"Honor to those whose genius led
The lightning's track through ocean's bed,
The path for thought;
And hirsted honors may they share,
Who sweet twined from toilsome care
For woman wrought."

At Gurney's was exhibited a large transparency, on the left of which was represented the British lion grasping one end of the cable, and on the right the American eagle the other end. American and English flags and emblems formed the center, and in the distance the parting of the Niagara and Agamemnon was visible. Beneath were the words:

"Capt. Preedy. Cyrus. W. Field. Capt. Hudson.
Agamemnon. Daguerre and Morse. Niagara.
The one harnessed the light, the other lightning. May the 'continuity' of the cable be as perpetual as the rays of the sun."

Brady also exhibited a large transparency representing Queen Victoria and Young America in conversation. Beneath were representations of suns, and the letters "V." "B.;" between which, Neptune, with his trident, was chained.

The International Hotel and Solomon & Hart's store adjoining, were each tastefully decorated. At the latter place, a beautiful model of a steamer was suspended over the sidewalk.

The Gallery of Decorative Art was embellished in a manner worthy of its name. On the left, "The Past" was represented by a naval engagement. On the right were inscribed the words, "God has been with us;" and the parting of the ships at mid-ocean was represented, the hand of God guiding the cable to the ocean depths. The center showed the "Anglo-Saxon Twins." It was a painting of an Indian and John Bull joined with a cable, after the fashion of the Siamese Twins.

The Depot of Photographic Art Materials, No. 424 Broadway, was adorned with a transparency inscribed,

"Morse, Field and Hudson—three cable mates—
Have made all nations *The United States*."

Seeley & Garbanati exhibited a colored photograph of Cyrus W. Field on a scale of over 28 feet for the full-length figure. This is the first photograph ever attempted of a size larger than life.

The City Assembly Rooms were festooned with flags and banners of the Young Men's Democratic Club.

Savory, Major & Knapp, lithographers, had erected a sort of temporary balcony, which was festooned with flowers and hung with flags, &c. A lithographic press was in operation during the afternoon.

Brooks's large clothing store was tastefully dressed with flags, &c.

E. Haughwout & Co.'s five-story building, with its enormous front on Broome street and Broadway, opposite the St. Nicholas Hotel, presented a most brilliant appearance, furnishing as it did at one view at night over one hundred large windows, each with sixteen variegated colored lights, and nine plate glass show windows, illuminated each with 175 jets, forming a star of three feet in diameter. The exterior front was illuminated in a becoming and tasteful manner. An arch of variegated gas light spanned the Broadway front, being divided in the center at the top by illuminated stained glass hands clasped, and on the right arm of the arch, in colored glass lights, were the words "United States," and on the left arm the words "Great Britain," representing the two countries with their arms spanning the space between them and the hand clasped in friendship. Over the center of the grand arch was a stained-glass likeness of Franklin, the discoverer of electricity: on the right was the likeness of Morse, who applied it to the use of telegraphing; and on the left the likeness of Cyrus W. Field, whose energy and perseverance were instrumental in laying the cable, while the large clock in the front of this was encircled by a wreath of colored lights. On the top of this palace was waving in the center the American flag, on the right the British flag, and on the left the French flag, with the long pennant floating in the air, even beyond the opposite side of the street.

Phalon & Son exhibited the following:

"MARRIED, August, 1858—Europe and America. They were married by lightning; and by thunder they shall never be divorced."

The St. Nicholas Hotel had three large transparencies. One of John and Jonathan, each with the cable wound two or three times around their waists and the ends in their hands; another of Buchanan and Victoria shaking hands; the third bearing the words:

"Telegraph lines are the nerves of the nations."

Stretched across he street, was a banner bearing the following:

"A portion of the first submarine Cable laid by
Col. Samuel Colt, in 1843.
From New-York to Coney Island, via Hell Gate.
Man proposes! God disposes!"

The top of Tiffany & Co's jewelry establishment bore the American flag surmounted by a pendant. Beneath, out of the three upper story windows hung the American, English and French flags, the first-named being in the center window. The whole front was hung with a half mile or so of the original cable, and flags of various nations depended from all the windows.

On Waterbury's Furniture store, appeared the following:

"Rejoice all Nations—

"MARRIED,

"On Thursday, August 5th, 1858, in the Church of Progress, at the Altar of Commerce, the Old with the New World. May they never be divorced.

"BORN,

"August 16th, 1858, in the Bed of the Ocean of Science and Enterprise, The Atlantic Telegraph. May it live to honor its parents.

"DIED,

"Monday, August 16th, 1858, from an Electric Shock, Old Fogyism. May he rest in peace.

"We rejoice at the Marriage, the Birth and the Death."

Workmen were engaged in preparing a fine display of illumination for the event in front of the Hotel Maillard. Over Laura Keene's Theater was a large transparency, representing the occasion. On either side was a section of land. On the right Britania was seated near a melancholy lion, and on the left Liberty near an impaseable eagle. Over the whole, on a scroll, were the words:

"British neighborhood, human brotherhood, divine fatherland."

