The Herald.

VOL. II. CHARLOTTETOWN, P. E. ISLAND, WEDNESDAY, AUGUST 15, 1866. NO. 45

THE HERALD

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EDWARD REILLY,

EDITOR AND PROPRIETOR,

At the Office, corner of Kent and Prince Streets.

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ALMANACK FOR AUGUST.

MOON'S PHASES.

Last Quarter, 3d day, 3h. 4m., evening, S.W.
New Moon, 10th day, 10h. 24m., morning, S.S.E.
First Quarter, 18th day, 5h. 4m., morning, N.
Full Moon, 25th day, 11h. 21m., evening, N.

DAY MONTH.	DAY WEEK.	SUN rises	SUN sets	High Water	Moon rises.	Day's length
		h m	h m	h m	h m	h m
1	Wednesday	4 47	7 25	3 54	10 3	14 38
2	Thursday	48	24	4 45	10 36	35
3	Friday	49	23	5 42	11 18	34
4	Saturday	50	22	6 45	morn.	32
5	Sunday	51	21	7 53	0 2	30
6	Monday	52	19	9 2	0 54	27
7	Tuesday	53	17	10 6	1 52	20
8	Wednesday	54	15	11 5	2 53	19
9	Thursday	55	14	11 57	3 56	18
10	Friday	56	13	morn.	sets	16
11	Saturday	57	11	0 26	7 30	13
12	Sunday	59	10	1 27	8 9	10
13	Monday	5 0	9	2 7	8 38	8
14	Tuesday	1	7	2 45	9 8	5
15	Wednesday	2	5	3 24	9 38	2
16	Thursday	3	4	4 6	10 9	0
17	Friday	4	2	4 51	10 13	13 56
18	Saturday	5	0	5 40	11 17	53
19	Sunday	6	58	6 32	morn.	50
20	Monday	7	57	7 27	0 2	48
21	Tuesday	8	56	8 25	0 53	46
22	Wednesday	9	54	9 23	1 40	42
23	Thursday	10	52	10 18	2 36	39
24	Friday	12	50	11 8	3 35	36
25	Saturday	13	49	11 55	rises	34
26	Sunday	14	47	even.	6 57	30
27	Monday	15	45	0 58	7 30	27
28	Tuesday	17	43	2 53	8 4	24
29	Wednesday	18	41	2 49	8 40	20
30	Thursday	19	39	3 34	9 20	17
31	Friday	21	37	4 28	10 0	11

PRICES CURRENT.

CHARLOTTETOWN, Aug. 10, 1866.

Provisions.	
Beef, (small) per lb.,	4d to 8d
Do by the quarter,	3½d to 6d
Pork, (carcass)	6d to 6½d
Do (small)	7d to 9d
Mutton, per lb.,	3½d to 7d
Veal, per lb.,	3d to 5d
Ham, per lb.,	7d to 10d
Butter, (fresh)	1s 1d to 1s 3d
Do by the tub,	11d to 1s 1d
Cheese, per lb.,	3d to 6d
Tallow, per lb.,	7d to 9d
Lard, per lb.,	9d to 10d
Flour, per lb.,	3d
Oatmeal, per cwt.,	20s
Eggs, per dozen,	9d to 1s
Grain.	
Barley, per bushel,	5s to 6s 6d
Oats, per do.,	3s 3d to 3s 6d
Vegetables.	
Peas, per quart,	7d to 9d
New Potatoes, per peck,	1s 3d to 1s 6d
Potatoes, per bushel,	4s to 4s 6d
Poultry.	
Geese,	none
Turkeys, each,	5s to 9s
Fowls, each,	1s 6d to 2s 6d
Fish.	
Codfish, per qtl.,	20s to 30s
Herrings, per barrel,	30s to 40s
Mackerel, per dozen,	2s to 3s
Lumber.	
Boards (Hemlock)	3s 6d to 4s
Do (Spruce)	4s to 5s
Do (Pine)	7s to 9s
Shingles, per M.,	10s to 15s
Sundries.	
Hay, per ton,	60s to 70s
Straw, per cwt.,	1s 6d to 2s
Timothy Seed,	none
Clover Seed, per lb.,	none
Homespun, per yard,	4s to 6s
Calfskins, per lb.,	5d to 8d
Hides, per lb.,	3½ to 4d
Wool,	1s to 1s 3d
Sheepskins,	1s to 1s 3d
Apples, per doz.,	3d to 5d
Partridges,	none

GEORGE LEWIS, Market Clerk.

