

Illustrated Times

VICTORIA, B. C., FRIDAY, JULY 6, 1894.

PART 2.

THE LAYING OF THE CABLE.

The Commercial Company's Third Cable Across Atlantic well and Truly Laid.

Description of the Great Undertaking—Faraday's Arrival in Nevada Scotia.

Cape Canso, July 5.—The cable steamer Faraday anchored off this port at 4 p.m. yesterday afternoon, having completed the third Atlantic cable for the Commercial Cable Company. The new cable is of the heaviest type, the largest copper conductor and the speediest for its length ever laid. The contractors, Siemens Bros. & Co., guaranteed it to be 33 per cent. faster than either of the two cables laid in 1884 for the Commercial Cable Company, and tests are now being taken to show that the speed is even greater than was guaranteed. The Faraday has broken the record in Atlantic cable laying, the actual time she was engaged in the operation being twenty days. Laden with the balance of the shallow water and the whole of the deep sea portion of the new cable she sailed from Woolwich, England, on Tuesday, 12th June, at 8 in the evening. A dense crowd of men, women and children had assembled on the river bank contiguous to Messrs. Siemens' immense electric works to see her off, and as she slowly left her moorings hundreds of handkerchiefs waved and hundreds of lusty throats joined in deafening cheers to bid her goodbye. All down the river the ship seemed to be well known, as at Woolwich dockyard and from the shore and vessels as she passed along cheers and salutes greeted her till distance and darkness left her undistinguishable. On reaching Gravesend she anchored quite close to the United States warship Chicago. All told there were 180 souls on board, including the guests, Count von Slippenbach, a colonel of the German guards, Mr. Arnold Siemens, chief of Siemens and Halske, Berlin, son of Dr. Werner Siemens, and Mr. John Gott, electrical engineer of the Commercial Cable Company, and four assistants. The ship's work is divided into three distinct parts, with separate crews, and a staff of officers, who work in harmony, although their duties overlap at many points. Cable laying, picking up, buoying, etc., and all cognate engineering requirements, are under the charge of John Reimcke, C.E., a man of long experience and high character, who is assisted by Captain Lefanu, captain of the ship. The electric and testing department comes under the able management of Mr. Siemens, and the cable electricians of the day, and finally the whole is personally commanded by Mr. Alexander Siemens, president of the Institution of Electrical Engineering and managing director of Siemens Bros. In the early morning of June 13th, chilled by the northerly wind, that savored more of a January than a June day, the anchor was weighed and the ship left Gravesend on her momentous journey, her immediate stopping place being the buoyed end of 143 knots of cable stretching west from the cable station at Waterville, Ireland. The weather changed as the English Channel was reached and became warm, but when Lant's light was well behind it set in rough and foggy. Observations for position were made impossible, but on Saturday afternoon it was calculated by dead reckoning that the vicinity of the buoy was reached. A sounding was taken with a 66 pound sink on a piano wire and gave bottom at three hundred fathoms, and a little later another gave three hundred and sixty-three fathoms. These depths satisfied the officers of the proximity of the buoy, but as the fog precluded a search it was determined to lay by till morning. During the night a stellar observation was obtained and the ship found to be fourteen miles too far north. The course was at once changed to the southward and at daylight a buoy was sighted. It proved to be a marked buoy that had been anchored close to the buoyed cable to doubly mark the spot, but the cable buoy itself had totally disappeared. The only recourse now was to find the ocean's bottom and recover the sunken end, and preparations were at once made to do this. The sea, however, was so rough and the swell so heavy that nothing could be attempted, and the ship lay by, heaving and rolling like a log, to await more suitable conditions. The morning of the 18th broke with the same rolling, white-capped billows, but the weather was fine and moderating. By nine o'clock the weather had moderated considerably, and orders were given to grapple. With a rapid action the gear was put into position, the captain took his stand on the platform over the picking up sheave at the bows to direct the vessel's movements, and Chief Cable Engineer Brittle from the same point took charge of the grappling operations. A heavy grapple was attached to six hundred fathoms of cable and a rope was passed over the bow sheave, and when it fetched bottom the ship moved slowly ahead. Twice the grapple was thus dragged across the path of the cable. The third time it hooked. Eager faces hung over the ship's bows to watch the hauling in. In due time the grapple clutching the cable appeared, and immediately a chain stopper on each side of the night, cut this in two and both ends were hauled on board. The end communicating with Waterville, Ireland, was conveyed to the test room and that found in order. A message was sent to Mr. Mackay and the relative of those on board were notified that all was well. Then, as the evening was advanced, the end of the cable was hauled on board. This done the second end was put on the steam winch and hauled on board. It was about two knots long to the buoy