Beside the transparency was a large representation of the ocean, with moving models of the Niagara and Gorgon, and Agamemnon and Valorous, laying the telegraphic wire. Over the same were the words,

"There is no such word as fail for Saxon blood. Wherever pours the stream by feelsjor flook."

The Armory of the City Guard was appropriately decked with the national colors of Great Britain and America.

Painted in conspicuous letters, on plain canvass, over the hat store of De Beaudin were the words, "Seale to Let."

The La Forge House made a splendid display. Beside flags in profusion, was a mammoth transparency. On one side was a British, and on the other an American, sailor, and surrounding the escutcheon were emblems of Science, Art and Industry. In the center was a view of the ocean, with the Niagara, Agamemnon, Gorgon and Valorous. Over the whole was the inscription,

"Science controls the elements; it binds together with iron cords the ends of the earth; and guided by Wisdom, Man writes his thoughts with the lightning's point"

Underneath the transparency were the words,

"Severed July 4, 1776.
"United August 12, 1858."

In front of the Home House was suspended a sheet, with the inscription,

"Science, Mechanism, Perseverance.
"Morse, Everett, Field."

Lanterns for the evening illumination were plentifully suspended in front of Nos. 695 and 697 Broadway.

In front of Judson & Manger's piano-forte rooms were the words:

"The Niagara—a monument to George Steers."

Various national flags—at least a score in number—were displayed from the windows of the Jones House.

At the Club House on the corder of Broadway and Astor place, preparations were being made for the illumination. Gas jets were arranged to represent a cable, connecting the letters A and E.

The Mercantile Library Association had a fine transparency in front of Clinton Hall, Astor place. The vignette represented the ocean, with land in the front on either side. On one side was depicted Franklin flying his kite amid the lightnings, and on the other a line of telegraphic poles. In the distance was the telegraphic fleet. Over the transparency was inscribed:

"Glory to God in the highest, and on earth peace and good will to men."

Underneath the vignette was represented a coil of the Atlantic cable, and on scrols surrounding it were the names of Cyrus W. Field, Hudson, Berryman, P. Cooper, W. G. Hunt, M. Taylor, and M. O. Roberts. Under this device was the inscription:

"Joel Barlow names the electric telegraph in 1826, and calls on Morse to make it."

At the left was the verse:

"And speed thy labors, sage of unknown name,
Rise into light and seize thy promised fame.
For thee the chemic powers their bounds expand
The imprisoned lightning waits thy guided hand;
Unencumbered messengers in viewless flight
Shall bear thy mandates with the speed of light."

On the other side was the following:

Morse—"Can't, Sir, can't! I've forgotten the meaning of the word, 'we must succeed.'"

Lord C—"But suppose you lost the line as you lost the —to Newfoundland?"

C. W. Field [quickly]—Then, my lord, we should give orders directly for another."

Morse [emphatically]—"And that, Sir, is the spirit with which we go about the matter."

The building on the corner of Randall place was filled up with lanterns for the illumination.

Phelan, the billiard-player, was not wanting in appreciation of the occasion. Displayed in front of his room on the corner of Tenth street was the following:

"Don't forget Everett, who shuffled off the Immortal coil. May his style of paying out be imitated by all."

Also, thus:

"Honor to Field. Notwithstanding the bad breaks in the beginning of the game, he ran out the whole string."

Davis's house furnishing establishment, in the same building, also had a display of canvas. Underneath the words:

"Niagara. Agamemnon.
Capt. Hudson. Capt. Preedy.
Buchanan, Victoria."

was the quotation:

"Full many a gem of purest ray serene,
The dark unfathomed caves of ocean bear."

The following was also inscribed:

"The Conquest.
'*Esprit coelum fulmen.*'—Franklin.
Terra—Morse
Mare——Field."

The Hotel St. Denis displayed her bunting on the flag staff. The windows of the house were prepared for the illumination.

Hobbe, the painter, had exhibited a portrait of Washington and devices representing liberty; and above, an eagle and lion holding the extremities of a cable. Underneath the whole, were the words:

"Perseverance Conquers."

Lanters were strung in front of No. 845 Broadway.

A fine transparency was displayed in front of the Spingler Institute, on Union Square. On it was:

"The Daughters of America,
send greeting to
The Daughters of England."

Red, white and blue bunting was displayed from in front of No. 878 Broadway.

The Bancroft House displayed the National Colors of United States and Great Britain.

A variety of national flags decorated the dying establishment of Soria, No. 918 Broadway.

The St. Germain had arrangements made for an illumination with lanterns in the evening.

Messrs. Guilles and Allis, house decorators exhibited a fair vignette made by grouping the American and British escutcheons together. Below it was the verse:

While the manners which the words
That mould a nation's soul,
Still cling around our hearts,
Beneath old Ocean roll
Our joint communion healing will the sign
Yet still from either beach
A voice of blood shall reach
More audible than speech,
We are one.

