# New-York Tribune.

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## THE ATLANTIC CABLE.

### Dispatches from the Great Eastern to July 27.

### Three Hundred Miles of the Cable Successfully Laid.

### TWO DEFECTS DISCOVERED AND REPAIRED.

### The Signals Good, the Weather Fine and the Prospects Bright.

### The Expedition to Reach Heart's Content about August 5.

### Detailed Account of the Landing and Laying of the Shore End.

LAYING OF THE SHORE END.

The following telegrams had been received from Valentia concerning the operations on board the Great Eastern, &c.:

VALENTIA, Saturday, July 22.—The shore end of the cable was landed this morning successfully, the weather being beautiful. Connections were made with the instrument room at 12.45 p. m., in the presence of a large concourse of people. The Knight of Kerry, in a few appropriate observations, invoked success upon the undertaking, and, in conclusion called upon Sir Robert Peel, who delivered an admirable address. Three cheers were given for Her Majesty the Queen, and also for the President of the United States. Cheers were likewise given for Mr. A. R. Glass, and Capt. White of the Coast Guard, who has rendered most valuable assistance.

VALENTIA, July 23—Evening.—The paying out of the heavy shore-cable, 27 miles in length, was completed at 11½ o'clock last evening by the Carolina. The splice with the main cable on board the Great Eastern was completed at 4:25 p. m. to-day, and then commenced the paying out from the Great Eastern. The testing through the whole length is perfect. The weather is very fine. H. M. S. Terrible and Sphinx are in company with the Great Eastern.

OPERATIONS ON MONDAY—A HITCH DISCOVERED AND REPAIRED.

VALENTIA, July 24.—A dispiriting message has been received from the Great Eastern, dated 4½ o'clock p. m., announcing some defects of insulation. The mischief is supposed to exist about two or three miles west of the shore-end of the splice, believed to be caused by the Great Eastern pulling on her end of the cable with too much strain before the shore-end splice was properly completed. The Great Eastern remains hove to in lat. 52°, long. 10°, about 80 miles from shore. The Hawk goes away to her to-night, and the Caroline is going to pick up and underrun the splice, and repair the fault. Not the slightest apprehension exists as to the complete and immediate repair of the damage to the insulation. The rest of the cable remains perfect, and even now the signals to the clearing-house are very distinct.

A Liverpool telegram, of July 25, says:

"Up to 1 o'clock yesterday the paying out of the Atlantic Telegraph cable had progressed very favorably, but shortly after that hour the insulation became imperfect, and it at once was evident that a 'hitch' in the cable had taken place about four miles from where the shore end was spliced to the main cable. A steamer was at once sent out, the disarranged portion of the cable 'raked' up, and this morning, at 4 o'clock, everything was safe, and the Great Eastern, which had been hove to for some hours, at once proceeded on her voyage. The land line of the Magnetic Telegraph Company to Valentia was down to-day, but the very latest advices to Mr. Saward of the Atlantic Telegraph Company are to the effect that the paying out of the cable was progressing as well as was anticipated. The sea was comparatively smooth, with scarcely any swell, notwithstanding the recent severe gale, and it was expected the "paying out" on board the Great Eastern would be much quicker than was at first believed. It has been stated that the 'hitch' occurred in consequence of a sudden strain upon the cable. This was not the case. The 'hitch' was caused by the cable becoming, as it were, knotted, or doubled up, more from being slack than taut."

OPERATIONS ON TUESDAY—A FAULT IN THE CABLE DISCOVERED AND CUT OUT.

VALENTIA, Tuesday, July 25—The Great Eastern telegraphs from lat. 52° lon. 12° that a small fault has been discovered and cut out. She is now paying out again, and the signaling is perfect. Weather very fine.

OPERATIONS ON WEDNESDAY—SIGNALS GOOD—THREE HUNDRED MILES OUT AT SEA.

A dispatch from Queenstown per steamship City of Boston, dated July 27, states that the steamship Great Eastern was, on that morning, 300 miles out at sea, paying out the cable successfully. The signals were good and the weather fine.

The following dispatch from on board the Great Eastern to Mr. Saward, London, is of interest:

"TUESDAY, 11 p. m.—150 miles of cable laid.

"12 MIDNIGHT—150 miles run.

"WEDNESDAY, 6 a. m.—200 miles of cable laid. Signals good. All is going on well."

DISPATCH FROM CYRUS W. FIELD.

A private note from Cyrus W. Field says: "We expect to reach Heart's Content, Newfoundland, about the 5th of August."

NEWSPAPER ACCOUNTS.

Special Correspondence of The London Times.

VALENTIA, July 23.