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Charlottetown, P. E. I.
Nov. 28, 1865.

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The Edinburgh Review, (Whig.)
The Westminster Review, (Radical.)
The North British Review, (Free Church.)
AND
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THE interest of these Periodicals to American readers is rather increased than diminished by the articles they contain on our late *Civil War*, and though sometimes tinged with prejudice, they may still, considering their great ability and the different stand-points from which they are written, be read and studied with advantage by the people of this country, of every creed and party.

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E. REILLY,
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June 6, 1866. E W 3m

Miscellaneous and General News.

THE ARRIVAL AT NEWFOUNDLAND.

The New York Herald furnishes the following account of the arrival of the great ship, and the remains of her precious freight at Heart's Content:—

HEART'S CONTENT, Nfld., July 27.

The cable has at length been laid!

THE FLEET IN SIGHT.

At seven o'clock this morning the signal on Seal Cove Hill went up, and a cry was raised that a steamer was certainly in sight. Excitement instantly arose, and steam was got up on board the Margaretta Stevenson without delay. Before another steamer could be got in readiness for a start, *two more steamers* appeared in the distance, and a few minutes after, the Margaretta Stevenson steamed out the Narrows. The entire cable fleet soon came in view, the Great Eastern looming up in huge black proportions, and headed in for telegraph buoy number six. In the course of an hour, with glasses, we could make out distinctly the different vessels, the first in order being the Niger, then the Terrible, and then the Great Eastern, followed by a merchant steamer.

COMMUNICATING WITH THE NIGER.

When we got alongside the Niger, Mr. Kerr, commander of the Margaretta Stevenson, asked Capt. Bruce "What news?"

Captain Bruce said "All right. We have news to the day before yesterday from Europe. The Amazon was run down off Portland on the 3rd. Did you know that?"

Mr. Kerr—"No, sir. What news of the war?"

Captain Bruce—"The Austrians are getting licked like blazes. Would you like to hear the latest telegram?"

Mr. Kerr—"Yes."

The Margaretta gig, which had communication with the Niger, then returned to our vessel with a long telegram with news about the war and general matters to the 24th inst. The telegrams were received on board our little steamer with a degree of wonder, and we could scarcely realize the fact that we were actually perusing accounts of events that had occurred only a few days since. It is difficult to describe the sensation of pleasure felt by all on board the Margaretta. Mr. Kerr and Mr. Maxwell shook each other by the hand, and almost jumped about the deck in absolute joyful congratulations.

ALONGSIDE THE GREAT EASTERN.

At eight and a half o'clock the Margaretta Stevenson was alongside the Great Eastern, and Captain Kerr spoke with Captain Anderson and Captain Bruce of the Niger. Cyrus W. Field made his appearance on the paddle-box bridge, and waved his handkerchief to us in token of success. The action was responded to by all on board our steamer, as well as by a hearty round of cheers.

The Niger's gig then went alongside the Great Eastern, and took on board Mr. Field, who was immediately

THE SPLICE WITH THE SHORE END.

About nine o'clock the Great Eastern came to a stand-still in a hundred fathoms of water, and preparations for connecting the main and shore end cables were commenced. The big ship was at this time a mile and a quarter from Heart's Content. The Niger lay at one side and the steamer Medway on the other side of the Great Eastern. A number of row-boats put out from the stern of the big ship, and after about half an hour's work, a large hawser was attached to the cable. The cut was made, and cable and hawser were placed on board two large and the other small boats engaged in the operation, while three guns at the same moment thundered out a grand salute in honor of the event. All hands of the Great Eastern sent up a rousing cheer, and a scene of enthusiasm followed. Hats were thrown in the air, handkerchiefs were waved, and deafening shouts rent the air. Our own little craft was not the least demonstrative in enthusiasm. Officers and crew responded to the cheers of the Great Eastern.

BOARDING THE GREAT EASTERN.

About ten o'clock I was permitted to board the Great Eastern, and the first person that greeted me on stepping on deck, was Mr. C. Lundy, Superintendent of the Atlantic Telegraph at Heart's Content. He says the voyage was a perfect success, not a single accident having occurred the whole way. The splice was made on the 13th, and at twenty minutes past three (Greenwich time) the big ship started on her westward course.