The House of Hose Company, No. 37 had flags suspended across the street. Inscribed were the words:

"Perseverance overcomes obstacles."

The Bloomingdale Turn Halle on Broadway, near Thirty-sixth street displayed national flags.

NOTABLE THINGS OUT OF BROADWAY.

A banner was suspended in front of H. H. Day's India-Rubber store, No. 23 Courtlandt street, with the following inscription:

"Honor to Prof. Morse and Col. Colt, who first employed us to cover wire with India Rubber to *conduct* electricity under water in 1842, without gutta percha. First discovered by Dr. Montgomery of England, and first applied to cover telegraph wire in 1843 by C. F. Durant of Jersey City. The Atlantic Cable could not have been laid."

The Mercantile Library Association had a fine banner suspended over the entrance to the building in Astor place, with a painting in the center representing the ocean, with the Niagara and Agamemnon, accompanied by the Gorgon and Valorus, in the act of laying the cable. On the shore is a portrait of Franklin drawing the lightning from the clouds.

The Brevoort House, Fifth avenue, made a splendid show with its fifteen hundred sperm candles.

The dwelling house and factory of Messrs. C. T. and J. W. Chester, the manufacturers of Hughes's Telegraph Instruments, were illuminated. Their factory at No. 104 Centre street was very brilliantly illuminated, and made a fine show. Their dwelling, also, at No. 34 East Twenty eighth street, was a blaze of light, displaying in front the name of Field, in large letters formed of gas burners.

Over the painting appeared the words:

"Glory to God in the highest—on earth peace and good will to men."

At the left, under the painting, was the following:

"Joel Barlow names the "Electric Telegraph," in 1796, and calls on Morse to make it."

"Ah, speed thy labors! sage of unknown name,
Rise into light, and seize thy promised fame.
For thee the chemic powers their bounds expand.
The imprisoned lightning waits thy guided hand;
Unencumbered messengers, in viewless flight
Shall bear thy mandates with the speed of light."

On the right of the banner is inscribed:

Morse—"Can't sir, can't! I have forgot the meaning of that word, we must succeed."

"*Lord C.*"—"But suppose you lose the line, as you lost the one to Newfoundland?"

Cyrus W. Field—(quickly)—"Then, my Lord, we shall give orders quickly for another."

Morse—(energetically)—"And that, Sir, is the spirit with which we go about the matter."

Between the above inscriptions is painted a coil of cable, in the center of which is inscribed: "Cyrus W. Field, Aug. 16, 1857." A scroll surrounds the cable, in which appear the names of Hudson, Berryman, Everett, Peter Cooper, W. G. Hunt, M. Taylor, M. O. Roberts and Preedy. On the bottom of the banner are the words:

"I'll put a girdle round about the earth in forty minutes. 'Mercantile Library Association.'"

The Bowery Theater was gaily decorated with a number of flags and a large painting representing the Niagara and Agamemnon paying out the Atlantic Cable, together with an imaginable view of the bottom of the ocean, with mermaids and other denizens of the deep surrounding the strange object which has suddenly and mysteriously settled among them. At the top of the painting are the portraits of Morse, Field and Hudson.

Last evening the German Liedeskranz Society suspended a grand allegorical painting from the front of Pythagoras Hall in the Bowery. It represented Neptune protecting the Atlantic Cable.

R. M. Brundige, Porcelain and China, No. 292 Bleecker street, exhibited a transparency 8 by 10 feet representing a union of the British and American escutcheons with the following inscription:

Electric Wedding: May their union outbar the great Field of China for the Marriage Supper.

THE TRIBUNE office displayed the coats of arms of the States forming the Kingdom of Great Britain and Ireland.

The Telegraph building, No. 21 Wall street, was brilliantly illuminated.

THE PROCESSION.

In the streets abutting on Broadway, a quiet observer might yesterday have seen fun enough to last him for a long while. In most of the cross-streets, from the Battery to Beekman street, the various divisions of the grand procession were formed. Oh, how the Marshals sweated under the hot sun, as they rushed up and down the lines, vainly trying to bring order out of chaos. On the whole, however, they succeeded tolerably well, and about 2 o'clock the military, which formed on the Battery, were able to advance. When the head of the line reached the City Hall, however, they had to halt so repeatedly that it was 3 o'clock before the column got fairly under way. The route of the procession was up Broadway to Park row, through Park row to the east gate of the Park—passing the City Hall—thence through the west gate of the Park into Broadway, up Broadway to the Fifth avenue, up Fifth avenue to Forty-second street, through Forty-second street to the north entrance to the Crystal Palace. Throughout this route the people thronged in dense masses of tens of thousands, filling the sidewalks, overflowing at windows and balconies, rowding the house-tops, and monopolizing the trees and lamp-posts and every elevation from which an eligible view could be obtained. THE TRIBUNE buildings were overflowing in the afternoon and evening, every point of sight from the roof to the street being filled with a curious throng.

