THE WASHINGTON UNION,
Published by CORNELIUS WENDELL,
At the UNION BUILDINGS, E st., bet. 11th and 12th.

THE DAILY UNION will be published every morning, (Mondays excepted,) and delivered to city subscribers at 12½ cents per week; payable to the collector. To subscribers by mail, at $6 per annum; $3 for six months. Officers of the government, not paying in advance, will be charged $8 per annum.

THE SEMI-WEEKLY UNION, will be published every Wednesday and Saturday, at $4 per annum for one copy; $10 for three copies; and $15 for five copies.

THE WEEKLY UNION, a very large paper for country circulation, will be published every Saturday morning, at the following prices: for one copy, $2 per annum; three copies for $5; five copies for $8; ten copies for $15; twenty copies, *sent to one address*, $25. Subscriptions may commence at any time.

The Washington Union.

"LIBERTY, THE UNION, AND THE CONSTITUTION."

VOL. XIV. NO. 145. WASHINGTON CITY, SATURDAY, OCTOBER 2, 1858. TWO CENTS.

Special Notice to Subscribers.

Payment for subscriptions must be made invariably in advance, on the 1st, etc will always be discontinued at the expiration of the period subscribed for unless renewed. Notice will be given to subscribers whose their subscriptions are about to expire.

Remittances by mail will be at the risk of the subscribers, and agt of the publisher of the Union.

RATES OF ADVERTISING.

1 square 1 day	$0 50	1 square 2 months	9 00
1 do 1 week	1 75	1 do 3 months	12 00
1 do 2 weeks	3 00	1 do 6 months	18 00
1 do 1 month	$5 00	1 do 1 year	30 00

Eight lines or less make a square; longer advertisements in exact proportion, and all payable in advance. Advertisements ordered in twice or thrice a week will be charged 37½ cents per square for each insertion after the first. Advertisements once a week in the daily, 50 cents per square for each insertion. Special notices charged double the foregoing rates.

TRAVELLERS' DIRECTORY.

NEW ARRANGEMENT.

GREAT SOUTHWESTERN ROUTE via ORANGE AND ALEXANDRIA RAILROAD.

From WASHINGTON CITY to Virginia, Tennessee, Georgia, Alabama, Mississippi, Louisiana, Arkansas, and Texas.

Through Tickets can be obtained at the great Southwestern Railroad Office, corner of Pennsylvania avenue and Sixth street, Washington, on board of the Steam Ferry Boat George Page, or at the Office of the Orange and Alexandria Railroad, at Alexandria.

To Richmond, Danville, Lynchburg, Bristol, Knoxville, Dalton, Atlanta, Chattanooga, Nashville, Huntsville, Grand Junction, Memphis, Montgomery, and New Orleans.

By a Direct Route and Continuous Railway Connexions to Memphis. Affording greater Expedition and Comfort, and being over 200 miles shorter than by any other route.

The steam ferry boat George Page leaves the foot of Seventh street at 6½ o'clock, a. m., for Alexandria, where passengers take the cars for Richmond, Charlottesville, Staunton, White Sulphur Springs, Woodstock, &c., and at 7½, p. m., for Richmond and all points Southwest, making sure and close connexions to Memphis.

Baggage wagons and omnibuses leave the office, Pa. avenue, at 6 o'clock, a. m., and 7, p. m.

JAMES A. EVANS, Agent,
June 18—tf Washington.

SUMMER ARRANGEMENT.—The steamer GEORGE PAGE will run as follows:

Leave Alexandria at 4, 8, 10, 12 o'clock, a. m.; 2, 4, and 6 o'clock, p. m.

Leave Washington at 6, 9, 11 o'clock, a. m.; 1, 3, 5, and 7 o'clock, p. m.

The THOMAS COLLYER, when on the route, will run at opposite hours. Fare 13 cents.

Whaley's omnibuses connecting with the Page and Collyer, will leave the Capitol, and corner of 12th street and Pennsylvania avenue, the same time the boats leave Alexandria.

June 8—eod—tf RICHARD WALLACH, President.

FROM WASHINGTON DIRECT TO ALL PARTS OF THE WEST, SOUTHWEST, AND NORTHWEST.—BALTIMORE AND OHIO RAILROAD, FALL ARRANGEMENTS.

Three through trains are now run daily, except Sunday, from Washington for the West, as follows:

1st. Mail train starts at 5.35 and 7.45, a. m., (Sunday excepted,) allowing passengers time for breakfast at the Relay House, Washington Junction, before proceeding West.

2d. The Cincinnati and St. Louis Express Connexion leaves Washington at 3.30, p. m., reaching Cincinnati at 8, p. m., next day, and connecting directly with express train for Louisville, Cairo, and the Southwest, and for St. Louis, Kansas, &c. Time from Washington to Cincinnati 28 hours, or to St. Louis only 44 hours.