at the sea end, and looked as though it had been wrenched from the buoy by the propeller of a passing steamer. The piece of cable was at once spliced to the one on board. The morning of the 19th opened foggy. Three buoys had to be picked up and the cable end brought on board and spliced to the cable in the tanks. Two of the buoys bore only small flags on top, but that which held the cable end was much larger and fitted with top gear for carrying lanterns as well as a flagstaff. At four o'clock work began, although the sea was rolling heavily. A boat ready at the bows was manned by eight sturdy fellows, wearing cork jackets, and rapidly lowered to the water. The small craft pitched and tossed on the swelling white-capped waves in a manner terrible to landmen's minds. The nearest buoy was pulled for and when reached the first opportunity offered by the turbulent sea was seized to fix a rope to it, by which the boat was steadied, whilst another rope by which the ship was attached to tackle connected with the buoy's anchor chain and rope. The buoy was then released from its moorings and the whole drawn on board. This was a mark buoy. The next was released in the same way, and the boat hauled up, while the ship was steered for the third one, about a mile off. This was a large buoy with a top lantern, etc. When reached the boat was again lowered and tossed about as mercilessly as before, but nothing seemed to shake those men. They got to the buoy, attached a steady rope as before, and then one of them, watching an opportunity, sprang upon the buoy, and the huge way the buoy rolled and heaved as he clung to it was awful to behold. With unflinching coolness, steadying himself to every movement, he dexterously unslipped the flagstaff and lamp carrying gear, passed it to the boat, fired the ship time to the mooring tackle, released this from the buoy by a few strokes of a hammer, and sprang into the boat just as the huge rolling form, no longer held from below, rolled over on its side. It was soon after snugly lashed on board with the rest. The boat was hoisted up to the davits and the boatmen went below to a well earned breakfast. There now remained the cable end, which had also been hauled on board, and splices to the cable in the tanks, heading the ship for America, and commence the business of paying out. This was all done in the same expeditious and quiet manner that characterized everything connected with the Faraday. After Electrician Jacob had made the usual critical tests, the two ends of the core were joined, the joint tested, the outer covering spliced, and at half-past ten the cable was passed along the troughs and directing sheaves through the measuring dynamometer, over the broad strain sheave and immediately afterwards was whisking under the crinoline and under the cone in the water, and along the cable to its silent ocean bed, like a thing of life, as the ship moved on at eight or ten knots. The depth for the first 1000 fathoms was by 60 fathoms, and great delicacy was reached, and soon 1000 fathoms was indicated; then over a varying bottom to 2000 fathoms, or over three miles deep. After a few hours it gradually rose to 1000, and then to 500 fathoms, and soon the cable gently dropped on hill top and valley bottom, over deep gorges and immense undulating tablelands, once coming to within 700 or 800 fathoms of the sea's surface, and again some 1000 knots from Ireland, sinking down to 3000 fathoms, or more than three miles and a half, gradually rising after a few hours to 2500 fathoms, and continued on with slight variations for some three hundred miles, when deeper water occurred for three or four hours, then the depth declined to about 1200 fathoms, with fair even bottom, and kept so until the shallow water of the Newfoundland banks were reached, some seven hundred miles from the buoyed end of the 502 miles from Canso. The ship was daily in communication with the station at Waterville, Ireland, and she was kept fully informed of what was going on in the outside world. On Sunday, 24th June, construction was created on board at the news of President's Carnot's assassination. Next day the news of the birth of the Duke of York's son was flashed through the ship, and the following congratulatory message was sent: "Mid-Atlantic, latitude 50 degrees 16 minutes north, longitude 39 degrees 20 minutes west. To Sir Francis Devlin, York House, St. James' Palace, London. May it please your royal highness the Duke and Duchess of York the hearty congratulations and best wishes of the whole ship's company of the ss. Faraday, now engaged in laying the third Atlantic cable for the Commercial Cable Company. (Signed) Alex. Siemens."