The Procession was headed by a phalanx of policemen, who cleared the streets of vehicles and other obstructions. Then came a troop of Cavalry, with a company of Infantry, as escorts to Brigadier-General CHARLES YATES, the Grand Marshal. Accompanying the Grand Marshal, as aids, were the following gentlemen, all mounted:

GEN. WM. L. MORRIS, GEN. PAUL N. SPOFFORD,
CAPT. JOHN CALHOUN, U. S. N., COL. THOS. P. PEERS,
COL. HENRY P. MARTIN, COL. EDWARD SATTERLEE,
MAJOR GEO. E. BALDWIN, MAJOR SAM. M. ALFORD,
JOHN B. RICH, Esq., AMBROSE K. STEKER, Esq.

Then came the first division, which was headed by a troop of Cavalry, followed by the first division, New-York State Militia, under command of Major-General Charles W. Sandford. The first division made a splendid turn out. In point of numbers, accoutrement, and drill, they were unsurpassed. We set out, as they came past, to note the uniforms and general appearance of the companies of each Regiment; but Infantry, Cavalry and Artillery, kilted Highlanders, Lancers, Riflemen, succeeded each other so rapidly, and their uniforms were so varied and picturesque, that we were compelled to relinquish the undertaking. Suffice it to say, that they marched with the firmness and precision of regular troops, and won general applause by their soldier like bearing. The divisions then came on in the following order:

MAJOR-GENERAL CHARLES W. SANDFORD.
Division Staff.
FIRST BRIGADE.
Commanded by
Brigadier General Charles B. Spicer.
Brigade Staff.
7th Regiment.....Col. Adam S. Vosburgh.
22d Regiment.....Col. Henry Robinson.
12th Regiment.....Lt. Col. Spencer H. Smith.
71st Regiment.....Lt. Col. William Moore.

SECOND BRIGADE.
Commanded by
Col. Edward Hinchman.
Brigade Staff.
5th Regiment.....Col. Christian Schwarzwaelder.
6th Regiment.....Lt. Col. Samuel K. Zook.
47th Regiment.....Lt. Col. Daniel W. Tedder.

THIRD BRIGADE.
Commanded by
Brig. Gen. William Hall.
Brigade Staff.
7th Regiment.....Col. Abram Duryea.
8th Regiment.....Col. George Lyons.
80th Regiment.....Col. Eugene Leigh.

FOURTH BRIGADE.
Commanded by
Brig. Gen. John Ewen.
Brigade Staff.
13th Regiment.....Col. William Halsey.
13th Regiment.....Lt. Col. Henry A. Weeks.
69th Regiment.....Col. James E. Ryan.
11th Regiment.....Col. Homer Bostwick.

Each regiment had its band, and many of them had, in addition, excellent drum corps. For nearly an hour, there was a bewildering succession of brilliant uniforms, of red, white, green, gray and blue; now tall pioneers in dark dresses, with great bear-skin shakos, bright axes and white aprons; then kilted Highlanders, in tartans of every clan, sable riflemen, solid and stern as the Black Brunswickers; National Guards, in their neat gray coats and white pantaloons, compact, and moving as one man; Irish regiments in their national green; artillerymen, dark and somber as death, with their pieces burnished like gold; the red and blue of the French companies, with their charming little *fille du regiment*, with brass bands, mounted and afoot, all forming a coup d'oeil that must be seen to be appreciated. The Light Artillery of Montreal occupied the post of honor, at the head of the 7th Regiment, whose guests they were.

The military were reviewed in front of the City Hall by the Mayor and Common Council, C. W. Field, esq., Peter Cooper, Capt. Hudson and officers of the Niagara, Lord Napier and the British officers of the Gorgon and Indus, the Police Commissioners, Archbishop Hughes the venerable Rev. Dr. Nott, President of Union College, and others.

After the military came the Second Division of the procession, marshaled by Col. Joseph C. Pinckney. First came the Committee of Arrangements of the Common Council, in open barouches. Then came the Chairman of the Committee, with the Mayor of New-York and Cyrus W. Field, esq., in a carriage drawn by four gayly-caparisoned horses. As Mr. Field passed by, the crowd cheered him most enthusiastically, to which he replied as best he could by raising his hat and bowing his thanks. Other barouches, drawn by four horses each, followed, with Capt. W. L. Hudson of the Niagara; Presidents of the Board of Aldermen and Board of Councilmen; Capt. Dayman of the Gorgon; Mr. William E. Everett, Engineer; Chairman of the Finance Committee of the Board of Councilmen; David Dudley Field, esq., Orator of the Day; Peter Cooper, President of the Telegraph Company, and the Officiating Clergy, Lord Napier; the Rev. Eliphalet Nott, D. D.; and the Most Rev. John Hughes.

