THE BURNING OF THE STEAMSHIP GLASGOW.

FULL DETAILS OF THE DISASTER.

NEW YORK, Aug 3. The following are the particulars of the loss of the steamer Glasgow:

The British steamer Glasgow left New York at four o'clock on the morning of Sunday, July 30, for Liverpool, with a full freight of cotton, cheese, &c., and some 250 persons, including the seamen on board. Everything went well until about 10 o'clock, a. m., on the 31st, when the cry was sounded of a man overboard. A boat was lowered and efforts made to save him, but were unavailing. He had come on board in a state of delirium tremens and had been put in a straight jacket by the surgeon. Thus confined he rolled himself overboard. The excitement caused by this event had scarcely subsided, when, about one p. m., the alarm of fire was sounded. All hands rushed on deck, and as the fire was in the fore part of the vessel all the second class passengers flocked aft amid the wildest excitement. Orders were given by the captain and officers that no persons should get into the boats without permission, and that the first man who attempted his way into a boat before the women and children had been taken off, would be shot.—The order was cheerfully acquiesced in by all the gentlemen in the first cabin. A vessel was soon discovered at a distance of some eight miles and the Glasgow was at once put under full head of steam towards her, firing minute guns and displaying signal flags saying, "I am on fire." The vessel changed her course and made for the Glasgow. In the meantime the captain ordered the boats to be lowered so as to prevent confusion when the time came to occupy them. Captain Manning ordered the ladder to be lowered and commenced transferring the passengers to the boats. The ladies and children were all first transferred, and then in regular order the mates were transferred. The friendly bark proved to be the Rosamond, Captain F. A. Walls, of and for New York. He received the passengers and crew with the utmost kindness and bid them welcome to all he had on board. His officers and crew were also very kind. After all the passengers had been transferred, the removal of the baggage took place, and then the Glasgow officers and men left the steamer, Captain Manning remaining by her until 10 o'clock p. m., when the ship's hull was wrapped in flames.

The steamer Erin came in sight on the morning of August 2nd, just at daybreak, and it was deemed prudent to transfer the Glasgow's passengers to her, which was done, the Captain of the Erin received them in the most hospitable manner.

The origin of the fire is variously reported, one having it that a bale of cotton took fire from a lighted match thrown upon it by a steerage passenger after lighting his pipe.

On reaching the deck of the Erin some of the crew of the ship Wm. Nelson were met with, who were exceedingly anxious to render assistance to the unfortunates.

At a meeting of the Glasgow's passengers, the resolutions of thanks to Almighty God, to Captain Manning and his officers, and to Captain Walls and his officers were adopted.

LIVELY TIMES IN THE MISSISSIPPI VALLEY.—We hear from various points on the Mississippi River, as New Orleans, Vicksburg, Memphis and Cairo, of the great activity in steamboating and commerce that exists there. The busy times before the war are revived on the great river. Steamboats are as plenty as ever, and equally fast, and somewhat less explosive. They not only abound on the Mississippi but penetrate as of yore all its affluents, carrying up supplies, bringing our cotton, and bearing passengers from point to point. The regions all along the river and its tributaries, are very rapidly recovering from the effects of the war. It has had already two years in which to improve; for it may be said that the war in the great valley ceased with the fall of Vicksburg in July, 1863; but in fact, until four months ago, or until the rebel surrender progress was slow for the reason that the operations of guerillas made travel and traffic dangerous. In the great cities, business is extremely active. The fleets of ships and steamboats at the levee of New Orleans bring back bygone days; and most of the warehouses that were closed for years have been reopened. Vicksburg, in like manner, never was more busy, and Memphis never had such balmy days. The population of the latter city is greater than ever it was; houses and stores are not to be obtained, and all is activity in trade and commerce. —*N. Y. Times.*