Yesterday morning the first great step in this important undertaking was accomplished by hauling on board the massive shore end up the cliffs at the southwestern extremity of this island, and there successfully laying it from the Caroline out into deep water to a distance of 2 miles at sea. By nearly a fortnight the time has been overpassed when this should have been completed. In part the delay has been due to the overweight and under-power of the Caroline herself, and in part also to the very unsettled state of the weather. The fallacious value of averages has never been more strikingly exemplified than in the weather predicted for all these Atlantic expeditions. The first of all took place in August, during which month it was usually ascertained by reference to logs and nautical authorities that no wind was to be expected in the Atlantic. Yet at some 300 miles from shore the pitching of the Agamemnon in a heavy wind and sea parted the cable, and thus put an effectual end to both prediction and expedition for that year. In the following year it was attempted in June, during which month bad winds were said to be unknown, and the result of that arrangement was that the Agamemnon was for at least two days in hourly danger of succumbing to one of the worst gales that ever swept the Atlantic, and which culminated on the very day when storms were said to be unheard of—the 21st of June. This time July has been chosen as the period when it never blows "long or strong," and the Great Eastern was to have left here on the 12th of this month. Yet gales of unusual severity have retarded her till now. In the present instance the choice of July seems to have been more than usually unfortunate, inasmuch that it is stated here that last month was the calmest and finest known for years, while this month, on the contrary, has been precisely the very opposite. To-day, however, all seems to promise fairly, and if everything goes well with the electrical perfectness of the splice to the shore end, the Great Eastern, large as she is, will be out of sight before dusk this evening, 50 miles on her way to Newfoundland. The place chosen for the landing of the shore end on this occasion is different from that selected on the two previous expeditions, and the change is on the whole an improvement. It is one of those deep inlets between the hills and headlands of this iron-bound coast, about a mile long by half a mile wide, with its mouth almost closed against the sea by a ragged, irregular knoll of heath and rock, called Butler's Island. Behind this little island, not much larger than the Green Park, the waters of Foilhummerum Bay, as it is called, are calm and still enough, and the sheer black precipices 300 feet high which form the boundaries of the deep waters are seldom marked with foam. Anything more picturesque than the rugged grandeur of this little bay can scarcely be conceived, with its gaunt dark cliffs, seamed here and there with gaps and rents, like mountains fallen into ruins. In almost every part they have a steepness which is nearly perpendicular, and it makes one equally giddy to look up at or down from them. At the head of the little bay is a rough indication of an earthwork, but only just enough to show what was once its regular outline. This is one of Cromwell's old forts. At its northern extremity toward the sea rises Bray Head, one of the huge savage-looking mountains, which, running out into the sea, double the dangers of this dangerous coast, though, from a landsman's point of view, they are invaluable, adding so much to the stern grandeur of the scene. From the peak of Bray Head the mist is seldom moved, and at its ponderous base the blue waters seldom touch but they are churned into flakes of foam, as the waves keep booming with regular beat against its cliffs, calm or storm, Winter or Summer; against this point—the first land which the great roll of the Atlantic meets—the surge is never quiet. Into this bay so sheltered by the island and Bray Head the Caroline was brought round as early as Friday; but though all was still enough inside the cove nothing could be done beyond it, where amid thick clouds of driving rain a thundering swell came rolling in which the ships could not attempt to meet. Yesterday, however, the day was calm, and, what was better still, the little wind that stirred was off the shore, giving smooth water in Foilhummerum Bay. At 8 o'clock, therefore, the landing of the shore end was commenced. Sir Robert Peel, M. P., the Knight of Kerry, Lord John Hay, Mr. Glass, Mr. Edwards, Dr. Russell, Mr. Barber and Mr. J. C. Parkinson coming down early to witness it. It is curious that of all the large party who came out in the Great Eastern especially to be present at this first ceremonial only four contrived to get across the land in time, and it need scarcely be added that these four were representatives of the press. All others failed to pass through the beautiful mountainous district which intervenes between Glengariffe and Valentia early enough to witness the very thing which they came out to see. The landing of the shore end was begun soon after 8 o'clock, and the sight was as interesting as it was picturesque. From the stern of the Caroline, moored some 600 or 800 yards from shore, an unbroken line of boats was formed to the beach, each filled with a crew of picked boatmen from all the neighboring harbors and inlets. These were under the direction and guidance of experienced "cable men," who in detached cutters and gigs commanded up and down the line. The first few lengths were soon got out, but thence, dragging its ponderous mass along the line of craft was a slow, laborious business, and it only came out foot by foot, though some 300 or 400 powerful men were pulling on it well together. It took nearly two hours to pass it over the string of boats, and by that time all the rugged cliffs were crowded by peasantry, who not only thronged the steep, dangerous sort of zigzag path which gives access to the head of the bay, but were perched about on little jets and points where any foothold was to be gained, and often where their stand was so precarious that it startled one to look up at them. Nor did the interest evinced end here, for the brow of the cliff itself was decorated with extemporized flags made out of little cotton streamers of all kinds, bright-colored shawls, or even pocket handkerchiefs. Of course these little emblems of the enthusiasm of the island were not calculated to bear a near inspection, but seen from the bay below they gave a wonderful relief of color to its stern dark bands of cliff, and a sort of life and play to the rigidity of rocks which it seemed that earthquakes themselves could scarcely move. As it happened, however, the interest of the Islanders was rather prematurely evinced. Not only had the cable to be landed, but quite a mile in excess was to be hauled on shore to pass up the cliff, and across a couple of fields which led to the Telegraph-house, and gave communication through the land lines to London. But no sooner was the first atom of the end of the cable seen near the shore than a wild "Hooroo" arose from those on land who saw it coming. With a contagion characteristic of the people the enthusiasm passed rapidly downward from those on the cliffs to the groups on the winding path, and thence like a current of electricity into the cable boats themselves, the crews of which joined in the shouting, and seeing the end so near the land, and, concluding their work well done, at once proceeded to heave the massive rope into the sea. From boat to boat the first bad example was followed by all until, to the dismay of the cable-men, who could not gain a hearing amid the continued cheers, every fathom up to the stern of the Caroline was thrown overboard. The result of this touching enthusiasm was that every foot had to be underrun, preparatory to the whole operation beginning *de novo*. It took some time to effect this, during which it is but fair to say the Irish were silent and dispirited enough, and in reply to the admonitions of the Knight of Kerry promised to refrain from cheering till at least all was done—a promise which they kept faithfully. When the cable had been underrun, hauled into the boats again, and the shore end really began to come on land, and was stowed away in the gigantic circles at the foot of the cliff, the scene was one of real animation. Numbers of men were in the water up to their waists or shoulders easing the cable over the rocks, while along the steep path up the cliffs was a close row of figures, men and boys, of every rank, from the well-to-do farmer down to the poorest cotter, all pulling at the cable with a will, and, as if in atonement for their first fault of enthusiasm, obeying with silent and almost childlike docility every signal made by Mr. Glass or Mr. Canning as to when they were to haul or slack away. Above them, and dangerously near the edges of the heights, was a fringe of eager lookers on, while the slopes beyond were dotted with bright groups of the country gentry who had ridden or driven in to see the "landing." By 12 o'clock the cable was well up the groove which had been cut in the face of the cliff for its reception, and from this point the work of carrying its massive coils across the meadows to the Receiving House beyond was soon accomplished, and at a little before 1 o'clock the end taken over roads, hedges, and ditches was safely housed in the *sanctum sanctorum*—the testing-room. Here the batteries were at once applied, and showed both conductivity and insulation to the last fathom in the hold of the Caroline absolutely perfect, and no sooner was this all-important fact ascertained than the Hawk took the Caroline in tow, while the rest of the cable was paid out to sea. Amid the most earnest cheers from the crowds both vessels started on their short cruise, and, at the same time in the testing-room of the Receiving House the Knight of Kerry and Sir Robert Peel offered their warm congratulations to Mr. Glass on the success so far achieved. An unfortunate breakdown in the land line to Killarney prevented any communication with London until the evening was so far advanced as to make telegraphing what was done almost useless.