Then come the Officers of the Niagara and Gorgon; the Officers of the New-York, Newfoundland and Atlantic Telegraph Company; the Clerks of the Board of Aldermen and Councilmen; the Common Council of the City of New-York; the Mayor and Common Council of the City of Brooklyn; the Mayor and Common Council of Jersey City and Hamilton; the Mayor and Common Council of Hudson City and Hoboken; the Heads of Departments of the City Government; the Sheriff of the City and County of New York and his Deputies; the County Clerk, Register and Surrogate; the Coroners of the City and County of New York; the Board of Supervisors; the Governors of the Alms-House; the Metropolitan Police Commissioners; the Central Park Commissioners; the Commissioners of Emigration and Tax Commissioners; the Officers of the Army and Navy; the Members of the Society of the Cincinnati; the Members of Congress and the State Legislature.

The Band of the United States ship of-the-line North Carolina followed, heading a large car of the American Express Company, drawn by ten horses, with a section of the Atlantic Cable coiled in the shape of a cone, and a Printing Telegraph Machine, with an operator at work. Behind this came the jolly tars of the Niagara, in their blue navy dresses, with a model of their ship. As they made their way onward, the crowd greeted them in the most enthusiastic manner. A car of the American Telegraph Company, with the Hughes Printing Instrument in operation, came next, drawn by twelve horses. After them came a car belonging to the New-York Typographical Society. It bore an old wooden press, such as Franklin wrought at, and a new single cylinder press of Hoe's make, on which was being struck off various announcements which were distributed among the crowd. Near the old press stood a gray-haired old type (not unlike old Ben. himself), whose memory ran back to the time when he used the old Ramage press, with stuffed balls for inking the forms. Yet he had lived long enough to see the ten-cylinder lightning press—such as THE TRIBUNE is now worked on—strike off 30,000 impressions an hour. The car was followed by a numerous delegation from the Typographical Society, and one of John G. Lighbody's Printing Ink carts.

The Third Division was under the direction of Lieut. Col. Marshall Lefferts, and consisted of foreign Consuls, officers of Telegraph Companies, the clergy judiciary, members of the bar, and representatives of the various literary and scientic societies.

The Fourth Division under direction of General Lucius Pitkin, was headed by the second company of Washington Continental Guards. Following them were the representatives and members of the St. Nicholas, St. George's, St. Andrew's, St. David's, St. Patrick's, German and Italian Societies, bearing the flags of their respective nationalities. At the head of the St. David's Society was a handsome car, filled with harpers. The Scotch Society were headed by a band of pipers in full dress, bearing a beautiful crown, surmounted by a liberty cap, wrought from the most brilliant flowers. A long array of cadets of Temperance, with arms fraternally locked, came next, and then a little regiment of Randall's Island boys, in neat uniform, headed by their band, and the various banners which have been presented to them. Other divisions came down to the Ninth, but we can only notice their more prominent features. Wheeler & Wilson had a fine canopied car, drawn by four horses, on which were fair maidens busily using the sewing machines made by the company.

Cummings & Canfield, piano-forte makers sent a large car, drawn by six horses, on which their workmen were engaged at various branches of the business. Gilbert exhibited a grand piano on a car drawn by four horses. As the procession moved on, the pianist performed some of the most brilliant airs, as a sample of the quality of the instrument. Barthoff's sewing machines, on a car drawn by twelve horses, attracted a good deal of attention. Ward's thread factory exhibited the process of spinning and winding sewing thread. There was a model of the machinery of the Niagara, from Pease & Murphy, of the Fulton Iron Works. Platform car drawn by four white horses, holding an ink bottle 12 feet high and 25 men from the writing-ink manufactory of Thaddeus Davids & Co. Berlin & Co showed the way they make envelopes. Mayer & McNally had a fine display of agricultural implements. The New-York Turnverein came next, in large numbers, each Club carrying its flag. The Butchers of New York, Brooklyn and Jersey City, mounted on horseback and wearing snow-white aprons and blue checkered sleeves, made a brave show. Then came the famous ox, Washington, on a car, and next a pen filled with fat sheep, with the mottoes: "The fields of "Agriculture pay homage to the Field of Science;" and, "By killing, we sustain life." A lot of butchers' carts followed, then another wagon-pen of fat wethers. The horse attached to a butcher's cart had a saddle-cloth with the comical inscription, "Gentlemen's Sos's, Co. A"—a piece of facetiousness which called forth shouts of laughter. A pen came next, from Mr. Hubback of West Farms, with splendid specimens of sheep, calves, and other domestic animals. Hecker sent from his mills several wagons laden with mill-stones, grain-box, and hoses and barrels of the products of the Croton Mills.

A long procession of cartmen, and milkmen with well scoured cans, followed; then a lot of draymen; then vehicles, followed by a specimen of the New-York Planing and Moulding Mill. The New-York Steam Brewery had three wagons in the ranks, filled with barrels of the amber water. One of the vehicles bore the legend:

"No Croton nor Cannabis controls our powers,
But boundless fields of barley malt are ours."

Lerch, the gutta percha boat maker, had one of his craft on a large car belonging to the American Express Company. Decidedly one of the features of the show was the car of Fairbanks & Co., bearing one of their immense platform scales, and a large, sweet-toned bell, which was constantly rung as the procession moved along. Hecker's machine bread was represented by several wagons bearing the goodly provender; fourteen horses and a mule of mighty size drew a wagon of the American Cannel coal. Valentine & Butter's alum-proof safes looked well.