THE QUEEN OF THE SANDWICH ISLANDS.—The daily press of the country, in the general dearth of news are obliged to make the most of every floating item that comes along, and among other things they have made most of the statement that the ex-queen of the Sandwich Islands, is about to stop at this city on her way to Europe. As there seems to be a variety of opinions as to what kind of person her Majesty is, and even as to whether she is white or black or brown, we take pleasure in stating, on the strength of a personal acquaintance with her majesty, that a more graceful and accomplished lady never graced a parlor or a throne. It was our good fortune to meet Miss Emma Rook, at her father's house, during a visit to the Sandwich islands in 1864, and on that occasion, after recognizing the fact, that she was one of the most beautiful girls we had ever seen, we were charmed to discover, through an evening's conversion, that her intelligence, education, and vivacity were equal to the graces of her person. Miss Rook had a light brown cheek, was of medium stature, and her Majesty must now be about thirty years of age.—*Wilkis' (N. Y.) Spirit.*

AN OIL BILL FOR JOHN BULL.—The rebel pirate Shenandoah has, it appears, been committing sad havoc among the American whalers in the North Pacific. She started out on this cruise from her comfortable refuge of Melbourne, Australia, where she was coaled and equipped for the expedition. Without this generous protection, "aid and comfort" from John Bull, she would have been captured in the Indian Ocean. As it stands, therefore, this case of the Shenandoah is one upon which Mr. Seward may properly devote a quiet hour or two at Cape May to the subject of an oil bill for the consideration of Earl Russell.—*N. Y. Herald.*

A RIVER ON FIRE.—At Jamestown, Illinois, on the 10th inst., the bonded warehouse was struck by lightning, and the building and 5,200 barrels of whisky belonging to P. L. Howlett, were consumed.

The whisky ran down the hill-side into the river, one sheet of flame more than a mile in length and the full width of the river, making one of the grandest spectacles ever seen. The bridge of the Great Western Railroad, near the distillery, narrowly escaped destruction, the burning current passing under it, the flames not quite reaching it.

TROPICAL FRUIT.—More than eighty cargoes of foreign fruit arrive at the port of New York annually, exclusive of oranges and lemons, from the Mediterranean. Cuba is the chief source of supply for bananas and cocoanuts, and the Bahamas for pineapples. Cargoes of bananas and cocoanuts are commonly worth from $8,000 to $10,000, and pineapples say $6,000. These figures depend largely on the length of the voyage. If protracted, the loss from decay is almost ruinous. The invariable mode of stowing cargoes is to place a layer of bananas on the cocoanuts in the hold, then construct a rough scaffold of boards for another tier, above is a deck load. As foreign fruit meets with a larger consumption in the United States than ever before, notwithstanding prices have more than doubled within a few years, the West Indian planters are turning their attention to this trade, instead of their former crops. In the Bahamas, for example, the culture of tobacco, once very extensive, is almost abandoned.

As is well known to our readers, the submarine telegraph, between Cape Bay, Newfoundland, and Cape North, Cape Breton, has been silent for some weeks past. It is somewhat singular that, while the Atlantic cable has engrossed the attention of most people on this side of the Western Ocean, no attempt had been made at an earlier period than the present to pick up and repair so important a link in the line of telegraphic communication between Europe and America. And we are assured by competent judges that it is scarcely possible for the attempt now being made to be crowned with success. The means and appliances on board the steam yacht, at present employed on this particular service, are said to be altogether inadequate. The line of telegraph in question is about one hundred twenty miles in length. It is of course not known in what portion of the cable the difficulty has occurred. Mr. McKay, who has charge of the telegraph in Newfoundland, has never ceased to represent the necessity of putting the Cape Breton cable in a state of repair. Failing to have done so hitherto, it is not unlikely that the surplus on board the "Great Eastern" will be laid down between two prominent points on the coast of Newfoundland and Cape Breton.—Hx. *Reporter.*

"BEASTLY" INTOXICATION.—The most remarkable case of intoxication we ever heard of is related by the Troy *Times.* About a month ago, an illicit whiskey distillery was in full blast in Green Island, near Troy. One night—it was a "still" night—the man running the machine had made eighteen gallons of whiskey and put it out in the open air to cool. Along came a cow. She was thirsty, and the beverage looked inviting. She swallowed every drop, eighteen gallons of unrectified whiskey, warranted to kill at forty rods. The cow has been drunk ever since. She staggered home, and is now in the fourth week of a grand old bender. The cow eats nothing; falls down whenever they try to raise her up; and has become as lean as a crow. Whether the cow will ever get sober, or end her life in a fit of delirium tremens, is a question that we shall look anxiously for the solution of.