On the 27th the following acknowledgment was received from Sir Francis Devlin to A. Siemens: "The Duke and Duchess of York thank very warmly the whole ship's company of the ss. Faraday for their kind congratulations, and wish them success in their labors." These congratulations must have been considered very unique by their recipients as they were flashed to land from mid-ocean. At 10:30 p.m. of the 27th of June, 1885 knots were between the ship and the Irish coast. A sounding was taken, giving bottom at 300 fathoms. The lighter or deeper sea portion of the cable was here terminated and spliced to the shallow water type and paid out in a dense fog until they were out 1627 knots from Ireland and the vicinity of the Canso buoy was reached. The cable was then cut and buoyed in 12 fathoms could be ascertained. The Canso end was found and the splice made. As the weather was fine and clear, a clear weather had to be waited for. In the early hours of the 29th a wind sprang from the north, bleak and piercing, but it cleared off the fog and morning broke with glorious sunshine, to discover no less than seven large icebergs slowly on their way to the south. The ship's position was obtained and showed her to be some 82 miles from the buoyed end. A start was made at once and Chief Steam Engineer Fortune astonished everybody by covering the distance in three hours, a

wonder for the Faraday, whose speed is not equal to the Campania. The buoy sought for was nowhere to be seen. The telescope and the binoculars swept the sea in every direction to no purpose. A couple of soundings were taken to mark the spot and buoys were put down and then it was decided to grapple. The weather had become hazy, and though the horizon remained visible the sun was obscured and cold. At noon Chief Engineer Brittle lowered a grapple and six miles were dragged without result. It was then heaved aboard, some rearrangement made, the lowered grapple was commenced and kept up till half-past four the following morning, when the cable was hooked, raised, cut and brought aboard. The end to Canso was found to be in order. The other piece of cable was picked up and the southern buoy was found securely attached to the end. Night was now close in and steps were taken to complete the gap of 32 miles between the two ends on the following morning, but owing to fog, the work could not be completed until seven o'clock Monday morning, July 2nd, when the final splice was made and the cable gently lowered to the water, amidst great enthusiasm and cheering. The training rope was used as usual, and the two light axes welded by Count Slippenbach and Mr. John Gott. The Commercial Cable Company third line and the seventh laid across the Atlantic by Messrs. Siemens Bros. with the Faraday was thus an accomplished fact, and the best cable so far ever made and laid. Head winds and bad weather characterized the voyage, but not a hitch occurred to mar the excellence of the work. The day was concluded on board with a dinner in honor of the occasion, when congratulatory speeches making and receiving was general. Mr. Alexander Siemens and party now start for Montreal and Ottawa, returning to England by way of New York.

DOMINION CAPITAL.

A Motion to Whitewash Turcotte—The Colonial Conference.

Ottawa, July 5.—Harry Corby, M. P., who was elected in West Hastings yesterday by acclamation, arrived this morning with his certificate in his pocket and will take his seat in the house this afternoon.

The committee on privileges and elections met again to-day and further discussed the charges against Turcotte. M. P. Mr. Corby moved a resolution which was to the effect that the committee referred to were between the departments of marine and militia, and Messrs. Prevost and Larose; that Mr. Turcotte, M. P., did not interfere in any way between the government and these parties; that the contract from the marine department for supplies was sold by Mr. Prevost to Larose, and that although Mr. Turcotte supplied the goods there was no evidence to show that he drew any of the profits; and that the committee was not privy to a contract which he had made with a sub-contractor, which he

was adjourned until Tuesday, when the motion will be brought forward.

