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. He is a kind of myth; always about when he is somewhere else-ever on hand and still anywhere but there -in short, a local reporter is a ubiquitious individual who should be everywhere at ence. seeing everything -hearing everything. There is not a pig run over but the local should be aware of it; there is not a man who loses ten dollars at seven-up but the local should know who is the winner. If corn grown crossways or cabbages don't come up; if two engines run into each other and smash a dozen cars apiece, or if a steamboat bursts her boiler. the local has to know precisely how the accident occurred and to provide an authentic list of the killed and wounded. He has to keep the public posted in the market prices of every commodity and to wind up all has to know or ought to know how many people are sick in the city and what they are sick of. Added to all this he has got to keep a regular account and make a due report of those who get married or drunk, etc., etc.

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." However, we will try and get through the business as satisfactorily as we can and depend upon the earnestness of our efforts to please all.

#### 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 .- Ste-

phen Keys and Jas. Williams. Masonboro-S. N. Cannon, J. P .- Elijah Hew-

let and Marsden Holden. Middle Sound -David S. Saunders, O. F. Alex ander and Reuben Everett.

Sandy Run,-John Utley, J. P .- Chas. W. McClammy and Olvin Nixon.

Holly Shelter ... Isaac James, J. P .... Daniel | ple and our own will get what they want. Shaw and Sam'l Player. South Washington ... H. F. Murphy, J. P ... Jno.

D. Bowers and Jno. E. Pigford,

Piney Woods ... Dan'l Robinson, J. P ... Jas. A. Murphy and Rob't W. Moore.

Upper Black River ... Jas. Colvin J. P ... W. Usher Newkirk and Rob't Tennell.

Lower Black River ... Rob't Henry, J. P .... Jno.

F. Moore and J. F. Simpson. Caintuck...J. J. Bridgen, J. P....S. F. Wilson

and Wm. J. Bridgen.

Long Creek ... John Jones, J. P .... S. H. Bell and J. R. Darkins.

Rocky Point ... T. J. Armstrong, J. P .... David

McIntyre and Geo. Anderson.

#### 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. Federal Point-David R. Gornto.

Middle Sound-David S. Saunders.

Sandy Run-John Utley.

Holly Shelter-Isaac James and R. C. Nixon. Rocky Point-T. J. Armstrong.

Long Creek-John Jones.

South Washington-Arch'd McMillan. Piny Woods-James Celvin.

Lower Black River-Rob't Henry.

Caintuck-J. J. Bridger. Upper Black River-Dan'l Robinson and Jas.

Colvin.

#### 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. It seems that a post had in a moment of unconsciousness run against Smith, and sad to relate, after a desperate encounter, the pest knocked Smith down. There he laid until the indefatigable police discovered him and took care that he should receive no more violence from city adjuncts. The mayor only derganded this morning \$5 for the care which had been tendered Smith, and Smith immediately settled the bill.

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. There is not any government to raise armies by subscription; Lunch was just over. Some had left the one in our streets that appears to be waiting for something to do-everybody is busy. We are convinced from observation that loafers find the market house a dull retreat, the streets a tiresome promenade, and the jail a bad boarding the right of the government to emanc. pate make a new splice and proceed on our way to men engaged in the expedition, of the successhouse. Consequently loafers et id owne genus slaves; condems negro suffrage: dehounces for the Cable but on the contract their have given up Wilmington as a disagreeable roost and vamosed.

SHOOTING AT WILL ... At Paddy's Helle w near Rock Spring a colored woman name out yet ascertained, fired a shot from a window to the evi- a failure, because it has settled nothing. The companion into the saloon and said, with com- sibilty of recovering the lost end of the cable

the mayor's court this morning. She is supposed to be the mistress of a white man residing in the same house, who being found in bad company was arrested with her.

City Provost Court. August 21.

