

THE CABLE DIARY.

The Voyage of the Ocean Telegraph Company.

Interesting Narrative of Events on Board the "Great Eastern."

SPlicing THE SHORE END.

Successful Starting of the Fleet.

THE RULES AND REGULATIONS.

Provisions for Picking Up the Cable of 1865.

THE VALENTIA MESSAGES.

The Kinking of the Cable During the Night of July 18.

Evening Talks by the Valentia and "Great Eastern" Telegraphers.

FINAL SUCCESS OF THE GREAT WORK.

Etc., Etc., Etc., Etc., Etc., Etc.

2. The steamship Albany, having her recovery...

3. The steamship Medway, having all her coils, cable, and machinery on board...

4. The Great Eastern will leave Sheerness on the 20th June for Berhaven, to complete her cable...

5. After the shore end is laid by the William Cory, and buoyed, if the weather is one she will remain by the buoy...

6. The Great Eastern will leave Sheerness on the 20th June for Berhaven, to complete her cable...

7. All the accompanying ships to keep their allotted positions, and within signalling distance of the Great Eastern...

8. The speed of the ship over the ground in paying out the cable should in no case exceed six knots per hour...

9. In laying the cable of 1865, the average slack paid out through the deep water was 15 per cent at an average depth of 4-34 knots per hour...

10. The total length of cable taken out this year being 274 miles, it will be left to complete the line of 1865...

Table with 4 columns: Davares, Cable Required, Sheal Water, Deep Water. Rows include Valentia to Heart's Content, etc.

Taking this 60 5/8 miles from 704, we have 69 3/8 miles of cable left...

11. In the event of any unforeseen occurrence in laying the cable of 1865, by which the cable could not be recovered in the deep water...

12. The disconnection near the Great Eastern should be tried on the passage round to Berhaven to ascertain how she will answer with both paddle and screw...

13. In case of a fault being discovered, a signal from the testing-room will be immediately made by going to the bridge and paying-out machinery...

14. Should a fault occur, a buoy placed ready at or near to the stern will be immediately attached to the cable to buoy up the light...

15. At any time the Great Eastern may be heard firing guns, it is to be understood by the accompanying ships that they are desirous to close with the Great Eastern...

16. In case of fog approaching the Newfoundland coast, the Great Eastern will keep close ahead of the Albany...

17. When near the land our position on Trinity Bay cannot be ascertained on account of the fog, the Albany will be kept near by her then position with the cable...

18. This could also be done should a gale of wind be blowing up Trinity Bay, or whilst making the splice...

19. As soon as the Terrible has taken in coal, she will proceed with the Albany to the position about one mile from the end of the cable of 1865...

20. The Albany will proceed to grapple for the cable, and if she succeeds in grappling it, she will hit it as far as possible without approaching the breaking strain...

21. Should the Great Eastern and Medway arrive before the light or end of the cable is grappled or raised, they will take up their position and commence grappling...

22. The ships are grappling for the cable at the same time, their relative positions will be, the Medway to the west, with the greatest lifting strain...

23. The ships will be provided with grapnels both for breaking and holding the cable.

If the ships have hold of the cable, and a gale of wind is blowing up, it is to be avoided, if possible, of raising the cable to the surface...

Approved—R. A. GLASS, Managing Director. SATURDAY, July 14.—Course during the night N. W. by W. Wind W. S. W. to W. N. W. A. Home's and bound steamer passed within the distance of five miles from Valentia...

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morning; and if nothing arises in the way of accident, that by Thursday night or early Friday morning the after-tank will be empty. We ought to be then pretty nearly half way to Heart's Content.

We had a second edition of the Great Eastern Telegraph at Valentia yesterday, giving us the following news, which we specify transmitted later in the evening by Colonel's flash signals to Captain Commodore of the Terrible, who can lay claim to being the first captain of her Majesty's navy who enjoyed the luxury of getting news from Europe twice a day on the Atlantic Ocean.

China arrived. Money abundant; gold, 153 1/2. Exchange on London, 167. Dreadful fire at Portland; half of city burned; 2000 families homeless; damage, \$10,000,000.

Saturday's news.—No alteration in bank rate. Prussians have declined armistice. Consul, 874. Cork steamer Osprey in collision with H. M. S. Amazon, for Halifax off Portland, July 6. Both undered. Dozen drowned. Rest rescued. Prussians in boats. Amazon put helm into starboard.

Our track is about thirty miles to the south of that of last year, and at that distance we passed parallel to where the telegraph cable was laid in August, 1857. The depth of water during yesterday was between 1850 and 2100 fathoms. Temperature, 58 degrees. Average strain indicated by the dynamometer, 1934.