3d. Cincinnati, Dayton, Indianapolis, Cairo, St. Louis, Chicago, and Northwestern Express leaves daily, (except Saturday and Sunday,) at 4.45, p. m., connecting at Washington Junction or Baltimore, leaving Baltimore at 10, p. m. To view the grand mountain scenery of the road in daylight take the 5.35 and 7.45, a. m., or 4.45, p. m., train from Washington.

For Parkersburg and all stations on the Northwestern Virginia road take the 5.30, p. m., train. For Marietta and Cincinnati Railroad take the same.

Through tickets and baggage checks to all quarters, and every other possible facility, will be found upon this route.

Way passengers for the main stem of the Baltimore and Ohio Railroad will leave Washington as follows:

For all points between Washington Junction and Piedmont take the 5.35 or 7.45, a. m., trains.

For all stations between Piedmont and Wheeling, take the 4.45, p. m., train. To connect with the Frederick train, take the 3.30, p. m., train.

WASHINGTON AND BALTIMORE TRAINS:

Leave Washington for Baltimore at 5.35 and 7.45, a. m., and 3.30 and 4.45, p. m. On Sunday at 3.30, p. m., only.

Leave Baltimore at 4.30 and 9.30, a. m., and 3.30 and 5.30, p. m. On Sunday at 4.30, a. m., only.

The 7.45 and 4.45 trains only will stop at way stations and for Annapolis connexions.

The 7.45, a. m., and 3.30, p. m., are the chief connecting trains for the West, and the 5.30, 7.45, and 3.30 trains for the East.

For further information inquire at the Baltimore and Ohio Railroad Ticket Office, Washington THOS. H. PARSONS, Agent.
Aug 19

NOTICE TO TRAVELLERS.—NEW ARRANGEMENT, WITH GREATLY IMPROVED SCHEDULE.—FROM WASHINGTON DIRECT TO ALL PARTS OF THE SOUTH AND SOUTHWEST, VIA POTOMAC STEAMERS AND RICHMOND AND POTOMAC RAILROAD LINE.—Two fast daily lines from Washington for the South and Southwest. Boats leave their berths, foot of 6th street, at 6½, a. m., and 7½, p. m. Passengers by the morning boat can obtain a fine breakfast on board and enjoy a pleasant sail of 3½ hours down the beautiful Potomac, passing in full view of Mount Vernon. By the evening boat they insure a good supper and a rest of four hours in comfortable berths or state rooms, and arrive in Richmond in time to connect with all the trains for the South and Southwest.

The great southern mail is conveyed over this route, it being 44 miles shorter and 100 miles less railroading than by any other route, making certain connexions to

FREDERICKSBURG, RICHMOND, AND PETERSBURG, VIRGINIA; WELDON AND WILMINGTON, N. C.; CHARLESTON, S. C.; AUGUSTA, GA.; MONTGOMERY AND MOBILE, ALA., DIRECT TO NEW ORLEANS AND ALL SOUTHERN CITIES AND TOWNS.

Also, connect at Richmond with the Danville, Southside, Virginia, Tennessee, and East Tennessee railroads

FOR THE SOUTHWEST TO

Danville,	Bristol,	Dalton,
Chattanooga,	Huntsville,	Memphis,
Lynchburg,	Knoxville,	Atlanta,
Nashville,	Grand Junction,	Montgomery,
	and New Orleans.	

For through tickets and further information of the route, inquire at the southern ticket office, No. 372 Pennsylvania avenue, one door east of Browns' Hotel, or on board the boats, foot of 6th street.

GEO. E. MATTINLY,
August 17—1y Ticket Agent.

NEW YORK ADVERTISEMENTS.

S. C. Herring & Co.'s Patent Champion Safes.

THE subscribers, grateful for past favors, and finding that a discriminating public were bestowing their patronage to that extent that more warerooms were necessary to exhibit all their stock, have enlarged their depot, by opening an extensive ware and salesroom on Broadway, at No. 251, corner of Murray street, opposite the City Hall. This enlargement of warehouse room, with the recent extensive enlargement of their factory, will enable the subscribers to keep on hand at all times a larger stock of fire and burglar-proof safes than any other establishment in the world. Particular attention will be had to constructing safes for private families to match with other furniture, for the security of plate and jewelry.

ALSO—

Will keep on hand and make to order all kinds of money chests, vault doors, and bank vaults. Hall's patent powder-proof locks for banks or store doors; Jones's patent permutation bank lock; and Crygier's patent letter lock, without key.

S. C. HERRING & Co.,
Nos. 135, 137, and 139 Water street, and
No. 251 Broadway, corner Murray st., New York.
F. COYLE & CO., Agents
Washington, D. C.
B. W. KNOWLES, Agent
May 26—1y Richmond, Virginia.