The mere operation of sinking the shore end was easily, though from its enormous weight, slowly accomplished, and at 11 last night signals came through it that all was well, and the end buoyed in about 100 fathoms of water. A steamer was sent round to the Great Eastern yesterday, telling her to hold herself in readiness for an early start this morning. She is expected to be off the buoy outside at between 10 and 11 to-day. Making the splice with the shore end and testing carefully through it will occupy at least six hours, and this last joint of the Atlantic cable once satisfactorily completed her great journey will begin. She is expected to leave at about 5 o'clock this evening. During the time she has laid at Beerhaven the condition of the cable has been perfect. The weather is calm for the present, and on the weather all now depends.

VALENTIA, July 24.

Before this reaches the public the Great Eastern, if all go well, will already have laid some 300 miles of the Atlantic cable, will have passed over the shoal known on the submarine maps as the Irish Bank, and have steadily settled down to her work in some 2,000 fathoms water. Nothing could possibly have been more auspicious than all the circumstances attending her departure, both as regards weather and the mechanical fitness of all the apparatus connected with the process of submerging. During her stay at Beerhaven all the machinery for paying out, under-running, letting go the buoy rope, &c., has been tested and found to answer on board the ship as well as in the factory at Woolwich. The circular guards, called crinolines, to be suspended over the cable tanks, and through the center of which the cable will be paid out, have been fixed, and the contents of three tanks, which have hitherto been only temporarily joined, carefully spliced together as they are to rest at the bottom of the Atlantic. As the cable is to be paid out first from the after tank, and next from the forward, the end of that in the after tank astern has to be joined with the first part of that ahead. For this purpose it has to be taken along the whole length of the Great Eastern's deck under a wooden case, which is firmly screwed down, to protect it alike from accidental or malicious injury, the latter, strange to say, being generally considered the more formidable of the two risks. When the cable is paid out from the aftermost tank, the long "lead," as it is termed, to the forward coil will make this part of the transmission comparatively easy and safe, but passing from the forward to the midship section is only a short distance and this will be the greatest danger of the undertaking. With a stiff wire rope passing out at six knots, or nearly seven miles an hour, its liability to kink in running from one coil to another is something unpleasantly easy, while stopping the speed of the vessel is almost even more dangerous, as it suddenly checks some four or five miles of heavy iron rope in its downward course to the bottom. Almost every accident that has occurred in laying cables has arisen either from passing from coil to coil at speed, or slowing the vessel too much to reduce this danger. The composite order of the machinery of the Great Eastern, which enables her with her paddle-wheel engines to turn at once astern, reduces this danger, however, to as low a risk as possible. During all the time that the vessel has been at Beerhaven the cable has been regularly tested through at least twice a day, and in every instance the signals have been singularly clear and perfect. Beyond all question the condition of the wire is certain to improve, if successfully laid, under the great compression and uniform temperature which the depths of the Atlantic will afford it. Thus, for instance, with the shore end, which was laid on Saturday, the testing on board the Caroline gave only 7,000,000 units, yet yesterday, when it had scarcely been down some 30 hours, this rate had risen from 7,000,000 to 13,000,000 units. The average rate of perfection of the Atlantic cable for the deep sea portion has been 11,000,000 units, so that on being submerged 15,000,000 units may be safely looked for, an improvement which ought to make a difference of at least one and a half words a minute in the rate of telegraphing, or, in other words, a gain of $150,000 a year in the receipts of the company. The Great Eastern was warned on Saturday to keep herself in readiness for an early start at daybreak yesterday to join the Caroline, which had the end of the shore line on board. It may be mentioned that the shore end of the cable, though commenced under the cliffs with what seems a ponderous bar of iron, gradually tapers into a smaller and lighter rope as the depth of water and distance from the shore increases. Under the rocks it is for five miles out 2½ inches in diameter; at 10 miles distance only 2 inches; at 15 miles it is reduced to 1½ inches; at 20 miles to about 1 inch, and at 25 miles of its extreme length it merges into the ordinary size of the deep sea wire, with which it has to be joined. The Caroline laid this end, as we have already described, on Saturday, carefully buoying the last portions of it, leaving some half mile or so on board her decks to form the splice. This operation was completed yesterday. The Great Eastern was off Bray Head at 9 a. m., but at such a distance from the dangerous shore that only those provided with good glasses could make out from the land where the huge vessel lay, under the cloud of smoke which she poured forth, and which reached like a fog-bank across the ocean. The party who started to witness the making of the splice and the final starting left Valentia in the Hawk, the Great Eastern's rapid tender, soon after 9 in the morning. Among those on board were Lord John Hay, Sir R. Peel, M. P., the Knight of Kerry, with his daughters, the Misses Fitzgerald, Capt. White, R. N., Capt. Hamilton, Mr. W. H. Russell, Mr. Edwards, Mrs. Glass, &c. The western extremity of Ireland