Lace and BOOTS,
Congress
Plough Shoes and Brogans.

—ALSO—
Pure Paris Green
R. W. Balloch.
July 2nd, '94.

E. J. CLARKE,
—GENERAL DEALER IN—
BRITISH and FOREIGN
Dry Goods.
Custom Tailoring a Specialty.
Connell's Brick Block,
No. 4 Main Street.

After thirty years experience as Carriage Manufacturers, we feel that our product is well known to the country, and can only add that the reputation we have made on our work in the past we shall aim to sustain in the future. We have a plant second to none in the maritime provinces, on our class of production, and as one of the largest manufacturers of Carriages in the maritime provinces spare neither time nor expense to produce goods on which we guarantee quality for price, second to none.
D. A. GRANT & CO.,
Woodstock.

CONNELL'S
PHARMACY.

Soda Water Fountain,
With choice Syrups and Cream.
BEST BRAND CIGARS and TOBACCOS.
DRUGS
And - Druggists' - Sundries.
Prescriptions Carefully Attended to.
OPPOSITE WILBUR HOUSE.
C. G. Connell.

P I A N O S
Thomas, Goderich, & Chute & Co. **ORGANS.**
EVANS BROS., The very best of Canadian **PIANOS,** are unsurpassed in **Tone, Touch and Durability.**
White Sewing Machines,
A large stock to select from.
Prices Low. Good bargains for Cash or Installments.
M. Brewer's Music Store,
40 Main Street. **ORGANS**

BAILEY BROS
Shoe Store.
Ladies', Gent's, Misses' and Children's

OXFORDS
Men's, Boys', Youth's
Canvas Oxford and Bals.
: TAN, : DONCOLA, :
All Varieties.