DUNCAN, SHERMAN, & CO.,
Bankers,
CORNER PINE AND NASSAU STREETS, NEW YORK,

ISSUE circular notes and credits for travellers, available in all the principal cities of the world. Also, mercantile credits, for use in Europe, China, &c.
May 28—6mos

THE GREAT WONDER OF THE NINETEENTH Century, Professor WOOD'S Hair Restorative.

Says the St. Louis (Mo.) Democrat: Below we publish a letter to Dr. Wood, of this city, from a gentleman in Maine, which speaks glowingly of the superior merits of his hair tonic. Such evidence must have its effect when coming from a reliable source. If certificates are guarantees of truth, the Doctor needs no encomiums nor useless puffery from the press:

BATH, (Me.,) Jan. 20, 1856.

PROF. O. J. WOOD & Co.: Gentlemen: Having my attention called a few months since to the highly beneficial effects of your hair restorative, I was induced to make application of it upon my own hair, which had become quite gray, probably one-third white; my whiskers were of the same character. Some three months since I procured a bottle of your Hair Restorative, and used it. I soon found it was proving what I had wished. I used it about twice a week. I have since procured another bottle, of which I have used some. I can now certify to the world that the gray or white hair has totally disappeared, both on my head and face, and my hair has resumed its natural color, and I believe more soft and glossy than it has been before for twenty-five years. I am now sixty years old; my good wife, at the age of fifty-two, has used it with the same effect.

The above notice I deem due to you for your valuable discovery. I am assured that whoever will rightly use, as per directions, will not have occasion to contradict my statements. I am a citizen of this city and a resident here for the last fifteen years, and am known to nearly every one here and adjoining towns. Any use you may make of the above, with my name attached, is at your service, as I wish to preserve the beauties of nature in others as well as myself.

I am, truly, yours,
A. C. RAYMOND,
BALTIMORE, Jan. 23, 1858.

WOOD'S HAIR RESTORATIVE.

PROF. WOOD: Dear sir: Having had the misfortune to lose the best portion of my hair, from the effects of the yellow fever in New Orleans, in 1854, I was induced to make a trial of your preparation, and found it to answer as the very thing needed. My hair is now thick and glossy, and no words can express my obligations to you in giving to the afflicted such a treasure. FINLEY JOHNSON.

The undersigned, J. K. Bragg, is a minister in regular standing, and pastor of the Orthodox Church at Brookfield, Massachusetts. He is a gentleman of great influence and universally beloved.

WM. DYER.

BROOKFIELD, Jan. 12, 1858.

PROF. WOOD: Dear sir: Having made trial of your Hair Restorative, it gives me pleasure to say that its effect has been excellent in removing inflammation, dandruff, and a constant tendency to itching with which I have been troubled from childhood; and has also restored my hair, which was becoming gray, to its original color. I have used no other article with anything like the same pleasure or profit.

Yours, truly, J. K. BRAGG.

The Restorative is put up in bottles of three sizes, viz: large, medium, and small; the small holds half a pint, and retails for one dollar per bottle; the medium holds at least twenty per cent. more in proportion than the small, retails for two dollars a bottle; the large holds a quart, forty per cent. more in proportion, and retails for $3 a bottle.

O. J. WOOD & CO., Proprietors, 312 Broadway, New York, (in the great New York Wire Railing Establishment,) and 114 Market street, St. Louis, Mo.

And sold by all good Druggists and Fancy Goods Dealers.
Aug 18—d3mo

[No. 617.]

Sales of Public Lands in the Territory of Kansas.

IN pursuance of law, it is hereby declared that public sales will be held, as made known in the notice of postponement dated May 27, 1858, at the undermentioned land offices in the Territory of Kansas, to wit:

At the land office at LECOMPTON, commencing on Monday, the *first* day of November next, for the disposal of the public lands within the following townships and parts of townships, viz:

South of the base line and east of the sixth principal meridian.

The parts of townships 17 and 18 outside of the Indian reservation, and townships 19, 20, 21, and 22, of range 22.

That part of township 17 outside of the Indian reservation, and townships 18, 19, 20, 21, and 22, of range 21.

Sections 19, 27, 30, 31, 32, 33, and 34 of township 12; sections 3 to 10, inclusive; 15, and 17 to 22, inclusive; and 27 to 34, inclusive, of township 13; sections 3 to 10, inclusive; 15, and 17 to 22, inclusive; and 27 to 34, inclusive, of township 14; sections 3 to 10, inclusive; 15, and 17 to 22, inclusive; 27 to 30, inclusive; and the lots 1, 2, 3, and 4, of sections 31, 32, and 33, of township 15; the W ½, and the lots 3 and 6, of section 2; lots 1, 2, and 3, of section 3; lots 1 and 2, of 10; the W ½, and the lots 2 and 3, of 11; the W ½, and the lots 2 and 3, of 14; lots 1 and 2, of 15; lots 1 and 2, of 22; the W ½, and the lots 2 and 3, of 23; the W ½, and the lots 2 and 3, of 26; lots 1 and 2, of 27; lots 1 and 2, of 34; the W ½, and the lots 2 and 3, of 35, of township 16; and townships 18, 19, 20, 21, and 22, of range 20.