IN HEART'S CONTENT HARBOR.

The Great Eastern entered Heart's Contents Harbor about half-past nine o'clock. While she was steaming through the Narrows, the shores of the little village were lined with people, and scores of small boats dotted the water. The six colliers in port were decked with bunting, and every house displayed a flag in honor of the occasion. From the flag-staff of the Telegraph House, the Stars and Stripes floated gaily. The big ship also carried the American banner, besides the Union Jack and the Atlantic Telegraph flag, presented by Mr. Field on the occasion of the first cable expedition.

The Great Eastern came to anchor precisely at ten a.m., and was boarded immediately by a great crowd of visitors, male and female.

In the meanwhile, the splicing fleet proceeded slowly on with the work of connecting the shore and main cable. The end of the main cable was taken on board the steamer Medway about a quarter to two, p.m., and the splicing began.

The Herald's correspondent boarded the Medway shortly after the commencement of the operations, in company with Mr. Dunn, historian of the expedition. Mr. Kerr, commander of the M. Stevenson, looked on while the sailors joined the two ends by which the two great continents are to be united in a bond which, it is hoped, will never be severed.

HEART'S CONTENT, July 27.

The rest of the shore end from the Medway to the land attachment is now marked out, and men are engaged in digging an earth canal leading to the wharf from the telegraph house.

All the unemployed men in the village have been pressed into the service, and are now working with a will.

The officials who are to have charge of the Atlantic Telegraph have taken possession of the branch office of the telegraph office, and are now adjusting their instruments, preparatory to sending messages from Newfoundland to Europe.

Cyrus W. Field has received the congratulations of the whole village, and is still undergoing a very vigorous handshaking.

The Medway came to anchor opposite the telegraph office about ten minutes before two, p.m., when a hawser was attached, and four small boats, manned by powerful crews, commenced hauling the heavy shore end to its point of attachment with the land. During this operation, Captain Anderson, of the Great Eastern, Wm. Denning, and several other gentlemen, left the Medway for the purpose of viewing the interesting ceremony.

The shore end was safely landed amid a scene of the greatest excitement, the people cheering loudly and the sailors fighting among themselves for the honor of dragging the manful men on shore. The end was safely brought to the cable house.

After reaching the telegraph house, the cable was coiled alongside of the building, and the end pulled round to the little aperture made for its reception, and where it was shortly afterwards united with Varley's instrument, in the interior, preparatory to sending the first message to England.

The cheering on the completion of this operation was, if possible, louder and more enthusiastic than anything preceding. During this time, the electricians and directors were assembled in the office, congratulating each other, and receiving the applause of the excited crowds.

About five o'clock religious exercises took place at Mr. Gardiner's Church, in thanksgiving for the successful completion of the great enterprise. Four Episcopal clergymen officiated. The solemn services were a fitting finale to the eventful day, which will be ever memorable in the annals of science. The Rev. Mr. Phelps delivered a short sermon, taking his text from the twenty-first chapter of St. John. The discourse was appropriate to the occasion.

During the evening Mr. Field received several short despatches from different parties, among others, from Mr. R. Stuart and Mr. Glass, congratulating him on the success of the cable.

The steamship Great Eastern was the theatre of a lively scene; the sailors marching up and down the deck beating drums and kettles, and enjoying themselves to their hearts' content. Rockets were sent up from the deck of the Great Eastern, which illuminated the heavens, and from the shore fireworks were displayed in abundance.

Mr. Field has despatched the steamer Niger to repair the cable across the Gulf of St. Lawrence, under the direction of Mr. Mackay. The steamer Blood-hound, of St. John, has also been chartered by Mr. Field to assist in the work. The new cable will be laid across the Gulf by the Medway as soon as the end of the Atlantic cable is grappled and attached to the shore end, thus making two lines of electric communication between this place and Europe.

The Great Eastern will coal immediately, and by Saturday next will proceed, with the other vessels, to pick up the cable of 1865.

A despatch from Heart's Content says the directors of the Anglo-American Telegraph Company, in order to mark their approbation of the faithful manner in which all engaged in the laying of the cable performed their work, have directed that on the return of the Great Eastern to England, each man shall receive one month's wages extra.