The decayed remains of Mr. Patterson, late parish priest of Petit Roche, have been discovered about four miles from his former residence. The poor gentleman had been missing since November last, when, during a fit of insanity produced by fever, he left his home. Notwithstanding a diligent and protracted search, no trace of him could be obtained. Doubtless he perished from exposure to the cold. He lay, when discovered, with his head upon a bundle of whites, and his hands pressed upon his heart. He was only identified by his clothing. The body was conveyed to Chatham, N. B., and then committed to the earth with appropriate ceremonies.

THE LATE FLOOD IN MINNESOTA.—*Affecting and Lamentable Incident.*—The Ontonogan *Miner* says the saddest incident of the disasters occasioned by the recent flood is the drowning of five children in one family, and the almost superhuman efforts of the mother to save them. The father, Bethuel Draper, living on the west of the Ontonogan, near the crossing of the Wisconsin road, was out on the L'Anse railroad survey, and his two eldest children were away; the mother, an Indian woman, and her five youngest children being at home, and were asleep when the water came into their shanty. One of the children, it is said, was drowned before the terrified mother could get them out, but she lashed its body and three of the others on her back and to her sides, and took the fifth in her arms, and struck out for a tree near by to which to tie the corpse, in the vain hope of preserving it for burial, but the tree soon gave way and swept down the resistless torrent, and in her maternal efforts to save the rest by swimming to a second place of safety, the frantic mother felt the child in her bosom expire, and saw the others swept under by the foaming billows and buried from her sight forever. The mother climbed a small tree, where she remained over two days for the river to subside, and on Saturday reached the Forest Landing, almost exhausted with cold and hunger.

MELANCHOLY ACCIDENT: A STUDENT OF QUEBEC SEMINARY DROWNED.—We regret exceedingly to have to record the accidental death by drowning of Mr. P. J. Coote, a promising student of Quebec Seminary, which occurred on Wednesday evening, at the Petit Sault de Ste. Anne, in the parish of St. Joachim. It appears that a number of the *habitues* of the Petit Cap ecclesiastics and students, were bathing in the river above the falls, at a spot where a projecting point of rock forms a safe natural basin of no great depth. Beyond this pool or basin the river is deep but very wide. Young Coote, who was an excellent swimmer, crossed with ease from one bank to another, accompanied by Mr. Donahoe, a pupil of the Grand Seminary. Having taken a rest of a quarter of an hour, they started to swim back for the purpose of rejoining their companions. When near the shore, Coote—seized, it is supposed, by a sudden cramp—began to sink. Mr. Donahoe, who was close beside him, managed to raise him to the surface; but, sad to relate found his own strength giving way, and was forced to let go. Mr. Maloney, another pupil of the Grand Seminary, who witnessed the occurrence from the bank, gallantly jumped in and swam out to help Coote; but the unfortunate youth had disappeared beneath the waters. Deceased, who was a nephew of the Rev. Mr. Doherty, of the Seminary, was in his sixteenth year, and had distinguished himself by his talent and capacity as a scholar. The melancholy nature of the accident excites the deepest feeling of sympathy for the bereaved parents and relatives of the deceased.

THE SITUATION.—A special correspondent of the Montreal *Gazette* says that all opinion seems to point to the Hon. John A. McDonald as the successor of the late Premier. Mr. Cauchon and Sir Narcisse Belleau have been spoken of in connection with the vacant seat in the Cabinet. It is remarked says our contemporary, that if Mr. Cauchon were appointed, and we think it must be conceded that his claims are the strongest, there would only be one minister in the Upper House; and it might happen that, in the illness or absence of that minister, the Government would have no organ of communication with that House.