was reached in about an hour, and soon afterward the magnificent rock that carries the Skellig Light, a wild, stupendous mass of cliff, which, amidst deep water, rises from the ocean to a hight of 800 feet, and which the incessant beat of the Atlantic seems to have worn into seams and angry gaps that almost undermine its base. About 15 miles beyond these rocks the Great Eastern was at rest, not moving to the dull, easy swell, though her two guards of honor, the Terrible and Sphinx, were rolling slightly; while the Caroline, with the end of the shore-cable on board, and looking uglier than ever now that she was light and out of water, was especially lively. It is difficult to describe in any but the most matter-of-fact terms the routine process which marked the commencement of this enterprise. It had already begun when the Hawk arrived, and the paddle-box boats of the men-of-war and the cutters of the Great Eastern were filled with cable, which, passing through the paying-out machine astern, was being slowly towed from the great ship to the Caroline. The operation of splicing was one of time and difficulty, for, smooth as the sea had seemed from land, the regular heave of the Atlantic was deep enough. Sir Robert Peel, Lord John Hay, and Mr. Russell managed to get on board the Great Eastern, but with such difficulty that few others were induced to venture on the risk of the undertaking, and still fewer to accomplish it. Soon after 1 o'clock the coils of the deep sea cable were safely wound on board the Caroline, and the work of splicing them at once commenced. This was done by stripping both ends of hemp outside wires and gutta percha for a short distance till the copper conductor of the line was laid bare, and pared down to a fine wedge-shaped point at either end. The connecting conductors were then overlapped in the form known as a "scarf" joint, and firmly bound together with fine threads of copper wire, till the junction was made even stronger than the main portions of the line. The threads and conductor were then soldered together thickly, and strips of soft gutta percha, like bands of brown tape, were wound layer over layer, and their edges closely pressed, so as to form one homogeneous mass, till a certain thickness was completed. Then came a coating of insulating material called Chatterton's Compound, and then again another layer of gutta percha tape, until the whole was inclosed in four rings of the gutta percha and three of the compound. The joint was then immersed in cold water for testing, and, the signals proving perfect, the last protection of hemp and outside wire was added, and the joint sunk again into the sea that its perfectness as to conductivity and insulation might be ascertained from the extreme end of the whole length of the cable on board the Great Eastern. It was past 4 o'clock before the last of these tests was concluded, not that it did not test well from the first, but simply because it was intended to exhaust every trial known to electricians before the great journey was begun. All the signals from end to end of the wire came wonderfully distinct into the instrument room of the receiving house at the head of Foilhommerum Bay, and at 4:30 the flags on board the Caroline and Great Eastern were hauled down to show that all was ready. By that time the Great Eastern, which had always kept moving her paddles at intervals, had forged ahead of the Caroline some two or three miles, paying out the cable slowly as she went on, and leaving the latter vessel the only float by which one portion of the wire was kept above water. The instant, however, that the flags went down the last fastenings which held it to the Caroline were cast adrift, and with a great splash the final joint of the Atlantic Telegraph and the first 30 miles of its length went down slowly into the blue water and were out of sight. Long before this Sir Robert Peel and Lord John Hay had returned on board the Hawk, which at once steamed away, when the splice was turned adrift, to overtake the Great Eastern. This was very easily done, for while the latter was barely steaming five knots an hour the former was running 14. As the tender came near the thin, narrow rope of cable could be seen passing over the last wheel astern, and sinking gently into the foam without strain of any kind, as it seemed for a moment or so to float slowly aft before it disappeared under the swell that still kept rolling deeply in. The after-deck sponsons bridge and paddle-boxes of the Great Eastern were crowded as the Hawk came alongside, and it was easy from the distance which the tender held to distinguish the faces of those on board as they waved their hats and cheered. In the midst of this the Great Eastern fired two guns from her bows at 5:30 to mark the commencement of her journey, and Sir Robert Peel, mounting to the little quarter-deck of the Hawk, marked time, while three small but earnest cheers were given by the select company on board to the success of the great enterprise. In return came back a swelling, hearty roar from all on the cable ship, as with the last salute of waving hats and caps and handkerchiefs the tender dropped astern, leaving the Great Eastern dipping slowly but steadily ahead, at the rate of about six knots an hour. Both the Terrible and Sphynx were close at hand, contributing a little, and but a little, to the huge volume of smoke which their gigantic consort spread far and wide over the sea, and which even appeared in the distance to taint the blue mountains of Kerry on shore. As long as signs could be made or hats waved the vessel was anxiously watched, but she soon hid herself in her own smoke, and when the Hawk neared the Irish coast a mere brown cloud in the horizon was all that showed where the greatest ship in the world was steaming away to endeavor to accomplish the realization of an idea even more venturesome and infinitely more important than that which she herself embodies. May she be successful!