Fractional township 11; townships 12, 13, and 14; the parts of townships 15, 16, and 17 outside of the Indian reservation, and townships 18, 19, 20, 21, and 22, of range 19.

Fractional township 11; townships 12, 13, and 14; the parts of townships 15, 16, 17, 18, and 19 outside of the Indian reservation; and townships 20, 21, and 22, of range 18.

At the land office at LECOMPTON, commencing on Monday, the *fifteenth* day of November next, for the disposal of the public lands within the following townships and parts of townships, viz:

South of the base line and east of the sixth principal meridian.

Fractional township 11; townships 12, 13, and 14; the parts of townships 15 and 19 outside of the Indian reservation; and townships 20, 21, and 22, of range 17.

Fractional township 11; townships 12, 13, and 14; the parts of townships 15 and 19 outside of the Indian reservation; and townships 20, 21, and 22, of range 16.

The parts of fractional township 11 and of township 12 outside of the Indian reservation; townships 13 and 14; the parts of townships 15 and 19 outside of the Indian reservation; and townships 20, 21, and 22, of range 15.

The parts of township 12 outside of the Indian reservation; townships 13 and 14; the parts of townships 15 and 19 outside of the Indian reservation; and townships 20, 21, and 22, of range 14.

At the land office at KICKAPOO, commencing on Monday, the *first* day of November next, for the disposal of the public lands within the following townships and parts of townships, viz:

South of the base line and east of the sixth principal meridian.

Township 3, of range 23.

Townships 2, 3, 4, and 7, of range 22.

Townships 2, 3, 4, 5, and 6, and the parts outside of the Indian reservation, of township 7, of range 21.

Sections 1, 2, 3, 10, 11, 12, 13, 14, 15, 17, and 20 to 35, inclusive, of township 2; townships 3, 4, 5, and 6, and the parts outside of the Indian reservation, of township 7, of range 20.

Sections 19, 20, 21, and 28 to 35, inclusive, of township 2; townships 3, 4, 5, and 6; and sections 1, 2, 3, 4, 5, 11, and 12, of township 7, of range 19.

Sections 6, 7, 8, 9, 10, 13, 14, 15, and 17 to 35, inclusive, of township 2; townships 3, 4, and 5; and the parts of townships 6 and 7 outside of the Indian reservation, of range 18.

Sections 29 to 35, inclusive, of township 1; township 2; the parts of townships 3, 4, and 5 outside of the Indian reservation; and sections 1, 2, 3, 10, 11, 12, 13, 14, 15, 22, 23, and 24, of township 6, of range 17.

Sections 17 to 35, inclusive, of township 1; township 2; and the parts of township 3 outside of the Indian reservation, of range 16.

Sections 4 to 35, inclusive, of township 1; township 2; the parts of townships 3, 4, and 5 outside of the Indian reservation; sections 4 to 9, inclusive, 17 to 21, inclusive; and 28 to 33, inclusive, of township 6; sections 4 to 9, inclusive; and 17 to 21, inclusive, of township 7, of range 15.

Townships 1, 2, 3, 4, 5, and 6, and the parts of township 7 outside of the Indian reservation, of range 14.

At the land office at KICKAPOO, commencing on Monday, the 19th day of November next, for the disposal of the public lands within the following townships and parts of townships, viz:

South of the base line and east of the sixth principal meridian.

Townships 1, 2, 3, 4, 5, and 6, and the parts of township 7 outside of the Indian reservation, of range 13.

Townships 1, 2, 3, 4, and 5, of range 12.

Townships 1, 2, 3, 4, and 5, of range 11.

Townships 1, 2, 3, 4, and 5, and the parts of townships 7, 8, 9, and 10 outside of the Indian reservation, of range 10.

Townships 1, 2, 3, 4, 5, 7, 8, 9, and 10, of range 9.

Lands appropriated by law for the use of schools, military and *other purposes*, will be excluded from the sales.

The offering of the above lands will be commenced on the days appointed, and will proceed in the order in which they are advertised until the whole shall have been offered and the sales thus closed; but no sale shall be kept open longer than two weeks, and no private entry of any of the lands will be admitted until after the expiration of the two weeks.

Given under my hand, at the city of Washington, this 21st day of July, 1858.

By order of the President:

THOS. A. HENDRICKS,
Commissioner of the General Land Office.

NOTICE TO PRE-EMPTION CLAIMANTS.

Every person entitled to the right of pre-emption to any of the lands within the townships and parts of townships above enumerated is required to establish the same to the satisfaction of the register and receiver of the proper land office, and *make payment therefor as soon as practicable after seeing this notice*, and before the day appointed for the commencement of the public sale of the lands embracing the tract claimed; otherwise such claim will be forfeited.