FLIGHTY.—A correspondent of the Chicago "Tribune," writing from Minneapolis, Minn., gives an account of a successful attempt at horizontal flight in the air at an estimated height of from 1,200 to 1,500 feet. The machine is described as a combination of bladders on a framework attached to the body resembling wings. The inventor, whose name is David K. Smith, was carried upon the tail of a large canvass kite, which had an area of 500 feet. Having got sufficiently high, he cast himself into the air and came easily down in 12 minutes. He is confident of overcoming the only difficulty in the way, which is the rather important one of being unable to rise. The account looks rather visionary, but stranger things have proved true before now.

CORRESPONDENCE.

TENANT MEETING AT WELLINGTON LOT 16.

At a meeting of the inhabitants of Wellington, Lot 16, held on the 31st July, at the School house, for the purpose of forming a branch of the Tenant Union, the following resolutions were put to the meeting and unanimously carried.

Moved by Mr. John McCormack, seconded by Mr. John Bolger.

Resolved, That this organization be called the Tenant Union of P. E. Island, to be under the directions and guidance of the Central Committee.

Moved by Mr. John Morrison, seconded by Mr. Kenneth McNeill.

Resolved, That the grand object of this Union is to secure free land for the whole tenantry on fair, honorable and equitable principles.

Moved by Mr. Hugh Gillis, seconded by Mr. John Campbell.

Resolved, That a committee of management be established in every township or Townships to act in accordance with the Central Committee, to assess the amount they are willing to pay for their land.

Moved by Mr. Donald Cameron, seconded by Mr. Hugh Gillis.

Resolved, That all local committees belonging to the Union be and are hereby required to offer a fair and reasonable price to the Landlords for their lands in their different districts and shall in all cases of debate or difficulty refer to the Central Committee.

Resolved, That any Tenant who shall refuse to make a fair offer or who shall reject the advice of their committee shall forfiet sympathy and all the advantages of this Union.

Moved by Mr. Simon Bolger, seconded by Mr. James Gillis.

Resolved, That should any proprietor refuse a fair price when offered by the local committee, then the said committee shall be governed in all their after proceedings by the advice and decision of the Central Committee.

Moved by Mr. John McCormack, seconded by Mr Simon Bolger.

Resolved, That the proceedings of this meeting be inserted in ROSS'S WEEKLY and *Herald* for the information of the Island generally.

SIMON BOLGER, Local Sec'y.

MEETING OF CITY COUNCIL.

August 8, 1865.

His Worship the Mayor in the Chair.

On motion, it was ordered that A. Mitchell and D. J. Roberts, Esqrs., be appointed Auditors of the City Accounts for the current year.

The following Committees for the current year were also appointed, viz:

Public Accounts and Finance Committee—John Morris, J. H. Gates, John Brecken, Esqrs.

Streets and Square Committee—J. Morris, M. Butcher R. Heartz, Esqrs.

Carriage and Truck Committee—Alex. Brown, A. H. Yates, J. Brecken, Esqrs

Market Committee—Theoph. DesBrisay, J. Morris, J. Brecken, Esqrs.

The following officers were then re-elected for the current year, viz:

P. McGowan, Esq., Clerk.
B. DesBrisay, Esq., Treasurer.
Mr. Angus McLeod, Marshal.
Mr. Benj. Williams, City Surveyor.
Mr. J. P. Tanton, Assayer of Weights and Measures.

The Committee appointed to report on the subject of sinking a Well and Pump on the side of the Lane leading from Upper Prince Street to the Malpeque Road,—recommended that said Pump be placed in the place specified—ordered that instructions be given to the City Surveyor to cause said work to be performed. Several Accounts for work performed on Streets were then submitted, and ordered to be paid.

A discussion then took place relative to the removal of the fence recently erected on the south side of Queen Square, and placing the same some ten feet further from Richmond street, in accordance with a plan of the Square before the Board.