**The Newfoundland Cable Hopelessly Injured.**

ASPY BAY, Saturday, Aug. 5, 1865.

Mr. L. W. Jerome's yacht, the Clara Clarita, boarded the schooner President, with the steamer Germania's mails, and brought them to this place.

We have succeeded in underrunning and getting on board about three miles of the Newfoundland telegraph cable, after great and laborious exertion.

The cable, however, is so much corroded that we have no hopes of repairing it. In underrunning it, it parted three times.

We get no tidings of the steamship Great Eastern as yet. WALTER O. LEWIS.

# EUROPE.

## FOUR DAYS LATER NEWS.

### The English Election Returns Complete.

### The Municipal Elections in France.

### REFORMS BANQUETS IN PRUSSIA.

### THE CHOLERA IN JERUSALEM.

The Inman steamer City of Boston, Capt. Kennedy, which left Liverpool at 1 p. m. on the 26th and Queenstown on the 27th of July, arrived here on the 6th inst.

The Virginia also sailed for New-York simultaneously with the City of Boston.

The Moravian arrived at Londonderry at 8½ o'clock on the morning of the 24th, and reached Liverpool at 3 a. m. on the following day.

**Great Britain.**

THE ELECTIONS.

The elections were everywhere completed. Of the total number of 658 members forming the new House of Commons, 367 rank as Liberals, and 290 as Conservatives or Liberal Conservatives. For Dumbartonshire, the candidates having polled double numbers, there is a double return, and therefore the seat is not credited to either party. The Liberals, *The Times* says, have gained 57 seats and lost 33—net gain, 24.

*The Daily News* estimates the net Liberal gain at 26 seats.

*The Herald* undertakes to show that the real gain belongs to the Conservatives, though it is true the number of the party does not appear to be as large as it was, but in the last Parliament there sat a number of Conservatives who were in truth more devoted supporters of the Government than a large portion of its nominal adherents. The elections have relieved the Conservative party of these untrustworthy supporters.

*The Liverpool Post* says: "We hear on authority which we cannot doubt that it is, after all, exceedingly probable that Lord Palmerston will retire from office before the assembling of the new Parliament. In that event, 'Gladstone for Premier' will rush unbidden to many lips. But we learn that the Chancellor of the Exchequer himself is by no means prepared to acquiesce in his own sudden elevation to the office of Prime Minister. With good judgment and haste he considers that the interests of the country would be best served by an administration headed by Earl Granville, Earl Russell, or the Earl of Clarendon, Mr. Gladstone leading the House of Commons in his present office, so congenial to his disposition and so fitted to utilize his genius. Everyone believes that Lord Granville would make a most popular and excellent Premier, and it is around him that, if our prognostications are correct, the new Cabinet will be formed.