A large truck drawn, by four mammoth horses richly capariisoned bore Herring's safes. In front was a parlor safe covered with ornamented papier maché; in the center was an immense jeweler's safe, with doors thrown wide open, exposing to view from 75 to 100 mahogany drawers lined with velvet; and at the end was a sideboard safe intended for the safe keeping of family plate. On top of this latter was a ladies' jewelry safe, covered with papier maché. Surrounding the safes were some half dozen workmen in the uniform of the Herring Guard.

A Gas-Making and Cooking Machine wound up the procession. It was nearly five o'clock when the end of the line paed the City Hall, and the head of the procession did not reach the Crystal Palace until 6½ in the evening.

DOINGS AT THE CRYSTAL PALACE.

We are unable to give any proper account of the proceedings there for reasons explained in the following letter:

To the Editor of The N. Y. Tribune.

SIR: As one of your staff of reporters, I was assigned to-day to furnish a report of the doings at the Crystal Palace. A large platform in the Palace had been erected, extending through the east nave into the dome. It was designed for the reception of the invited guests and the representatives of the Press. The tables prepared for the reporters were placed some at a distance of forty feet from the front of the stage, and the nearest was at least twenty feet from the point where the speakers were to stand. In all the public exercises that have taken place in the Crystal Palace, great difficulty has been experienced in hearing the remarks of speakers, even when the auditor was in close proximity. The reporters represented to Councilman Bunce, one of the Committee of Arrangements that as the tables were located they would be unable to perform their duties, and with a prompt courtesy he ordered two of the small tables to be removed to one corner of the platform near its front, by which arrangements they were within hearing distance of the speakers. Matters were thus arranged satisfactorily, when Mr. Robert W. Lowber, who, since the dissection of his attempt to sell that celebrated market site to the citizens of New-York for $200,000, has subsided into retirement, appeared upon the stage. By what authority I am not informed, but Mr. Lowber came forward and peremptorily ordered the reporters to leave the platform, as all the space occupied by them, he stated, was needed for the ceremonies. The order was not obeyed, and until the arrival of Ald. McSpedon, the Chairman of the Committee of Arrangements, nothing further was done except by Lowber, who walked about the platform in apparent rage. As Alderman McSpedon walked on the platform with some of the invited guests, he was button-holed by Lowber before he had seated the gentlemen whom he had escorted. McSpedon made common cause with Lowber, and ordered the reporters to leave, and directed the police to remove them, stating that they could have the tables placed on the floor below, and on either side of the platform. Knowing from experience, that at this distance, it would be impossible to prepare an intelligible report of the language of speakers, the reporters from all the papers left the scene, not however, until they saw the very space from which they had been driven occupied by persons from the audience, who jumped from the floor below, and took possession of the unoccupied space after the tables were removed. Being thus driven from the only position where I could hear the remarks, I am unable to furnish THE TRIBUNE with a report. YOUR REPORTER.

Wednesday Evening, Sept 1, 1858.

According to an advertisement published yesterday, the following things should have been done at the Palace:

1. Chorus by the Harmonic Society.
2. Prayer by the Rev. Dr. Adams.
3. Ode for the occasion.
4. Presentation of something to Cyrus W. Field by the Mayor.
5. Mr. Field speaks in reply.
6. Presentation to Capt. Preedy.
7. Presentation to Capt. Hudson.
8. Addresses to Capt. Dayman, Aldham and Otter, with replies.
9. Ditto to Messrs. Everett and Woodhouse, with ditto.
10. Ditto to the New-York, Newfoundland and London Telegraph Company, with ditto by Peter Cooper.
11. Oration by D. D. Field [which we print]
12. Prayer by Dr. Mott.

All this to be interspersed with music.

ADDRESS OF DAVID DUDLEY FIELD.

LADIES AND GENTLEMEN: When Morse discovered the applicability of electricity to the communication of intelligence, it might have been foreseen that the limits of the application were to be measured only by the power of stretching the electric wire, and of transmitting through it the electric current. It occurred, no doubt, to different minds, that the telegraph would one day be carried across the ocean and around the globe, and for aught I know, plans may have been formed for doing the work. I have been requested to give you the history—a condensed epitome it must be—of the first success, the first attempt, and, I might add, the first practicable plan in the development of this great idea of an ocean telegraph. My connection with the undertaking from its commencement; my position as counsel for those who have done the most to carry it through, has made it appear to others fitting that I should perform this service. In its performance, I trust that I shall say nothing unbecoming my personal relations to any of the actors. I am not here to praise, but to relate.