THOS. A. HENDRICKS,
Commissioner of the General Land Office.
July 24—law13w [Int. &Star]

SPLENDID SCHEMES FOR OCTOBER, 1858.—GREGORY & MAURY, Managers, Wilmington, Delaware. To be drawn under the superintendence of commissioners appointed by the governor.

$36,500!—Lottery for the Benefit of the STATE OF DELAWARE, Class 218, for 1858. To be drawn at WILMINGTON, DEL., on Saturday, OCTOBER 2, 1858.

75 No. Lottery—13 Drawn Ballots.—RICH SCHEME.

1 prize of	$36,500	1 prize of	$3,502
1 do	15,000	20 prizes of	1,000
1 do	10,000	20 do	500
1 do	7,500	20 do	400
1 do	5,000	20 do	300
1 do	4,000	199 do	200
	&c.,	&c.,	&c.

Tickets $10—halves $5—quarters $2 50.

Certificates of packages of 25 whole tickets		$140
Do do 25 half do		70
Do do 25 quarter do		35

$37,500!—Lottery for the benefit of the STATE OF DELAWARE, Class 224, for 1858. To be drawn at WILMINGTON, DEL., on Saturday, OCTOBER 9, 1858.

78 No. Lottery—12 Drawn Ballots.—SPLENDID SCHEME.

1 grand prize of	$37,500	1 grand prize of	$3,500
1 do	15,000	1 do	2,760
1 do	12,500	100 prizes of	600
1 do	10,000	113 do	500
1 do	7,500	&c.,	&c.

Tickets $10—halves $5—quarters $2 50.

Certificates of packages of 26 whole tickets		$150 00
Do do 26 half do		75 00
Do do 26 quarter do		37 50

$35,000!—Lottery for the Benefit of the STATE OF DELAWARE, Class 230, for 1858. To be drawn at WILMINGTON, Del., on Saturday, OCTOBER 16, 1858.

12 drawn numbers out of 75.—GRAND SCHEME.

1 splendid prize of	$35,000	4 prizes of	$3,000
1 do	15,000	4 do	2,448
1 do	11,623	100 do	500
2 prizes of	7,500	104 do	250
3 do	5,000	&c.,	&c.

Tickets $10—halves $5—quarters $2 50.

Certificates of packages of 25 whole tickets		$140
Do do 25 half do		70
Do do 25 quarter do		35

$50,089!—Lottery for the benefit of the STATE OF DELAWARE, Class R, for 1858. To be drawn at WILMINGTON, DEL., on Saturday, OCTOBER 23, 1858.

78 No. Lottery—13 drawn ballots.—MAGNIFICENT SCHEME.

1 grand prize of	$50,089	1 grand prize of	$5,000
1 do	20,000	1 do	5,000
1 do	15,000	25 prizes of	1,750
1 do	10,000	50 do	1,000
1 do	7,500	204 do	500
	&c.,	&c.,	&c.

Tickets $15—halves $7 50—quarters $3 75—eighths $1 87½.

Certificates of packages of 26 whole tickets		$200
Do do 26 half do		100
Do do 26 quarter do		50
Do do 26 eighth do		25

$34,000!—Lottery for the Benefit of the STATE OF DELAWARE, Class 241, for 1858. To be drawn at Wilmington, Del., on Saturday, OCTOBER 30, 1858.

75 No. Lottery—12 drawn ballots.—BRILLIANT SCHEME.

1 prize of	$34,000	20 prizes of	1,000
1 do	12,500	20 do	500
1 do	5,188	157 lowest 3 No. prizes	300
20 prizes of	3,000	&c.,	&c.

Tickets $10—halves $5—quarters $2 50.

Certificates of packages of 25 whole tickets		$140
Do do 25 half do		70
Do do 25 quarter do		35

Orders for tickets and shares and certificates of packages in the above splendid lotteries will receive the most prompt attention, and an account of each drawing will be sent immediately after it is over to all who order from me.

Address, F. J. BUCKEY, Agent,
Sep 12 Wilmington, Delaware.

GEORGE W. BRADFIELD, Attorney-at-Law, the "Stokes" Building, corner of 7th and D streets, Washington, D. C., will practice in all the courts of the District, including the Court of Claims, and in the adjoining counties in Virginia.
Sep 29—3m

FOR RENT—On Lafayette or President's Square the dwelling known as the Club House. In size, situation, and convenience this is one of the most desirable residences in this city.
Apply to Capt. JOHN RODGERS,
Sep 30—dtf No. 250 G street, corner of 17th.

THE ATLANTIC CABLE.

A COMPLETE HISTORY OF THE DIFFICULTIES IN ITS WORKING.

[From the Correspondence of the London Times.]