The colonial conference yesterday passed a resolution expressing the opinion that immediate steps should be taken to provide telegraph communication free from foreign control between the Dominion of Canada and Australia and New Zealand. The resolution was adopted in a unanimous manner in which this event could be brought about provoked considerable discussion. The several questions involved, whether or not it should be constructed and operated by the government, whether or not the construction should be by private enterprise under government backing, was severely debated, when deeper water occurred for something like a definite idea of the cost were obtained it would be futile to proceed further. Accordingly a resolution was unanimously adopted asking the imperial government to undertake a survey of the ocean route, the proposed routes, the expense to be borne in equal proportions by Great Britain, Australia, and Canada.

The following resolution, proposed by Mr. Fitts and seconded by Mr. Fitzgerald, was also adopted. "That the conference is of opinion that any provisions in existing treaties between Great Britain and any foreign power which prevents the self-governing dependencies of the empire, entering into an agreement of commercial reciprocity with each other or with Great Britain should be removed."

It was moved by Sir Charles Mills, seconded by Sir E. D. Villiers and resolved, that it is the duty of the empire that in case of the construction of a cable between Canada and Australia this cable should be extended from Australia to the Cape of Good Hope, and that the trustees arrangements should be made between the British and South African governments for a survey of the latter route.

The trade question was discussed at the colonial conference to-day.

WHISKEY GOES UP.

Cincinnati Distillers Advance the Price—The Internal Tax.

Cincinnati, July 4.—The local distillers have advanced the price of spirits three cents per gallon to \$1.13, making this the high water basis for the sale of distillers' whisky. This is the result of the senate's action in raising the internal revenue tax to 31.10 per gallon. The whiskey trust, to which most of the local distillers belong, will take out of bond before the tax goes into effect 10,000,000 gallons of bonded goods, which means a total profit to the trust of \$2,000,000. It is reported in local financial circles that the trust will not have money sufficient to do this, but this is denied by the friends of the company. Several distilleries which have been running very low have had to shut down or suspend the Pullman boycott, which has limited their supply of corn.

Nice Covers.

Samples of a new neat portfolio cover for America Photographed, as seen at the Times office. Orders will be received at 65 cents each and covers will be supplied two or three weeks after. The numbers of the portfolios when placed together will cover all the time and ornament to the house.

THE GREAT RAILROAD STRIKE.

Trains With the Objectionable Pullman Cars Are Not Allowed to Move.

Railways Invoke Government Aid in the Form of Troops—Millions Lost.

Oakland, Cal., July 5.—Numbers 18, 10 and the San Ramon trains came in on time with no manifestations on behalf of the strikers to hinder or obstruct. The Berkeley train is not running because all available firemen are on the militia trains to Sacramento. Consequently the electric cars are crowded. President Roberts and Secretary Bishop of the strikers are at 16th street having a conference with their members there.

While at Hansen's Hall two firemen were brought in as taken off their engines and were sworn in as members, which caused much satisfaction. The 11:30 local trains from Alameda, Oakland and Berkeley were flagged by the strikers while running into the pier and brakemen and firemen of the Alameda train were pulled on to the train with much force. Fireman B. James, who deserted the A. R. U., is looked on with distrust by the strikers.

New York, July 5.—A morning paper says: A story was circulated last night to the effect that the members of the grand lodge of the order of Commercial Telegraphers had been called together hurriedly to hold a special session in conjunction with the grand officers of the order of Railroad Telegraphers, the meeting to take place in Philadelphia. The object is said to be about an understanding between the two orders on the railway strike, and in the case of the railroad men being called out the commercial men are expected to follow. Chicago nearly five hundred commercial telegraphers are allied with the American Railway Union, and in other parts of the country a similar alliance has been formed. A circular letter has been issued to all commercial telegraph operators warning them to keep away from Chicago, St. Louis, Kansas City and other western points where the labor trouble exists. Should the railroad operators refuse to cope with the strikers, Baldwin started into the office of Division Superintendent Wright, where he was safe from the fury of the mob.