ENGLAND AND BRAZIL.

*The London Times* in its "City Article" says: "It is reported that the French mail steamer which sailed on the 25th from Bordeaux for the River Plate, takes out instructions to Mr. Thornton, the English Minister at Buenos Ayres, to proceed to Rio to reopen diplomatic relations with the Brazilian Empire."

*The Times* elsewhere announces that the result of the correspondence which has taken place between the British, Portuguese and Brazilian Governments, is that Brazil accepts the proposals of Her Majesty's Government of February last, and diplomatic relations will be very shortly reestablished.

**France.**

An imperial decree had been published, promulgating the International Convention signed at Geneva, in August, 1864, for the care of wounded soldiers on the battle-field.

An official Berlin paper contradicts a report that the Emperor Napoleon had invited the Queen of Prussia to visit the French Court during its stay at Biarritz.

The Paris Bourse on the 25th was firm and rather animated. Rentes, however, closed fat 67f.65c., which was a decline of 15c. from the previous day.

THE MUNICIPAL ELECTIONS.

Correspondence of The London Daily News.

The *Constitutionnel* claims a great victory for the Government as the result of the recent municipal elections which were appointed for yesterday (Sunday.) The returns, so far as published, show unquestionably a great majority of places in which the "municipal list" has triumphed. This "municipal list" is a new expression, and the *Constitutionnel* would have it understood that it is equivalent to the official lists of the general elections. In its zeal for the cause the *Constitutionnel* forgets that the Minister of the Interior had formally protested against any party signification being attached to this latest application of universal suffrage, which had to deal only with questions of local interest. But in presence of what it is pleased to consider a fresh manifestation of popular confidence, the official paper ignores M. de Lavalette and intones its *Te Imperatorem laudamus*. But when the names of the elected with the comments of the provincial press, which alone can pronounce on their signification, come to be known, it will probably be found that these municipal lists were made up by compromises which admitted many adherents of the opposition, and many very lukewarm friends of things as they are. But there is also not a small portion of bitter avowedly mixed in the cup of strong waters which the *Constitutionnel* presents to its readers. At Marseilles and Sisteron, 20 opposition candidates have passed; at Castillain, 10; and at Vienne, 18. At Tarvernay, Cavaillon, Lectoure, and it is at this moment announced at Dijon also, the whole of the opposition lists have been elected. In many places only a portion of the candidates received a sufficient number of votes to make their elections valid, and in these a new ballot will be required. Clamecy and the Basses Alpes, which offered the most serious resistance the *coup d'état* experienced in 1851, are also to be numbered with the departments where the "men of order" of the *Constitutionnel* have been beaten.

MR. EASTMAN.

Correspondence of The London Daily News.

The New-York journals, about a month ago, contained various sensational paragraphs about Mr. Eastman, a school commissioner, and the author of some letters to a young lady known as the "Fairy Queen correspondence," for inditing which he narrowly escaped a cow-hiding. This gentleman absconded from New-York, carrying off with him considerable sums of embezzled money, and an attorney, Mr. Parsons, was sent to Europe in pursuit of him, but for several weeks could find no clue to his whereabout either in Paris or London. Mr. Eastman has now turned up at Lyons under very strange circumstances. A few days ago the Procureur Imperial at Lyons wrote to the United States Vice-Consul there that an American subject, in a totally destitute condition, and in a state of mind approaching to insanity, brought on by the use of opium, had been placed in a *Maison de Santé* by a M. Cressin, in whose house he had been lodging, and that the Vice-Consul might probably think it right to make some inquiries about him. The Vice-Consul, after seeing the person alluded to and ascertaining that his name was Eastman, wrote to the American Minister in Paris for information and instructions. Mr. Bigelow, who had been instructed by his Government to look out for Eastman, at once telegraphed to Lyons to have him arrested, and wrote to the Vice-Consul, that so far from being destitute, he must, in all probability, have considerable property concealed among his effects. A carpet-bag, which was the only luggage he had with him in the asylum, was accordingly searched, but it was found to contain nothing but empty opium bottles. Mr. Parsons and the Vice-Consul subsequently called upon M. Crestin, and he, after some conversation, very adroitly managed by the Americans, admitted that Mr. Eastman had deposited in his hands a sum of $16,500. He said that he was very glad to be relieved from the custody of it, and he at once gave it up to the Vice-Consul. It is expected that further sums left by Eastman in another place will be recovered. Mr. Bigelow has made an application to the French Government for his extradition, and meanwhile he is in custody.

**Prussia.**

THE REFORM MOVEMENT.

An assembly of workingmen was held at Berlin on the 23d ult., at which a Committee was elected to organize a monster meeting for the purpose of asserting the right of public meeting.