Two years previous to 1854 there had been incorporated by the Legislature of Newfoundland a company by the name of the Newfoundland Electric Telegraph Company, the purpose of which was to connect by telegraph that island with the main land of America. A telegraph across the ocean was not a part of the scheme. It contemplated a connection with Europe by means of steamers plying between Newfoundland and Ireland. This company proceeded a little way and failed, leaving a debt of some fifty thousand dollars, due chiefly to laborers. In this emergency, and some time in February, 1854, Mr. Frederick N. Gisborne, an officer of that company, applied to Mr. Matthew D. Field to help him raise additional funds, by a sale of bonds or stock. The gentleman thus applied to came to Mr. Cyrus W. Field and myself. We had several conversations together on the subject. Then it was, that the thought of extending the line across the Atlantic suggested itself. Mr. Cyrus W. Field wrote to Lieut. Maury, to inquire about the practicability of submerging a cable, and consulted Professor Morse about the possibility of telegraphing through it. Their answers were favorable. On receiving them, it was agreed between Mr. Cyrus W. Field and myself, that as nothing could be done under the charter of the Newfoundland Electric Telegraph Company, we would endeavor to form a new company to take a surrender of the charter of the former company, purchase its property, pay its debts, and obtain another charter to effect a direct telegraphic communication with Europe. The first step was to procure the co-operation of a few persons whose character and resources would be a guaranty that the work had been undertaken in earnest. Four men were invited, whose names you all know—Peter Cooper, Moses Taylor, Marshall O. Roberts and Chandler White. They met Mr. Cyrus W. Field and myself at his house, where, around a table covered with maps, plans and estimates, the subject was discussed for four successive evenings, the practicability of the undertaking examined, its advantages, its cost, and the means of its accomplishment. The result of the conference was the agreement of all the six gentlemen to enter upon the undertaking. Mr. Cyrus W. Field, Mr. White and myself were to proceed to Newfoundland to procure a charter and such aid in money and privileges as the Government of that island could be induced to give. The agreement with the Electric Telegraph Company and the formal surrender of its charter were signed on the 10th of March, and on the 14th we left New York, accompanied by Mr. Cisborne. The next morning we took the steamer at Boston for Halifax, and thence, on the night of the 18th, departed in the little steamer Merlin for St. John's, Newfoundland. Three more disagreeable days voyagers scarcely ever passed than we spent in that smallest of steamers. It seemed as if all the storms of Winter had been reserved for the first month of Spring. A frost-bound coast, an icy sea, rain, hail, snow and tempest were the greeting of the telegraph adventurers in their first movement toward Europe. In the darkest night, through which no man could see the ship's length, with snow filling the air and flying into the eyes of the seamen, with ice in the water, and a heavy sea rolling and moaning about us, the Captain felt his way around Cape Race, with his lead, as the blind man feels his way with his staff, but as confidently and as safely as if the sky had been clear and the sea calm, and the light of morning dawned upon deck, and mast and spar, coated with glittering ice: but floating securely between the mountains which form the gates of the harbor of St. John's. In that busy and hospitable town, the first person to whom we were introduced was Mr. Edward M. Archibald, then Attorney-General of the Colony, and now British Consul in New-York. He entered warmly into our views; and from that day to this, has been an efficient and consistent supporter of the undertaking. By him we were introduced to the Governor (Kerr Bailey Hamilton), who also took an earnest interest in our plans. He convoked the Council to receive us, and hear an explanation of our views and wishes. In a few hours after the conference, the answer of the Governor and Council was received, consenting to recommend to the Assembly a guaranty of the interest of £50,000 of bonds, an immediate grant of fifty square miles of land, a further grant to the same extent on the completion of the telegraph across the ocean, and a payment of £5,000 toward the construction of a bridle path across the island, along the line of the land telegraph. Mr. Cyrus W. Field, thereupon, on the 20th of March, took the return steamer from St. John's, on his way to New-York, in order to fit out a steamer for the service of the Company, while his two associates remained in Newfoundland to obtain the charter and carry out the arrangements with the former Company. They continued there nearly five weeks, during which, after many discussions and negotiations, the charter was at length obtained, and the $50,000 of debt of the old Company were thereupon paid. The charter was liberal and provident. After declaring that it was "advisable to establish a line of telegraphic communication between America and Europe, by way "of Newfoundland," it incorporated the associates for fifty years, established perfect equality in respect to corporators and officers, between citizens of the United States and British subjects, allowed the meetings of the stockholders and directors to be held in New-York or in Newfoundland or in London, conceded the exclusive right to establish a telegraph from the continent of America to Newfoundland across the ocean, granted fifty square miles of land; and further provided that, "so soon as the said "Company shall have actually established a communication across the Atlantic Ocean, by means of a "submarine cable or wire from this island, the said "Company shall receive from the Government of this "island a grant of fifty square miles of ungranted and "unoccupied wilderness land, to be selected by the "said Company, in addition to the grants hereinbefore mentioned"—a provision subsequently extended so as to permit the Company to establish the communication by an auxiliary or associate Company. It were long to tell how the Government and people of Newfoundland nurtured this enterprise in its commencement—how they have stood by it through its various fortunes till its triumphant consummation. That vast island, projected into the North Atlantic, lifting above the sea its cliffs of everlasting and immovable rock, beckoning, as it were, to Europe, seems framed by Providence for one of the pillars of that cable which is to bind the continents together. Its broad interior, baffling the explorer, its cold and gloomy morasses, its dark and frowning headlands, its deep and tranquil bays, and harbors innumerable, take not such hold of the imagination as its support of that wondrous line which, lost forever to human eyes, is to be the highway of thought between the Old World and the New. Take the map and see where the civilized portions of the two hemispheres approach nearest to each other: two islands stand there face to face. The highlands of Trinity answer to the highlands of Valentia. Between them rolls the stormiest sea of all the world save one. It is the gateway through which pass the icebergs from the Pole. Once a year, and sometimes for forty days together, a continuous field of ice moves down from the north at the rate of two or three miles the hour. But far beneath there is tranquil water and an even surface. The plummet has sounded all that sea, and found at an average depth of about two miles a nearly level bottom, covered with the smallest sea shells, which must have been deposited in the lapse of ages, and fallen through the still waters as the snow falls through the still air. In the early part of May, the two gentlemen who had remained behind in Newfoundland rejoined their associates in New-York, and there the charter was formally accepted and the company organized. As all the associates had not arrived till Saturday evening, the 6th of May, and as one of them was to leave town on the morning of Monday, it was agreed that we should meet for organization at 6 o'clock of that day. At that hour they came to my house, and as the first rays of the morning sun streamed into the windows, the formal organization took place. The charter was accepted, the stock subscribed, and the officers chosen. Mr. Cooper, Mr. Taylor, Mr. Field, Mr. Roberts and Mr. White were the first Directors. Mr. Cooper was chosen President, Mr. White Vice-President, and Mr. Taylor Treasurer. Thus was inaugurated that great enterprise whose completion we celebrate today. The plan was formed, the arrangements made, and the work begun. What followed was the execution of the great design. From the 8th of May, 1854, to the 5th of August, 1858, there scarcely passed four years and three months; but they were as fruitful of anxiety and toil as of successful results. The land line across the Island of Newfoundland—upward of 400 miles—was first to be made. This was a work of incredible labor. The country was for the most part a wilderness of rock and morass, "a good and traversable bridle road "eight feet wide, with bridges of the same width," had to be made the whole distance; men, materials and provisions had to be transported first from St. John's to the heads of the different bays on the southern coast, and afterward chiefly on men's backs to the line of road. The first year Mr. White, as Vice-President, directed in person the operations; the second and third year superintendents were sent down. In addition to the land line in Newfoundland, another of 140 miles in Cape Breton was constructed, and contracts made with companies in Nova-Scotia, New-Brunswick, Maine, New-Hampshire, Massachusetts, Connecticut and New-York to connect their lines with the Newfoundland line. Then there was the submarine line between Newfoundland and Cape Breton, 85 miles in length, and another thirteen miles long across Northumberland Straits to Prince Edward Island. To procure these Mr. Cyrus W. Field visited England twice—once in December, 1854, and again in January, 1856. The first attempt to lay the submarine line across the Gulf of St. Lawrence was made in 1855, and was unsuccessful. A second attempt made the next year succeeded. Thus was completed the chain of telegraph from New-York to the eastern coast of Newfoundland, and the projectors now stood upon the shore of the Atlantic in their progress eastward.