Several members of the Board expressed their disapproval of the present site of said fence, and urged the necessity of causing its immediate removal, the distance specified by the plan, and thus very materially improve the appearance of the entrance to the Square and Colonial Building. After a short debate on the subject, the following Resolution was unanimously adopted, viz:—

That the fence lately erected on the South side of Queen Square be removed and placed 20 feet from Richmond Street, in a line with the Church and Market House reserve.

Council adjourned *sine die.*

ARCHD. MCNEILL, Reporter.

The Herald.

Wednesday, August 16, 1865.

THE ATLANTIC CABLE.

As everything in connection with this stupendous undertaking which, if successful, will be justly regarded as one of the wonders of modern science, cannot fail to be received with interest at the present time, we shall devote a portion of our space this week in giving such information as has come under our observation in reference to the Atlantic Cable. The actual distance between Valentia, Ireland, and Heart's Content, Newfoundland, is seventeen hundred and sixty miles, as can be easily ascertained by a simple calculation in spherical trigonometry. To span this distance, it is known that the *Great Eastern* had on board some twenty-three hundred miles of cable; but the extra supply was, no doubt, a wise precaution on the part of those having the enterprise in hand. Everything which human skill and forethought could suggest was adopted to secure the successful laying of this cable; and, from an interesting correspondence in a late No. of the London *Times*, we learn that nothing could possibly have been more auspicious than all the circumstances attending the departure of the "Great Eastern," both as regards weather and the mechanical fitness of all the apparatus connected with the process of submerging.—During the stay at Bearhaven, all the machinery for paying out, unwrapping, letting go the buoy rope, &c., had 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 centre of which the cable will be paid out, have been fixed, and the contents of the 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 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 most 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 regularly 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 *Carolina* gave only 7,000,000 units, but on Monday, 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 on Monday to join the *Carolina*, 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 depths of water and the distance from the shore increase. Under the rocks it is for five miles out 2½ inches in diameter; at ten miles distance only 2 ins; at 15 miles it is reduced to 1¼ ins; at 20 miles to about 1 inch, and at 25 miles of its extreme length it merges into the ordinary size of deep sea wire, with which it has to be joined. The *Carolina* 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. The operation was commenced on Monday. 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 Valencia 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 after the magnificent rock that carries the Skellig light, a wild, stupendous mass of cliff which, amid deep water, rises from the ocean to a height of eight hundred feet, and which the incessant heat of the Atlantic seems to have worn into seams and angry gaps that almost undermine its base. About fifteen 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 Carolina, 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 Carolina. The operation of splicing was one of time and difficult, 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. Russel 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 Carolina, 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 connection conductors were then over-lapped 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 conductors 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 homogenous mass, till a certain thickness was completed. Then came a coating of insulating material called Chatterton's compound, and then 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 the time the Great Eastern, which had always kept moving her paddle 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 thirty miles of its length went down slowly into the blue water and wore 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 fourteen. As the tender came near the thin narrow rope of cable could be seen passing over the last wheel astern, and smiling 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 which 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, when three small but earnest cheers were given by select company on board to the success of the great enterprise. In return came back a hearty, swelling 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.

From our American despatches in to-day's issue, it will be seen that on the 27th ult. news was received from the *Great Eastern* which had then paid out four hundred and fifty miles of the cable, and all was going on well. And again, on the 30th, when she had paid out seven hundred and fifty miles, when signals ceased. Further news was awaited on this continent with the utmost interest, but nothing further was received until the 11th inst., when H. M. S. *Sphynx*, which had accompanied the *Great Eastern* from the Irish coast, arrived at Heart's Content, Newfoundland, and reported the Great Eastern—from which she had parted on the 27th ult. during a storm and fog—close at hand; but, very singularly, without any word as to the success or failure of the great undertaking, so that at the present moment we are left completely in the dark to speculate upon the result of the enterprise and the voyage. We shall, however, in all probability learn something definite before going to press, in which event we shall communicate it to our readers without delay.

Since writing the foregoing, the following telegram—which would indicate failure in the laying of the cable—was received at the Reading Room on Monday night last:—

SACKVILLE, Aug. 14, 1865.