The Provincial Court of Justice, at Cologne, canceled the decision of the police authorities, which declared the Committee for organizing the proposed banquet to the liberal Deputies to be a political association, and on that ground dissolved it. The counsel for the Crown protested against this decison, and the matter will be carried to a higher tribunal.

The banquet took place at Deutz, near Cologne, on the 22d. The proceedings, however, were interrupted by the authorities on account of the speeches made and the toasts proposed. A military detachment occupied the garden and the company dispersed. A detachment of cuirassiers remained stationed before the hotel in which the banquet took place, and the steamer which conveyed the company was occupied by the troops.

The guests at the banquet left by rail for Overlhausten, in the Duchy of Nassau. Public order has not been disturbed. A Central Committee had been formed at Bremen for the purpose of inviting the Liberal Prussian Deputies to a banquet in that city. All the arrangements for this festival had been made.

**Spain and Italy.**

It is confirmed that the Marquis Tagliacarne had been appointed Minister for Italy at the Court of Spain.

The Spanish ultra-montane journals publish numerous protests from Bishops and private individuals against the recognition of Italy by Spain.

**Austria.**

The session of the Reichsrath was to be closed in the usual manner in the Hall of State of the Imperial Castle on the 27th of July.

**Turkey.**

The rumors of a Ministerial crisis circulated by the opponents of the conversion scheme were unfounded. The position of Fuad Pasha was unshaken. The Viceroy was about to return to Egypt. The slight outbreak of cholera in Constantinople was subsiding. The quarantine regulations were, however, still maintained.

According to advices received in Vienna, cholera had broken out in Jerusalem, and a vigorous quarantine had consequently been established.

**Japan.**

A Shanghai telegram of the 6th of June states that civil war is reported to be commencing in Japan.

**India.**

A Bombay telegram of the 10th July announces that the steamer Orissa, with the mails of June 24, had put back, having experienced very bad weather. These mails would be forwarded in another steamer on the 12th July.

Private Calcutta telegrams of the 11th report an active market for Shirtings, and a Bombay dispatch of the 7th also reports an active demand both for Cotton and for Cotton goods.

**Latest.**

LIVERPOOL, July 27.—The steamships America and Edinburg have arrived.

The steamship Borussia, from New-York, has arrived at Hamburg.

LONDON, July 27.—Political news is unimportant.

The Bank of England has raised its rate of discount to 3½ per cent.

**Commercial Intelligence.**

LONDON MONEY MARKET.—Dullness continued to prevail in the Stock Exchange. Consols were steady on the 25th at 89¾@90.

An active demand existed for discount in the belief that the Bank would soon advance its rates. Choice bills were rarely taken below 3½@3¾ per cent.

American securities closed as follows on the 25th: 5-20s, 70@70¼; Illinois Central, 88@89½; Eries, 52¾@53½.

LIVERPOOL, July 26—Morning. COTTON—The market has become very quiet, and prices have generally fallen ⅛@¼d. per lb under the influence of the news per the Moravian in regard to the stock of Cotton in the South. The sales of Monday and Tuesday foot up 14,000 bales, including 5,000 for speculation and export.

TRADE AT MANCHESTER was likewise very dull under the American news, and with a very limited business, prices had a drooping tendency.

BREADSTUFFS—Messrs. Richardson, Spence & Co. and others report: Flour very slow but prices steady, owing to light supplies; Wheat dull and irregular; prices generally 1d. per cental lower since Friday; Amber Iowa, 8/1@8/7; Corn quiet but still advancing owing to small supplies; mixed, 31/@31/6 per 480 lb.

PROVISIONS—Messrs. Bigland, Athya & Co. and Gordon, Bruce & Co. report: Beef and Pork without variation; Bacon firmer but not active; Lard buoyant and dearer, but quotations are irregular, ranging from 72/@75/; Tallow quiet; N. A., 40/@41/6.

PRODUCE—Ashes quiet at late rates. Sugar unchanged. Coffee inactive. Rice firm and in fair demand. Bark slow at 6/@6/6 for Baltimore, and 7/@7/6 for Philadelphia. Linseed Oil steady. Rosin in retail demand at late prices. Spirits Turpentine neglected. French nominal at 46/. Petroleum steady.

LONDON MARKETS—Wheat quiet but steady. Flour in good demand at previous prices. Corn scarce and firm. Sugar in good request at full prices. Coffee firm. Tea unchanged. Rice quiet but firm. Tallow in moderate demand, P. Y. C. 41/@41/6.

LATEST.

LIVERPOOL, July 27, evening.—Cotton; sales two days 16,000 bales, including 2,000 bales to speculators and exporters. The market is dull, with light inquiry, and prices are weak. BREADSTUFFS—The market is quiet and steady. PROVISIONS—The market is dull. Lard is firm at 75/ for Ketle rendered.

LONDON, July 27, p.m.—Consols close at 89⅞@90 for money. AMERICAN SECURITIES—Illinois Central Railroad, 88@89½, Erie Railroad, 53½@54, U. S. 5-20s, 70@70½.