VALENTIA, Sunday, Sept. 12.—The sound of rejoicing for the completion of the telegraphic communication between England and America had hardly ceased on both sides of the ocean which has been so wonderfully intercected by the wire, and the ovations and festivities in honor of those who were instrumental in achieving the great work were still at their height at this side of the channel, when a gloom was cast upon all by the sudden and unexpected announcement that intelligible signals had ceased to come through the cable. The public and those interested in the success of the undertaking have, doubtless, been much surprised that so many days should have been allowed to elapse since the announcement of the failure of signals without their being acquainted, either through the company or newspaper correspondence, of the progress of affairs at this terminal of the Atlantic wire. But the fact is that, beyond the bare fact that signals were not received, there has been nothing to communicate until the results of the investigations of Professor Thomson, Mr. Edward Bright, Mr. Varley, and other scientific gentlemen, who have been experimenting upon the cable for the past few days, had transpired. Those experiments have not yet been completed, but sufficient has been done towards pointing out the exact position of, and probable nature of the fault to justify the public being made acquainted with the facts. In order to make the present condition of the cable perfectly understood, it will be necessary to trace its history from previous to the landing of the end at Valentia down to the present time. In a former communication, containing the particulars of the last successful cruise of the Agamemnon, it will be remembered that reference was made to a very serious electrical fault having occurred in the cable on Sunday, August the 1st, after about one-half of the distance from mid-ocean to the shores of Ireland had been traversed. Though that fault (which was apparently a break in the continuity of the conductor) gradually recovered itself, after having caused great trouble and anxiety for some thirteen hours, yet the electrical condition of the cable had evidently received a shock from which it never completely recovered. This was, however, regarded as a matter of very little consequence, as the currents which were both received and transmitted were sufficiently good for all the purposes of telegraphing. During the remaining three or four days which were occupied in submerging the remainder of the wire its electrical condition was very variable, being at times very good and occasionally indifferent. These variations were at the time referred to the effects of magnetic storms and earth currents, but at no time was its condition so defective as in any degree to impair the telegraphic communication. From the time of landing the end, on the 5th of August, to Monday, the 9th, the cable continued in fair condition, though a slight defect, of no consequence in working, was observed in the insulation. Up to that evening nothing but alternate, positive and negative currents had been received from Newfoundland, though words and adjustment messages had from soon after the landing been continually sent from Valentia. That evening, however, coil currents came with the words, "Send slower and repeat" from Newfoundland, being sent by Mr. Whitehouse's instruments, and received upon his beautifully-constructed recording relay. It was soon found, however, that Mr. Whitehouse's receiving relay, though admirably adapted for receiving messages through the cable, had been adjusted and constructed under the very natural belief that the cable, if landed at all, would have suffered little in its electrical condition, and it was found not to work with certainty with the comparatively feeble signals which arrived from the American continent. Professor Thomson's delicate reflecting galvanometer was accordingly substituted for it, though messages were transmitted from both ends as usual by Mr. Whitehouse's patent.