The whole expense thus far, with very trifling exceptions, had fallen upon them—Mr. Cyrus W. Field having made the largest contributions, amounting to more than $300,000 in money—and Mr. Cooper, Mr. Taylor and Mr. Roberts each a little less. No other contributors beyond the six original subscribers had come in except Prof. Morse, Mr. Robert W. Lowber, Mr. Wilson G. Hunt and Mr. John W. Brett. The list of directors and officers remains to this day as it was at first, except that Mr. Hunt, as director, has taken the place of Mr. White, who died in 1856, and that Mr. Field is Vice President, and Mr. Lowber Secretary. In all the operations of the Company thus far, the various negotiations, the plan of the work, the oversight of its execution, and the correspondence with the officers and others, mainly devolved upon Mr. Cyrus W. Field.

The greatest and most difficult part of the original design still remained to be executed, and that was the submarine cable from Newfoundland to Ireland. The distance was 1,950 statute miles; the sea was stormy and uncertain; no submarine line of more than 300 miles had then been attempted. In anticipation of the task now to be undertaken, Mr. Field, on his first visit to England in 1854, had invited manufacturers to furnish him with specimens of cable what they would recommend, and estimates of its cost, and he had entered into correspondence with various persons on the subject. In 1856 he procured an order from our Government under which Lieut. Berryman made soundings of the Atlantic between Newfoundland and Ireland. Lieut. Berryman sailed on that service on the 18th of July, and the next day Mr. Field sailed for England, having received the formal consent of the Company to make arrangements in England for the submarine line, either by a subscription to this Company, or by organizing a new Company as auxiliary or associated with this. In England he had invited the co-operation of Mr. Brett, a gentleman of great experience, who in 1851 formed a company which had laid the first submarine cable from England to France. He afterward brought in M