Our average speed has been about five knots. We were obliged to stop the screw engine in order to bring her down to that speed, and, moreover, to reduce the paddle boiler power. Captain Anderson's ingenious mode of cleaning the ships' bottom, which he sedulously carried out last winter at Sheerness, has proved to be a most successful one. The engine, under the direction of the engineer, is now enabled to regulate and adjust her speed, and get more out of the ship if necessary, than he could last year, when her bottom was an incrustated mass of mud.

We exchange latitude and longitude daily with the convoy. Staff Commodore Moriarty takes his observations independently; and Captain Anderson and his officers take theirs; so whenever the sun gives them a chance may see the difference of our observations.

More news from Valentia; but, alas! how sad in some respects.—Cholera broken out in Liverpool. Several deaths. Yellow fever raising in Vera Cruz. Amusement Company stopped payment on Saturday. Liabilities over 22,000,000. Shareholders, 800.

BARNSTAPLE, July 22, A. M.—Princess Louise of Hesse gave birth to a princess. Steamship Glasgow left Greenock for Quebec 6 A. M. The British steamer, Norway, five months burned, 600 persons homeless, July 15. House of Lords, Friday, English bills to be converted into breach-loads.

Captain Moriarty has just issued his bulletin. We have not a single cable, and we have paid out 153 1/2 miles of cable, and we have a slack of 1852. Distance run, 115 1/2 miles. Distance from Valentia, 5782 miles. From Heart's Content, 1200 miles. Latitude, 52 1/2; longitude, 20 3/4.

Monday, July 17.—Another twenty-four hours of uninterrupted success. All day yesterday we were so calm that the mast of our convoy were reflected in the ocean—an unusual thing to see. A large school of porpoises gambolled about us for half an hour. A gull was seen, and later, a cormorant was seen to rise in the brightness of her sun, lighting our way into Trinity Bay before the days of this July shall have ended. At 7:55 A. M., Greenwich time, the remaining portion of the cable of 1865 had been paid out to the cable, and we were rapidly getting rid of the new cable. At 9:10 the screw engines were slowed to 10 revolutions, and the paddles slowed to 4. We set some canvas, too, with a steady breeze from the south and a smooth sea. Our average speed since we left Valentia office, 4:45; to Heart's Content office, 11:30 W., 117 1/2. Depth of water, 1900. Wind, south.

LONDON, Tuesday.—News from London just as we were at lunch.—Prussians had a successful engagement before Olmutz yesterday. Captured six guns. Further fighting expected. Austrian withdrawal from Molevitz towards Vienna.

WEDNESDAY, July 18.—A fresh breeze from the southward; a dull grey sky, with occasional rain, and a moderate sea prevailed from noon yesterday. At 5:28 P. M., Greenwich time, a bell was rung on the electric room sounded in the tank. Mr. Temple, one of the company's staff, being on duty, immediately pressed the valve of the steam whistle, which is fitted at the stern, and communicates by compressed air through the piping to the screw, paddle engines, and the electric room. The signal was promptly answered by the engineers, that the Great Eastern was stopped in less than her own length. Mr. Cluod, hearing the bell, ran at the top of his speed to the paddle-engine hatchway, but he could reach it only when it was stopped. Of course, great anxiety arose to ascertain what was the matter. We were glad to learn that it was a false alarm. One of Mr. Willoughby Smith's assistants having by mere profusion of the incident that every one was at his post when Captain Anderson, ever thought and watchful, took advantage of what occurred to make some alterations in concert with Mr. Canning, in the instructions of the officer on duty, so that he should verbally communicate with the engineer when the alarm is given, and not to trust entirely to the whistle which is effective though it is in working. All went on well until 12:20 A. M., Greenwich time, when the first real shock was given to the success which has hitherto attended us, and this time had the effect of rope lay in this state, and in the midst of a thick rain and increasing wind. The cable crew set to work, under the chief engineer's instructions, to disentangle it. Mr. Halpin was there, too, patiently following the lights as they showed themselves. The crew now passing them forward—now all, until at last the character of the tangle was seen, and soon it became apparent that ere long the cable would be cleared, and passed down to the tank. All this time Captain Anderson was at the tank, anxiously watching the strain on the rope which he could scarcely make out the night was so dark, and endeavoring to keep it up and down, going on and raising with paddle and screw. The cable was in a moment on the deck of the ship, and the enormous mass she presents to the wind, the difficulty of keeping her stern, under the circumstances, over the cable, can be appreciated. The port paddle wheel was disconnected, and shortly afterwards there was a slight of wind, and the vessel came the wrong way. Welcome voices were now heard passing the word aft from the kuke that the lights were cleared, and to pay out. Then the huge stoppers were gradually loosened, and the cable was in the tank. They were away at the tank to clear away the foul flake until 3 A. M., when the screw and paddle engines were slowed so as to reduce the speed of the ship to 4 knots. During all this critical time, there was an entire

