

THE WILMINGTON HERALD.

WILMINGTON, AUGUST 23. SECOND EDITION.

LOCAL INTELLIGENCE.

A Local Reporter.

Anybody who imagines that the situation of local reporter, on a daily paper is a sinecure is most egregiously at fault.

Now then if this is not enough for one man to do in a day and do it every day, we don't know ourselves and the "court thinks we do."

Poll Holders and Inspectors.

The following justices and free holders were appointed at a special court, held on the 22d August, 1865, to hold the polls at the approaching election, to wit:

- Wilmington Dist.—Thos. M. Gardner, J. P.—W. N. Peden and Jas. Anderson. Federal Point—David R. Gornto, J. P.—Stephen Keys and Jas. Williams.

Enrolling Boards.

The following justices of the peace were appointed at a special court, held on the 22d August, 1865, members of the Enrolling Board for this county:

- Wilmington Dist.—A. E. Hall, Jno. J. Conoley, S. N. Martin and A. J. Howell. Masonboro—Sam'l N. Cannon.

Mayor's Court, His Honor, Jno. Dawson Presiding, August 22.

There was a great want of cases before his honor this morning, only one being brought up to the bar:

Thos. R. Smith, a man with an uncommon name, was charged with drunkenness. The idea of such a name attached to such a man, had really the effect of startling the mayor himself.

OUR STREETS.—Can any one wander through the streets of Wilmington and complain of "hard times"? That is if we can take the business apparently done as a citation.

SHOOTING AT WILL.—At Paddy's Hall near Rock Spring a colored woman named yet ascertained, fired a shot from a window to the vic-

dent danger of passing individuals. She was arrested by the police and will appear before the mayor's court this morning.

City Provoost Court, August 21. John Howard, George Jenkins and thirteen others, belonging severally to the 6th, 27th and 37th U. S. C. T. were arrested for being in town without a pass.

ARRIVAL FROM NEW YORK.—We chronicle the arrival of the new steamer Twilight, from New York, making her first trip here in fifty-seven hours.

DANGEROUS POLICEMEN.—A prisoner having escaped from the hands of some policemen, while running along the street was fired at by them, and a small child who happened to be near her parents' house in the street, narrowly escaped being struck.

Ho! FOR FAYETTEVILLE.—The steamer Lillian, Capt. S. M. Francisco, a boat just refitted and refurnished for our river trade, will leave this afternoon at 8 o'clock.

THE LILLIAN.—This steamer presented a fine appearance on her trial trip yesterday afternoon. This boat was formerly known as the Isaac Wells, and has been remodelled and repaired and her name (we understand) changed as above.

ACKNOWLEDGMENT.—We are under obligations to Mr. Francis M. James, of this town, for a very liberal sample of scuppernong grapes, picked from his vines within this town, the first picking of the season.

THANKS.—We are indebted to the messengers of the Adams Express Company for late northern papers.

ARRIVED.—U. S. steamer Lancer, Captain Smith, laden with commissary stores, arrived yesterday.

SAILS TO-DAY.—The schooner Henry Castoff, Capt. Albro, loaded with rosin, sails to-day.

DIED.

August 22d, 1865, of typhoid fever, FANNIE C. ANDERSON, eldest daughter of Wm. S. and Frances C. Anderson, aged 19 years and 11 months.

Her funeral will take place from the residence of her father, corner Fifth and Market streets, at 6 o'clock this (Wednesday) afternoon.

POLITICAL.

The Peace Impracticable, and Bogus Democrats of Ohio Holding a Convention.—Nomination of A. Long as a Candidate for Governor.

CINCINNATI, August 18. The bogus Democratic Convention assembled at Columbus yesterday. Mr. Mitchell, of Knox county, was appointed chairman; W. H. Munnell, of Highland county, secretary.

Strong State sovereignty resolutions were adopted.