**No Signs of the Damascus.**

MONTREAL, August 6, 1865.

There are no signs of the steamer Damascus at Father Point with Liverpool dates of the 28th ult. At Father Point the weather was calm; but there were appearances of a storm.

At Quebec and Montreal it is now raining, the wind is high and a thunder storm is prevailing.

**The Cholera in Egypt.**

The State Department on Saturday received the following letter:

UNITED STATES CONSULATE, PORT MAHON, July 15, 1865.

*Hon. C. A. SEWARD, Acting Assistant Secretary of State.*

SIR: I have the honor to inform the Department that information has been received here that the cholera, which has prevailed in Egypt, is slowly advancing westward.

From the reported virulence of the disease, it is not without apprehension here (this being a quarantine station) that it may again spread over the country.

There is a report here that the cholera has reached Italy. I cannot trace this last to any reliable source.

I have the honor to be your obedient servant, H. B. ROBINSON, Consul.

**Telegraph Lines South.**

ST. LOUIS, Saturday, Aug. 5, 1865.

By the recent completion of a telegraph line between Pine Bluff and Camden, Ark., telegraphic communication is opened to Galveston, via Shreveport, Marshall and Houston.

The lines in course of completion in Western Texas will soon give the Washington authorities connection with San Antonio, Brownsville and other points on the Texas frontier.

**Fire at Troy—Large Quantity of Property Destroyed.**

TROY, Aug. 6, 1865.

A threatening fire occurred in the lower part of the city this afternoon, destroying over 1,000 cords of wood, belonging to the Hudson River Railroad Company, at the Adams-st. Depot. The flames were stayed in the midst of an immense quantity of wood by the united efforts of the steam fire-engines of this city, West Troy and Lansingburgh. At one time the whole southern section of the city was in danger. The cars and locomotives were run out in safety. The telegraph was temporarily interrupted. The total loss was $8,000 to $10,000. The fire was caused by sparks from a locomotive.

## GEN. SHERIDAN'S DEPARTMENT.

### A Portion of His Army to be Mustered out.

### No Conflict on the Rio Grande Apprehended.

WASHINGTON, Saturday, August 5, 1865.

The following order is promulgated to-day:

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE, WASHINGTON, Aug. 1, 1865.

CIRCULAR No. 39.—Orders and instructions relative to the muster out of certain volunteer white troops, viz: Infantry, cavalry and artillery, in the Department of Texas, and cavalry and artillery in other departments.

TROOPS IN THE DEPARTMENT OF TEXAS.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE, WASHINGTON, Aug. 1, 1865.—[Telegram.] Major-Gen P. H. Sheridan, U. S. A., Commanding Military Division of the Gulf, New-Orleans, La.: You are authorized by the Secretary of War to cause all volunteer white troops—cavalry, infantry and artillery—serving in the Department of Texas, that you think can be dispensed with, to be mustered out of service.

The muster-out will be by entire organizations, including all additions thereto, by recruits and from other sources. In selecting the organizations for discharge, preference should be given to veteran regiments having the shortest time to serve.

The muster-out, discharges, and payments, will be made under the regulations promulgated in General Orders, No. 94, current series, from this office, except that officers and men who desire to receive their discharges and payments at the rendezvous where mustered out, will be permitted to do so.

Please forward to this office, without delay, a list of the regiments and independent companies you may select for discharge under this order, giving therein, for each, the strength, present and absent, respectively. So soon as the list is completed, inform me, by telegraph, of the number, present and absent, for the respective States.

Separate lists of those who may desire to receive their discharges and payments at the rendezvous for muster-out should be placed in the hands of the Chief-Paymaster, so that he can, at once, make arrangements for payments.

Acknowledge receipt of this.

THOMAS M. VINCENT, Assistant-Adjutant-General.

**Gen. Sheridan Ordered to Remain Neutral.**

WASHINGTON, August 6, 1865.

The General commanding the Department of Texas is enjoined to a strict and faithful observance of the instructions heretofore issued, which require him to forbear from any form of intervention in the war between France and the sovereign power of Mexico, of which President Juarez continues to be recognized as the chief.

## THE GRANT OVATION.

### Arrival at Quebec—Enthusiasm of the Canadians—A Dinner with the Governor-General Yesterday—The Premiership—John A. Macdonald Called In.

QUEBEC, August 5, 1865.

Gen. Grant and family, with the members of his staff, arrived here at 7½ o'clock, and was met at the depot by Col. Bernard of Gov.-Gen. Monck's staff, and escorted to Russell's St. Louis Hotel. Large crowds of citizens assembled at the depot and received the General with cheers. His arrival at the hotel was quite private, only a few persons being gathered about the doors at the time. It is not certain when Gen. Grant leaves. His course will be decided to-morrow.

John A. Macdonald has been called in as premier, in place of Mr. Tache, deceased. Great excitement exists in consequence on the part of the friends of George Brown, to whom that position belongs. Rumors are current of a probable bre