To C. A. Hyndman.

"China" at Halifax 3.30, p.m. On 5th, when she left, there was no communication with "Great Eastern" since 2d. Earth connections were growing stronger every hour at Valencia. Instruments gave distance connected with ground 1,200 miles from Valencia. The success of laying it this time seems to be abandoned in England.

WHAT OUR NEIGHBORS SAY.

"Had Mr. Pope, instead of putting off to Halifax to get soldiers to disperse a score or so of noisy people, tried to do so with a firm, frank, and yet conciliatory speech in Market Square, he would have shown, we think, more wisdom and more regard for the good name of his countrymen. As it is, the impression created here at the spectacle of an excited statesman travelling for soldiers, was that Charlottetown was in flames, a score of land agents gibbetted at Point Prim, and the rest of them doing penance in white sheets on the top of the Provincial Building for the loss of the Land Purchase Act—while ten thousand Leaguers gutted stores and churches as if they were all at a stumping frolic, and slacked their fiery zeal with rivers of Island whiskey. Such, at least, must have been the picture presented to the heated imagination of a brother Delegate of Mr. Pope's—who tried to make Confederation capital out of that gentleman's errand—and raised a howl of execration against the Islanders generally as "Maories," "desperadoes," unfit for admission into a decent Confederation," and so forth. The best thing the Island Secretary can do is, to disavow any responsibility for the errings of his brother Confederationist, and to try to get his Government out of the ugly scrape into which a rash step reflecting on the honor of the Colony, has placed them. As for the Halifax editor who draws comparisons between the Islanders and the Canadians, it is unnecessary to notice him until he can point to an Island Papineau, or find people silly enough to consider a few tipsy cries, and a handful of stones that hit nobody, worse than the rebellion of 1837, the burning of the Government House, and other events peculiar to Canadian history.

"Meantime, it is undeniable that the situation in the Island is a grave one. The tenants are really in earnest about seeking a solution of the Land Question, which their Government promised them so often in vain. Hundreds of respectable men declare that, though they will not break the law, they will suffer its severest rigor, they will endure imprisonment, fines, costs, beggary, before giving in to the oppressive exactions of Landlords and Land Agents. The Government, on the other hand, is largely under the Landlords' influence, and seems open to the charge of a partizanship which it is pushing to extremes, because the circumstances of authority enable it to do so. If Mr. Pope and the Land Agents were as ready to come to reasonable terms with the people as to get soldiers to shoot them, matters might soon be arranged amicably; and we trust that in any case turbulence may, by general consent, be repressed, even if wrongs cannot be immediately rectified. The Tenant League cannot expect success or sympathy unless it puts forth its influence to repress disorder, and acts quietly and constitutionally—and then no combination of Landlords can continue long to defeat reasonable aims and claims.—Hx. *Citizen.*

WE copy the foregoing extract from one of the most ably edited papers in Nova Scotia, namely, the Halifax *Citizen*, which, in an article on Island affairs, of which it has a very correct estimate, thus places the Col. Secretary and Government who sent him to Halifax for troops, in no very dignified or enviable position. The *Weekly* suggests that deputations should be despatched from every section of the Island to wait upon the Government and ascertain the object of the troops and who is to pay them. Their object, as well as the party who is to pay them, is well known, and not only so, but it is currently reported and generally believed that our Government, in addition to paying the troops, is bound or pledged in the sum of £21 for every soldier who shall desert while on the Island. If, then, the country believes that there is no necessity for those soldiers being here, that Queen's County is not in "a state of anarchy," that there is no fear of the jail from a mob, and that all law has not been set at defiance—the people, we say, if dissatisfied with the present state of affairs, should, instead of putting useless queries to the Government, unanimously present petitions to His Honor the Administrator, praying for a dissolution of the Legislature. Their neglect to do so may or may not be construed into an approval of the acts of the Government; but the presentation of a number of petitions signed by an overwhelming majority of the inhabitants could not fail to be regarded