In the meantime the strikers had succeeded in uncoupling the Pullman cars, and these, with much case as it would have been for one of the great compound engines, the crowds sent the cars spinning back out of the depot into the yards. Sheriff O'Neill and Harry Knox, leader of the strikers, addressed the crowd, denouncing observance of the law. United States Marshal Baldwin at once sent a telegram to the governor calling for the militia.

Chicago, July 4.—There is but one day's supply of coal in Chicago. An ice famine is imminent and is the most serious result of the tie-up of the railroads, more serious than the threatened famine in fruit, vegetables, butter, eggs and similar goods. Unless there is a let-up, tomorrow night there will be no ice for any purpose in the city.

The strike has practically killed all action in the railroad offices, and every road running into Chicago is making large reductions in its office force. Near a decrease of \$104,815 from the corresponding week of last year.

Chief United States Deputy Marshal Donnell said to-day that most of the men who appeared to be sworn in as deputy marshals were sent there by the strikers. "There were 200 sent there by the managers of the strike," he said, "and it was useless for us to keep on with the business of swearing in deputies, for nearly the whole supply was coming from the ranks of the strikers. Many of the deputies we had yesterday at Blue Island and other places were in league with the strikers and were not to be depended upon by the government."

Portland, July 4.—The strike to-day extends to the Southern Pacific local trains. The Westside train from McMinville arrived this afternoon, but aside from this no trains arrived or departed over the line. The Northern Pacific sent out trains for Tacoma at 12:20 to-day, and one arrived at 9 tonight from Tacoma, with a Pullman attached. The engine was manned by a non-union engineer and fireman. The Southern Pacific expects to resume local service tomorrow.

An order telegraphed over the entire Northwestern railroad system will throw out of employment ten thousand men. It is intended to strike from the payroll during the continuance of the strike every man not absolutely necessary for the dispatch of what business the company may be able to handle.

Seattle, July 4.—The great railroad strike has at last reached Seattle, and the Lake Shore road is tied up. Sacramento, Cal., July 5.—Troops are now here from San Francisco, including four companies of Sacramento second infantry and militia numbering 1100 men. Seven companies of the 8th and four companies of the 2nd infantry have been ordered to hold themselves in readiness to proceed here. The arrival of troops is quickly received, the strikers looking on them as friends. No trouble is expected until the company try to take a train out with Pullmans.

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be less than that the way things are going at present. In the five days that the road has been blocked the loss aggregates at least a million dollars."

Sacramento, Cal., July 4.—After the Southern Pacific yard had been cleared this morning, a train was made up with San Francisco as its destination. It contained several mail cars which were coupled nearest to the engine. Behind these were a number of the objectionable Pullman cars and day coaches. The locomotive had on a full head of steam, and everything was in apparent readiness for the signal to start. The members of the American Railway Union had assisted the authorities in clearing the yard of strikers, and some of them had assisted in switching, with the understanding that only a mail train would be taken out. But the "mail" train which had been made up was not satisfactory. It was one of the kind which United States Attorney-General Olney had defined as a regular mail train, but it had Pullmans attached. When the men saw these sleepers they said they could not get out. Then they swarmed into the depot and proceeded to uncouple the cars.

Barry Baldwin, the United States marshal, with determination flashing from his eyes, stepped forward and commanded the men to step back, but they did not heed him. They kept crowding so closely upon him that he was thrown down a number of times, and when he arose the last time he had a brace of revolvers in his hands. He ordered the men to stand back, but scarcely had he spoken when he was seized by Jack Harris, a son of the late Detective Len Harris. His arms were then pinioned, thus preventing him, even if he desired to do so, from using his weapons. He was then carried on the shoulders of the strikers for a considerable distance, and finally deposited at the foot of the stairs leading to the railway office. Realizing his helplessness to cope with the strikers, Baldwin started into the office of Division Superintendent Wright, where he was safe from the fury of the mob.

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INVITED TO AMERICA.

Mr. Gladstone Receives a Pressing Invitation to Cross the Atlantic.