BREECH-LOADERS.

[From the U. S. Army and Navy Journal, July 28.]

The experience of the recent battles in Germany proves this conclusively: That, other things being equal, victory will rest with the troops who are able to deliver their fire with the greatest rapidity. The fact was, indeed, sufficiently demonstrated during our own war, but the thorough success of the Zundnadelgewehr has now established it beyond dispute. Breech-loaders having proved their superiority over muzzle-loaders, the only questions with us now are as to the best patterns, and next, in an economical point of view, as to the practicability of converting muzzle-loaders. For the answers to these questions, we wait impatiently the report of Gen. Hancock's board of investigation. Of the character of that report we know nothing beyond what the *Journal* published a few weeks ago, though we notice that a Springfield paper announces positively that the Springfield rifle with the Berdan improvement is recommended. How much beyond conjecture there is in the statement, we cannot tell, but it is not improbable that it is substantially true. It may be that there are better breech-loading guns than can be produced by thus altering the Springfield rifle, but it is undoubtedly of great importance to utilize the weapons we have on hand.

The advantages of the breech-loader must be apparent to even an unprofessional person. Leaving out of view the immense gain of rapidity of fire, which is the chief and most easily appreciated advantage, the fact that the gun is complete in itself is a great point. There is no ramrod detached and likely to be lost and the piece disabled. It was not uncommon during our war for soldiers suddenly vacating a position during action to leave their ramrods sticking in the ground, and thus to put themselves practically *hors de combat*. Green troops, too, had a fashion of firing off their ramrods in the excitement of a battle. The breech-loader obviates all this, and, if it be properly constructed, simplifies the work of the soldier, as well as increases his effectiveness. In the most approved breech-loading arm, the ball, cartridge and cap are combined. The operation of loading thus becomes a simple matter, and the cap-pouch is no longer necessary. The motions are much simplified. The hand need not be raised much above the waist when standing, and thus a greater number of ranks are able to fire at once. The Prussians form their ranks with a view to utilize this advantage. The front rank lie down flat to fire, the second and third kneel and fire, while the fourth and fifth rank fire standing. Firing thus from five ranks *simultaneously* as other infantry or cavalry, from the time they come within range until the order is given to receive them with the bayonet, when the front rank rise to a kneeling, and the third to a standing posture, is a great advantage gained. With the muzzle-loader, when the enemy are advancing, but two ranks can fire and load, both standing, and when prepared to receive cavalry also, only two ranks can fire at once, in comparison to the five ranks when armed with the breech-loader. It is easy to see that the result of the must be a withering fire, before which no troops with inferior arms can long stand. The impossibility of a large body of men advancing any considerable distance under such a terrible fire, must have the effect of neutralizing still more the importance of the bayonet in modern warfare.

The Prussian needle-gun, which has called so much attention to this subject of breech-loaders, is an old invention, and has many superiors. The principal points of difference between it and the breech-loading guns, which are familiar to us, are, that the fulminate in the Prussian cartridges is directly in the rear of the ball, and, consequently, the powder is ignited anteriorly, instead of posteriorly, as in the case in our breech-loaders, and that the explosion is produced by the prick of a needle, instead of the blow of a hammer. This peculiar method of igniting the power has the effect of preventing any of it getting driven from the gun unconsumed; but we would also naturally expect that it would increase the recoil, which we believe is conceded to be the fact, although the Prussian gun weighs fifteen pounds, or about three pounds heavier than our Springfield musket. Several of the patterns of breech-loading guns submitted to our Baltimore board seem to us far ahead of the needle-gun in respect of simplicity, lightness and precision.

The needle-gun has undoubtedly had much to do with the Prussian success, but not so much as the English papers would have us believe. The splendid strategy of the Prussian staff, the courage and zeal of the Prussian soldiers, have done much more to achieve the victory. We must not give all the glory to the mechanism. Fine soldiers led well-appointed, well-armed troops with consummate skill, and all united won the day.

THE PRUSSIAN ARMY.—A Correspondent of the London Star describes as follows some of the peculiarities of the Prussian troops:—

"Although the Prussians show but indifferent drill in marching, their precision in manual exercise is very startling. To be sure, the case with which the needle-gun are loaded answers devoid of the trying 'ease,' two