During the whole of week, from Monday, the 9th, to Saturday, the 14th, various adjustment messages were received and sent through the line, though, in consequence of their constantly requiring messages from Valentia to be repeated several times, it was evident that in Newfoundland the signals were not read with the same facility as those in the contrary direction to Valentia. This circumstance tended to prove that the fault which was observable was somewhere near the Irish coast, for any defect more than 300 miles from either coast would affect the transmission and reception of signals equally at both ends. Accordingly the cable was underrun for the distance of about three miles from Valentia Island by Mr. Canning, cut, and tested through by Mr. Bartholomew, the electrical superintendent, who found that whatever fault existed was far out to sea. The ends were accordingly joined up again without a new piece of cable being laid between Dowlas Head and the shore. From this to Saturday, 21st of August, the fault was very variable both in its nature and its apparent distance from the Irish coast, it first appearing something like five hundred miles distant, and gradually diminishing until it became stationary at a point calculated with great accuracy to be nearly 270 statute miles from the Valentia end of the cable. All this period the electrical condition became daily worse and worse, and it was only with the greatest difficulty and by constant repetitions that the various official and congratulatory messages between the English and American authorities were transmitted to Newfoundland, the messages back to Valentia being in almost every case clear and distinct. The condition of the wire became daily more faulty until the 31st of August, when a government message was despatched through the cable for the North American colonies, and on the morning of the 1st of September a second government message was safely transmitted, but after it had been duly acknowledged the insulation of the wire became suddenly worse, and it was found impossible to make them understand at Newfoundland Words and messages were continually transmitted, but it was soon evident that on the American shore they could only just distinguish that signals were being sent, for the only answer received at Valentia was "Repeat" and "Don't understand," and even these small phrases were only distinguishable at intervals; and since half-past 1 o'clock on the morning of Friday, the 4th of September, no intelligible signal whatever has been received. Occasionally, however, very distinct reversals (as regularly alternating positive and negative currents are termed) have been received, sometimes so strong and good that, had they been sending words from Newfoundland, they might have been distinctly read on the reflecting galvanometer of Professor Thomson. When the line is not in use for the purposes of testing words, short messages are continually despatched through the wire for an hour at a time, and then for the next hour the galvanometer is watched for the answer, which, excepting the reversals already alluded to, never come. From the time of the first cessation of the signals up to the present time Prof. W. Thomson, Mr. Varley, and Mr. Edward Bright have been engaged day and night in testing, and have come to the conclusion that the defect is a loss of insulation about 270 miles (along the cable) from Valentia. This, calculating the amount of slack cable paid out during the later days of the submerging operations, would place the fault about 220 statute miles from shore, or somewhere upon the mountain range which divides the depths of the Atlantic from the comparatively shallow water leading from the Irish coast. Reference to logs and diaries kept by those on board the Agamemnon during the submerging operations shows that this bank was crossed between 4 and 5 o'clock on the afternoon of the 3d of August, more than an hour before the expected time. It had been intended by Sir Charles Bright to allow a great quantity of slack cable to run out while crossing this point, in order that it might reach the bottom of all the inequalities which might exist there undiscovered by the sounding line. But, from some unexplained cause, the Agamemnon throughout the whole cruise steamed at a greater speed than was registered by the log-line. Owing to this circumstance the bank was reached at least an hour before the expected time, the first intimation received by those on board being a sudden decrease in the registered strain upon the dynamometer and an equally sudden falling off in the speed of the cable, the ship maintaining the same rate, as registered by the log-line. Sir Charles Bright's attention was called to the circumstance, and he, seeing at once that the shallow water was approaching, or had actually been reached, ordered the weight to be taken off the breaks, and allowed a large quantity of slack cable to go overboard. It must always remain a matter of doubt, however, whether the falling off of the strain on and speed of the cable was observable at all until the top of the bank had been reached; and had this been the case it is quite possible that the cable may have remained suspended upon some projecting points in the steep, and its insulation sooner become gradually injured by its own weight. This is, of course, only a probable conjecture, based upon the facts above stated. But at the same time it is impossible to account in any other way for the cable having become damaged since its submersion. Should the fault have originated in this way, not the least blame is attributable either to Sir Charles Bright, his assistants, or the officers of the Agamemnon—the occurrence being solely referable to the defective and uncertain method of ascertaining the speed of a ship at present in vogue in the Royal navy. The steep range above alluded to is often mentioned as a sloping bank—upon what ground it is difficult to say, for but two soundings were taken upon it, one at the bottom and another at the top, and those two soundings, though only eight miles apart, show a difference in elevation of 7,200 feet. Of the nature of the intervening space no one can, of course, form any conjecture. Whether the sides of this sub-marine mountain (for it can be called nothing else) are broken by ravines and precipitous cliffs in the same way as the sides of the mountains on land are, nothing but a close and careful series of soundings can ever determine. That such a series of soundings were not made by Commander Dayman at the point in question, when he sounded across the Atlantic from the Cyclops, was, we believe, due to the prevalence of bad weather at the time. It is perfectly conclusive, according to the experiments of Professor Thomson and Mr. Varley, that the water has reached the conducting wire in at least one place not less than 220 miles from the shore, and, as the currents received from Newfoundland vary from one two-hundredths to only one nine-hundredth part of the strength they should be, it would be deceiving the public to state that the fault is other than of the most serious nature. But still it is believed possible by some, with more delicate instruments, and with proper concert at both ends of the line, to work through during some part of each day, provided the condition of the wire becomes no worse. Negative currents of electricity are now used as much as possible in the transmission of signals, for, were positive currents used, the exposed portion of the wire, by decomposing the salt water in contact with it, would be oxidized through in a very short time. Mr. Henley, who has been for some days experimenting upon the cable, is sanguine of making the line again serviceable by the use of his powerful magneto-electric machines, which are now on their way from London. It is as well that every expedient for working the line in its present defective condition be tried, as the chances of successfully underrunning the cable as far as the point of injury are unfortunately very small indeed. The extraordinary phenomena of the natural currents of electricity, which are continually traversing the surface of the earth in various directions, act by their inductive effects upon the great length of cable submerged, and disturb the needle and galvanometers at both ends of the line to a considerable degree. Their nature and action, if properly observed and studied by means of the Atlantic cable, would, no doubt, throw considerable light upon the phenomena of diurnal magnetic variations, to account for which no satisfactory law has been proposed. On the night of Monday, the 6th of September, one of those extraordinary phenomena called magnetic storms must have passed over the track of the cable, for from half-past 11 to half-past 12 the reflecting galvanometer in connection with the line was most violently disturbed. The reflections were so rapid and so violent that it was only occasionally that the reflected ray of light could be distinguished upon the reading scale. These magnetic storms are of by no means rare occurrence, and, as well as the earth currents already mentioned, sometimes cause great delay and annoyance on long lines of telegraphic communication.

