

gave way on the cable deck, and knocked a hole through the ship's side. Two oil tanks also on the cable deck, and two others on the main deck, were also damaged. The oil tanks contained 200 gallons of oil, and caused during the remainder of the voyage a most intolerable odor. The passengers' luggage in the lower and after cargo space was lying two feet in water, and before the ship's deliverance was effected, it was reduced literally to rags and pieces of timber.

Twenty-five fractures occurred from concussion caused by the tremendous lurching of the vessel, and cuts and bruises were innumerable. A cook was cast violently by one of the lurches against a paddle box, by which he sustained fearful bruises on the head, which he put out to protect himself. Another lurch drove him against one of the stanchions, by which concussion one of the poor fellow's legs was broken in three places. The baker received injuries of a very terrible character in a vital part, and one of the most striking incidents of the affair was this poor man crawling in agony to extinguish some portion of the bakery gear which at that moment caught fire.

Thursday night the gale was from the southwest, but on Friday morning it had veered to the northwest, and the ship was drifting an unmanageable log in the trough of the sea. She did not ship much water on deck. It was soon discovered that what was the matter with the rudder. The pin upon which it turned had broken off three feet above the point where it entered the stem of the ship. It was, in fact, broken ten inches in diameter, and the iron appeared to be thoroughly good. Its breaking at that particular spot was one of the most curious incidents of the disaster.

It was now found necessary to rig up some steering gear. The first spar was thrown over with an anchor fluke attached, which, dragging in the water, brought the ship's head to the wind, but the swinging of the rudder made it useless. A plan was then suggested to the captain by passengers, to which the escape of the vessel is probably attributable. It was to pass two or three turns on the chain cable around the rudder pin immediately below the point at which the break occurred, and secure with wedges and all chains, by pulling either end of this chain cable a circular motion of the pin was produced, and a connection being effected with the usual chains attached to the rudder and a temporary wheel rigged up below the deck, a shift was made once more to proceed, but the screw of the vessel upon its locomotion now depended—hardly a vestige of motion remaining—soon stopped, being fouled by the rudder.

All Friday was occupied in these arrangements. The ship had drifted up the west coast of Ireland out of the ordinary track. On Saturday night the brig Magnet, of Halifax, hove in sight and came alongside. She lay for the remainder of the passage for the purpose of rendering assistance.

On Sunday at 6 o'clock the ship got under way. The rudder was found to act and the vessel proceeded at the rate of 9 knots an hour with the screw alone. Met the Persia the next morning and signalled her to come under our lee, which the Persia did, but perceiving that the Great Eastern did not slacken her speed, it is supposed that our intentions were unfair, and putting on full steam was soon beyond call. An attempt was made to explain the matter but the Persia was too far off.

The Great Eastern continued her course, and on Tuesday morning reached the head of Kinsale Bay, where she stopped four hours to arrange her tackle. About 4 o'clock, she arrived off Cork, and a small steamer coming to her assistance, she soon reached the harbor. Our informant states that it is almost impossible to exaggerate the anxious state that prevailed while the fate of the ship was doubtful. Several clergymen were on board and religious services were frequently held. The demeanor of the passengers were sufficient, apart from the signs of the disaster all around to signify the distressing nature of the crisis. A meeting was held in the saloon on Thursday, and resolutions of a pious and congratulatory kind were passed, expressing gratitude to the captain of the brig Magnet, and complimenting Captain Walker, officers and crew, for their indefatigable exertions. Some of the proceedings, however, were of a less pleasing character, and severe comments were made on the condition of the ship, the strength of her paddles, and the way she was ballasted. As soon as the rudder is sufficiently repaired, the ship will proceed to Liverpool.

**ST. JOHN'S, N. F., Oct. 7.**  
The Bavaria from Southampton, 25th Sept., was intercepted off Cape Race at 10 o'clock on Saturday night.

**BRITAIN.**  
The Times' city article of 25th, says that great excitement prevailed in Foreign market consequent upon more distinct repetition of announcement that England, France, and Spain will forthwith interfere in Mexico.

Mexican stock advanced more than two per cent; quoted at 92 1/2.

Downward tendency of English funds continues. Consols 93 1/4 & money, 93 1/4 & 4 count.

Passports have been abolished for British in Netherlands.

**FRANCE.**  
The Kings of Denmark and Holland visit Napoleon at Compiegne, Oct. 6, at the same time with the King of Prussia.

Vintage near Lyons excellent. Bourse firm. Renten 69.40.

Germany does not object to commercial treaty with France, but agrees perfectly with Prussia.

**SWITZERLAND.**  
French Minister in Turin handed to Federal Council another note referring to the Villard affair, wherein France adheres to statement contained in previous note, the accuracy of which had been contested by Federal Council.

**TURKEY.**  
Vanguard of Turkish army which was at Scutari fell back on the 17th, upon Iregine and Kilopuck. The retreat was caused by bold movement of the insurgents.

Omar Pasha is concentrating forces at Iregine. Vidica of Montenegro called out all contingents and awaits Turkish army on Montenegrin Territory.

**ITALY.**  
Rumored that General Fanti replaces Cialdini at Naples.

Opinion says a new law on internal administration will shortly be published, abolishing the office of Lieutenant General.

Opinion anticipates Baron Locaux recall on receipt of official intimation from him of fresh refusal of Spain to deliver up the archives of Neapolitan Consulate.

A ship laden with arms, believed destined to fit out expedition in Umbria against Papal Provinces, had been seized.

**GRECE.**  
The miscreant who attempted assassination of the Queen, was a young student named Darins, weapon used was a revolver. The Queen displayed great coolness.

An attempt was made at Kawagawa, July 5th, by a fendiash assassin, to murder the inmates of British Legation; two wounded, the rest escaped. All quiet, July 21st.

Cotton advanced 1/2. Market excited. Breadstuffs show downward tendency. All qualities slightly declined. Provisions dull.

**UNITED AND CONFEDERATE STATES.**  
**DOMESTIC.**  
Capture of a Federal Steamer at Hatteras. Reported by Rebel Tugs. The Pawnee, a small steamer, was captured by the Federal forces at Hatteras, reports the loss of provisions, arms, and other stores. The vessel was captured on Tuesday night, while en route from Hatteras to New York.

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