New York, July 4.—The movement which has been on foot for some time by prominent citizens of the United States to induce Hon. W. E. Gladstone, England's ex-premier, to visit this country, has taken definite shape. Yesterday the following was sent to the "Grand Old Man":

"To the Right Hon. W. E. Gladstone: "Fully cognizant of the far-reaching and beneficent influences upon our common race of your long and brilliant course, we would, if possible, add something to the almost unprecedented expression of good will attending your entrance upon the pleasant season of well deserved rest and recreation now opening up before you. Desiring to contribute in some small measure to your happiness in the name of a number of gentlemen who have enjoyed the pleasure of making your acquaintance in your own hospitable land, more than one remembering to have heard you express the pleasure that it would give you to visit this country, we cordially invite Mrs. Gladstone, together with such members of your family and household as you may be pleased to bring with you, to this country during the coming autumn, at a date best suiting your convenience. We confidently assure you that your presence in America would not fail to be regarded by your kin beyond the sea as an honor to themselves and to that country whose destinies your pen has glowingly and memorably depicted. Preliminary arrangements have been made of such a character as to justify the full assurance of your utmost comfort in all respects, with entire freedom from intrusion of any kind upon your privacy. You would be our guest from the moment of leaving your home until your return, which would, we trust, be conducive to a new lease of life and increased power for its enjoyment. Should you feel unable to accept this invitation at the present time, we trust that you will not finally decide until Col. Gouraud on his return to England at an early day has an opportunity of informing you in person of the details of the arrangements contemplated and submitting the complete list of signatures."

(Signed) George Edward Gouraud, chairman organizing committee; Chauncey M. Depew, chairman New York state committee; Timothy A. M. Peeples, chairman of committee state of Pennsylvania, constituting the executive committee of the "Gladstone American Invitation Committee."

The invitation is signed by more than one hundred representative Americans, including the president of the United States, the chief justice of the United States, the speaker of the house of representatives, United States senators and members of congress from all states of the union, the presidents of Yale, Princeton, Columbia, Cornell, Pennsylvania, Rochester and Syracuse universities, all of whom have responded with a degree of heartiness indicative of a national sentiment.

AN IMMENSE STATION BURNED.

A Stall Owner Drops a Match Among His Explosives.

New Haven, Conn., July 5.—An all night works seller named Williams last night at a quarter past eleven dropped a lighted match in some waste paper in his stand in the old union station, and in less than a minute his supply of five hundred dollars worth of fireworks was disappearing in flames. The smoke and noise, cannon firecrackers and bombs, shattered the building, and almost instantly set fire to an adjoining fireworks dealer's stand. The latter stand was owned by Johnson, who had more than \$1000 worth of explosives in his place. In six minutes the entire stock had exploded in the grandest pandemonium of fire and noise ever seen in New Haven. As the explosions grew fewer the building started to burn in a dozen different places. The building was more than a hundred and fifty feet in length and was built over the railroad cut. It was all wood, except the lower portion of the tower, and before the firemen could get a single stream on the building it was enveloped in flames. Many fires started in adjoining buildings, and railroad traffic had to be discontinued. Telegraph wires and other wires were destroyed, and all out of town telegraph communication save a few stray lines were cut off. The bell in the clock tower fell shortly before midnight, and a few minutes later the tower which was 125 feet high, crashed down, injuring several firemen. The sight of the blazing tower attracted thousands of spectators, and it was with difficulty that the police kept the crowd out of danger. The entire building and several small adjoining buildings were completely destroyed. The building of the George H. Ford Importing Company, which is filled with costly jewelry and works of art, had been greatly damaged, as had also several other adjoining buildings. The tracks of the Consolidated Railroad, all of which pass beneath the building, are covered with burning debris to the depth of fifteen or twenty feet, and it will be some time before travelling can be resumed. The total loss cannot be estimated, as there were between thirty and forty market stalls in the building, but a low estimate of the damage is \$150,000. The loss will fall mostly on the Consolidated Railroad Company, which owned the building.

CABLE NEWS.

Britain Intercedes for Peace—President of the Deputies.

Paris, July 5.—M. Burdeau, Republican, has been elected president of the chamber of deputies.

London, July 5.—It was announced in the commons to-day that representations had been made to Japan and China by England which it was thought would result in a suitable adjustment between these nations.

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