There is still a very generally prevalent idea that one of the principal faults in the cable is comparatively near shore; and though this supposition is opposed to the very conclusive experiments of Professor Thomson and Mr. Varley, yet it is a question whether, for the full satisfaction of the shareholders, it would not be worth while taking up the cable for a few miles from either shore, and then testing through the middle portion. These operations would undoubtedly be attended with considerable expense, and it is therefore probably not thought advisable to engage in them until it has been ascertained how matters stand at the American terminus of the cable. Mr. Lundy, one of the electrical assistants, proceeds to Newfoundland on Tuesday by the Prince Albert, from Galway, for the purpose of ascertaining the condition of the wire at the other terminus, and also for the purpose of arranging a day on which a certain new code of signals are to be sent at concerted times from both ends, and to endeavor thus to re-establish intelligible communication. Even looking at matters in the worst light, and supposing the cable, as far as practical working goes, a failure, not only has the practicability of submerging it been demonstrated, but also the practicability of working and signalling through it. Therefore, it is not to be supposed for one moment that the public, both on this and the other side of the Atlantic, will ever allow the grand scheme for connecting together the Old and the New World to fall to the ground, even if ten cables instead of one be sacrificed in its accomplishment. At the same time private enterprise, unless adequately encouraged by the two governments, cannot be expected to come forward and expend vast sums of money in the manufacture and submerging of another cable, with a fair chance against them of losing both capital and interest. The Atlantic Telegraph Company have expended nearly half-a-million in the manufacture and laying of the present cable, for which the English and American governments guarantee £28,000 a year for a certain period, contingent upon success. But should the present cable prove a failure both the capital and the government subsidy are lost, and the shareholders are expected to subscribe another half-million for another wire on the self-same basis as before, and with the same chance of losing all before them. Under these circumstances it is not surprising the difficulties of raising the capital for a new cable are looked upon as almost insurmountable. If the English and American governments are really anxious for an effective telegraphic communication between the two countries, they have but to guarantee a certain though small per centage on the total capital expended in the completion of the line, and money will be forthcoming for new wires should five or six be lost before one is successfully completed.

The Springfield Republican states that the failure of White, Smith & Co. of Northampton, manufacturers of enameled cloth, was brought about by the embezzlements of their selling agent in New York, Mr. David S. Damon, whose depredations upon the company are estimated all the way from $30,000 to $75,000. The firm possessed the confidence of the community, and many citizens had invested in its notes; some had thus put out all or nearly all of their means, and the failure overtakes them with great distress. It is calculated that the concern owes citizens of Northampton about $48,000 for money loaned or for endorsement, for which none of them have any security. Mr. Damon is in jail at Northampton under a charge of debt. On the criminal charge against him he will have to be tried in New York. He has made over to the company some property which he acquired with its funds. Mr. Damon was formerly station agent of the Connecticut River Railroad Company at Holyoke, and lost that position through malfeasance in his administration, including supposed embezzlement of the company's moneys.

A letter in one of the medical magazines argues that the more outdoor air and cherry sunshine a man can use the longer he will live. Go along any of the fashionable streets of New York, says the writer, and you will find not less than three, and often six, distinct contrivances to keep out sunshine and gladness. First, the Venitian shutter on the outside; second, the close shutter on the inside; third, the blind which is moved by rollers; then there are the lace curtains, the damask or other material, etc. In the train comes the exclusion of external air by means of double sash, and a variety of patent contrivances to keep any little stray whiff of air from entering from the bottom, sides, and tops of doors and windows. At this rate we shall dwindle into Lilliputs, if we do not die off sooner.

While the poor match man was passing down Union street, creeping on his knees, accompanied by his daughter, five or six years old, an incident occurred which is worthy of notice. Among the group who had collected around them was a generous-hearted sailor, who bought a store of matches, large enough for a four-years' cruise. "Jack" handed him a two-dollar bill, and on being offered the change, replied: "In God's name take it all, you need it more than I do; I can't take change from a suffering object like you." Blessings on the warm-hearted sailor.—*New Bedford Mercury.*

LATE NEWS FROM CHINA.

TERMINATION OF THE WAR.

[Correspondence of the Journal of Commerce.]

U. S. STEAM-FRIGATE POWHATAN,
Mouth of the Pei-Ho, June 22, 1858.

News has just reached us from Tein-Tsin, 60 miles up the Pei-Ho and 40 from Pekin, where the ministers of the United States, England, France, and Russia had assembled in a sort of Congress to decide upon the fate of the Chinese empire. It is gratifying, though not unexpected; for everything indicated both the weakness and the timidity of Chinese government, which, however it may have sneered at the "outer barbarians" or "western devils" when they were distant, trembled and cowered with a truly-pitiable abjectness when it saw above seventy men-of-war