COLUMBUS, Ohio, Aug. 17. The radical wing of the democracy held a convention to-day and effected an independent organization.

THE GREAT MISFORTUNE. Lunch was just over. Some had left the table, others were about leaving. The scientific gentlemen had very much cheered us by their stating that they believed the fault was only six miles away, and so ere dead night falls we might hope to have the fault on board.

new party is already strongly organized in several sections of the state, and is being led by earnest and determined men.

THE LOST CABLE.

Details of the Disaster.

THE UNFORTUNATE CIRCUMSTANCES UNDER WHICH IT PARTED.

The Several Efforts to Grapple It.

Temporary Abandonment of the Enterprise.

Special Dispatch to the Herald. ST. JOHN'S, N. F., August 16, } VIA ASPY BAY, C. B., Aug. 18, 1865. }

The following is an abstract of the report of the Cable Expedition from the 2d of August—the time of the breaking of the cable—until the Great Eastern parted company with the Terrible:—

GREAT EASTERN, Aug. 2, 1865. A sad, a memorable day in the annals of Atlantic telegraphy.

After midnight the wind arose, accompanied by heavy showers of rain and dense drifts of fog, and increased to a strong gale to the southwest; but the ship scarcely felt it, and went on paying out the cable without hindrance at a high rate of speed—seven knots an hour.

At 5:30 A. M. ship's time, the paddles were stopped, and at 5:45 the ship was stopped by orders from the electrician's room. In fact, at eight A. M., Greenwich time, or a minute after, whilst the electricians were passing the first of the half hourly signals of currents to the shore, the galvanometer suddenly detected flow of electricity, which indicated a serious fault.

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THE CABLE OUT. Previous to doing so two cuts were made in the cable, the first near the old splice, between the main and the fore tanks. Cable all right. The second cut was three miles on board, which showed the fault to be overboard.

HAULING IN THE CABLE. With less difficulty than usual—in fact, with comparative facility—the cable was hauled in over the bows. At eight minutes past ten o'clock A. M., Greenwich time, it had been hauled by the port side of the ship, and as the wind stood, she drifted over the course of the cable, but came up readily.

THE PICKING UP. As usual, exceedingly tedious, and one hour and forty-six minutes elapsed before one mile was got on board. Then one of the engine's eccentric gear got out of order, so that a man had to stand by with a hand-spike, aided by a wedge of wood and an elastic band, to assist the engines.

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posure admirable under the circumstances, though his lips quivered and his cheek was blanched. "The cable has parted and gone overboard."

HOW IT OCCURRED. I will endeavor now to explain to you how the fatal accident occurred. I say fatal, for although as I write we are drifting down upon the spot in the hope of getting hold of the cable with grapnels, I scarcely venture to hope the attempt will be crowned with success.

Let the reader turn his face towards a window, imagining that he is standing on the bows of the Great Eastern, and then of course on his right will be the starboard and on his left the port side of the ship.

Against one of them the cable caught on the left hand side, while the ship kept moving to the left, and thus chafed and strained the cable greatly against the bow. The Great Eastern could not go astern lest the cable should be snapped, and without motion some way there is no power of steering.

There is a large iron wheel with a deep groove, and the circumference technically "AV" wheel, from the groove, by the side of which is a "Remitar," or smaller wheel, on the same axis. The cable and the wire rope together were coming over in the boys and the groove in the larger wheel, the cable wound upon a drum behind the machinery, which was once more in motion, and the wire rope being taken in around the capstan, by bars, but the rope and cable were not coming up in a right line, but were being hauled in with great strain on them at an angle from the right hand side, so that they did not work directly in the "V" in the wheel.

It is impossible for any words to portray the dismay with which the sight was witnessed and the news heard. When a man came aft with a piece of the inner end lashed still to the chain and one saw the tortured strands, torn wires and lacerated core, it is no exaggeration to say that strange feelings of pity, as though some human creature had been mutilated and dragged assunder by brutal force, passed through the hearts of the spectators.