absence of noise and confusion. Every order was silently obeyed, and the cable men and crew worked with hearty goodwill. Mr. Canning has had experience of foul flakes before this, and showed that he knew what to do in the emergency. But what of the electrical condition of the cable during this period? Simply that through its entire length it is perfect, or, as it is technically called, O. K. We lost the Terrible in the thickness of the night, and save for a few minutes, did not see her till 7 1/2 this morning. The Albany and Medway showed on the starboard and port quarter of S. M. The weather is still very hazy. More messages through the cable which should be duly recorded, for when this diary is reprinted among the newspapers of the United States within a few days after this date, earlier intelligence of European news will be distributed than can be obtained in any other way. Here are the messages of yesterday's Great Eastern Telegraph:—6 P. M. News from Albany market firm. Bank rate, 10. French bonds risen 1/2 per cent. Birmingham Bank to be wound up in Chancery; much local but no general suffering. London prices unaffected. Ex-Chief Baron Pollock to be a baronet. Lord Henry Lennox is now Secretary to the Admiralty.

Foreign news. Cindric occupies Padua and Venice, both on the line of railway connecting Vienna and the Quadrilateral, Venice. Padua is only twenty-three miles from Venice. The only Austrian troops now having railway communication with Venice are those in Venice itself. Conflict between Prussians and Federals on the 14th. Prussians completely victorious. Federals evacuated Frankfurt. Prussians marching there. Amicable conditions of peace. Prussia and Italy include the establishment of Hungary. Count de Chambure's palace at Vienna is ordered for sale.

Recon leaves Valentia to-morrow for Queenstown. The message, which consists of one hundred and thirty-six words, was sent through the whole cable without the slightest mistake, at the rate of one and a half words per minute, the insulation test running on all the time.

Distance on ground yesterday, 104 1/2 miles. Cable cost, \$124,850. Distance from Valentia, 1936 miles. From Heart's Content, 1068 1/2. Lat. 52 1/2 N.; long. 20 3/4 W.

Thursday, July 19.—There was a fresh breeze in the afternoon, steering increasing to a heavy evening. It brought a heavy swell on the port quarter, which caused the ship to roll. The paying out from the after tank went on steadily. Two of the large buoys were lifted by derisks from the deck near the bow of the ship, and placed in position on the port and starboard side of the forward piece of machinery, ready for letting go if necessary. The sun went down with an angry look, and the sea came rapidly from the eastward, the sea rising. A wind came from the eastward, but for cable laying, particularly in any accident should take place. By 11:50 P. M., to-night, we shall have exhausted the contents of the after-tank, and the cable will then be paid out from the fore tank along the trough to the stern, the distance from the center of the tank to the after-tank machinery being 494 feet. Last night the swell was very heavy, to which the Great Eastern proved herself not insensible. Her rolling, like everything else appertaining to her, is done on a grand scale. We see the liveliness with which that operation is performed on board the Albany and Medway, and we are not at all disposed to be critical in our observations on our own movements. The speed of the ship was kept 4 1/2 during the night—the slower the better is the opinion of all on board.—Estima tione. We are consuming about 100 tons a day of the 7600 tons of coal which we had on board when we left Berhaven, and Mr. Beckwith, who has been engineer of the Great Eastern from her first voyage to the present moment, says the engines were never in better order, and their appearance and working do him and his able staff of assistant engineers the greatest credit.

The news from Valentia station as published in the telegraph is as follows:—"Wednesday, 9 P. M.—English funds risen 1/2 per cent. Stock Exchange for short loans on English securities, 6 and 7 per cent. General rate for good paper, 9 and 10 per cent."

"House of Commons, Monday Night.—New Ministers took their seats. Attorney-General said it was not intended to proceed with bankruptcy bill this session. In reply to several members, General Peel said rifles altered to breech-loaders would be ready for our troops before end of financial year. Gladstone withdrew Reform of the Army bill. Fight between citizens and negroes, Sunderland. Sweeney urges Fenians to combine their preparations. Cholera gone from New York."

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912 ARCH STREET.—GAS FIXTURES, CHANDLERS, BRONZE STATUARY, ETC. &c. &c. Also, the very superior Schuylkill Coal from the Reevesdale Colliery, &c. &c. All other kinds of coal warranted and taken back free of expense to the purchaser, if not well represented. Also, the Coal for sale by the box, mailed on receipt of price.

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