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and completing the line already two-thirds laid. SAMUEL CANNING, Chief Engineer.

JAS. ANDERSON, Captain Great Eastern. C. F. VARLEY, Metrician to Atlantic Telegraph and Maintenance Co.

C. Y. DE SAULTY, Metrician to Telegraph and Maintenance Co. W. THOMPSON, Professor of Natural Philosophy, Glasgow College.

H. L. CLIFFORD, Telegraph and Maintenance Company. THE DEFECT BELIEVED TO BE AN OLD ONE.

From one of the officers of the Terrible we get the following statement:— When the interruption in the current was discovered the cable was got on board.

The defect was occasioned by the crushing of the wires. It is impossible to say what could have caused this injury, but it is not believed to have been recently done.

The cable sank in one thousand nine hundred and fifty fathoms, and not one thousand, as reported by the First Fruit, and was grappled three times, on one occasion being brought to within six hundred fathoms of the surface; but the tremendous strain was too much for the grappling rope, which parted and dropped the cable again.

THE PIRATE SHENANDOAH.

Several More Whalers Destroyed by Her.

ACCOUNTS FROM SAN FRANCISCO.

A Sketch of the Pirate's Operations.

Fears that the Entire Whaling Fleet will be Destroyed.

BOSTON, August 18. The whaling bark Pearl, of New London, while on the passage from Honolulu to the Arctic Ocean, was destroyed by the pirate Shenandoah.

This capture is additional to the fleet before reported destroyed.

ACCOUNTS FROM SAN FRANCISCO. SAN FRANCISCO, July 21. The latest accounts from the Shenandoah are to the effect that on the 23d of June, when she was near Cape Thaddeus, steering north-west towards where a fleet of sixty whalers were known to be previously.

While the Shenandoah was at Ascension island in April, she burned the New London bark Pearl, the New Bedford ship Young Hector, besides a San Francisco and a Hawaiian whaler. She next burnt the New Bedford bark Abigail in Oshetok sea, then the Thompson in Kamtschatka sea, and then several New Bedford whalers, as reported yesterday, in Anadair sea, where she arrived on the 20th of June.

It was feared that unless the French ship's open whale boat could succeed in waring the fleet all would be captured, as the Shenandoah knew exactly where to find them. They were hovering along the southern edge of the ice-fields, drawing closer together as the ice drifted towards Behring's straits, through which they were seeking a passage to the Arctic Zone, as the ice permits.

There being no efficient government war vessels nearer this port than Acapulco, the merchants are circulating a petition to the navy yard commandant, asking him to telegraph to Washington for permission to charter and arm the steamer Colorado, and dispatch her immediately in pursuit of the Shenandoah.

THE WHALING FLEET—Further Particulars of the Ravages of the Shenandoah.—The Vessels Liable to be Attacked.

Mr. James O. Avelin, mate of bark Jireh Swift, in this port, burnt by pirate Shenandoah, arrived in this city to-day from San Francisco, by the Nicaragua route to New York, the Jireh Swift was captured on 22d June, about thirty miles east of Cape Thaddeus, in the Kamtschatka sea.

The following practical conclusions have been arrived at by those engaged in various capacities in the expedition:— First.—The steamship Great Eastern, from her size and sea-going qualities, can carry and lay an Atlantic telegraphic cable safely in any weather.

Second.—That the paying out machinery, constructed for the purpose by Messrs. Canning & Clifford, works perfectly, and can be confidently relied on. That the insulation of the gutta percha conductor, improved by reason of the reduction of the temperature and the great pressure at the bottom of the ocean, and was more than double what it had been before starting, proving itself to be the best insulated cable ever manufactured, and many times higher than the standard required by the contract.

Fifth.—That with the Great Eastern steamship, and with stronger tackle, and with improved picking up machinery, there is a possibility of recovering the lost end of the cable.