John Howard, George Jenkins and thirteen others, belonging severally to the 6th, 27th and 87th U. S. C. T. were arrested for being in town without a pass. Their excuses were various; one of the darkies avered that he thought, independently of military rule that as a free gentleman of color, who had arrived at the summun bonus of his earthly estate (i. e.) was free and as he had fought manfully the enemies of the stars and stripes—that he should be allowed his liberty in most untramelled form. The provost didn't "see it," and so he went back to his reg- &c., iment and company with the others to answer at "quarters" for direliction of duty.

ABRIVAL FROM NEW YORK .- We chronicle the arrival of the new steamer Twilight, from New York, making her first trip here in fiftyseven hours. She is 644 tons burthens. We visited her yesterday, and through the kindness of her captain were shown around, both above and below decks. We were highly pleased with our reconnoisance, and would suggest to all proposing departure, a voyage in the Twilight. Her principal officers are:

Captain.-Levi Spicer. Chief Officer .- John Burbank.

Purser. -W. O. Tiff. She will run in connection with the steamer Euterpe.

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 chitd who happened to be hour. near her parents' house in the street, narrowly escaped being struck. The pursued party jumped a fence and was again fired at, to the immediate danger of several small children who were enjoying themselves in the yard. When prisoners elude the vigilance of policemen of couse it is their duty to arrest them, but they

kill the crow," or a little robin redbreast. 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. We are very sure that the trade wanted a new boat and are quite assured that in the Lillian the Fayetteville peo-

should be very careful how they point their

pistols or they may "shoot at the pigeon and

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 remoddeled and repaired and her name (we understand) changed

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. They are of very elegant size and excellent flavor.

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

Also to Mr. W. O. Tiff, purser of the steamer Twilight, for New York dates in advance of the mails.

ARRIVED .- U. S. steamer Lancer, Captain Smith, laden with commissary stores, arrived vesterday.

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

Her funeral will take place from the residence of her father, corner Fifth and Market streets, at To'clock this (Wednesday) afternoon. The friends o'clock A. M., Greenwich time, it had been of the family are requested to attend.

#### PULITICAL.

he Peace Impraticables, and Bogus Democrats of Ohio Holding a Convention-Nomination of A. Long as a Candidate for Governor.

TROOF C CINCINNATTI, August 18. The bogus Democratic Convention assembled at Columbus yesterday. Mr. Mitchell, of Knox county, was appointed chairman; was now over a gentle elevation, on the top lay an At W. H. Munnell, of Highland county, secre- of which there was only one thousand nine weather. tary. Alexander A. Long was nominated for governor, and Clinton A. White for lieutenant governor.

adopted.

COLUMBUS, Ohio, Aug. 17. The radical wing of the democracy held a ed by a wedge of wood and an elastic band, convention to-day and effected an indepent to assist the engines. Next, the supply of dent organization. A state ticket headed by Alexander Long for governor and Clinton A. White for lieutenant-governor, was nominated. in the boilers, and so the picking up ceased The platform endorses state sovereignty to altogether. Then occurred fullest extent; denies the right of the general protests against the suspension of the writ of table, others were about leaving. The scienhabeas corpus; declares military commissions tific gentlemen had very much cheered us by to only vigilance committees; opposes public their stating that they believed the fault was debt, national banks and paper currency; far only six miles away, and so ere dead night vors uniform taxation and free trade; genies falls we might hope to have the fault on board, Gen. Cox's colonization scheme, and closes; bundred miles away. Suddenly Mr. Canning graph Cable, but, on the contrary, their conwith a declaration that the western democra appeared in the saloon, and in a man er which ey has been divided on these doctrines, and told all, said, "It is all over. It is gone," that success can only be reached by recon- then hastened on to his cabin. Ere the thrill ship, and with stronger tackle, and with imstructing the party on the basis of state sov- of surprise and pain occasioned by those words ereignty. The speeches all declared the war had passed away, Mr. Field came from the proved picking up machinery, there is a pos-

dent danger of passing individuals. She was | new party is a ready strongly organized in arrested by the police and will appear before several sections of the state, and is being led by earnest and determined men. The-regular Democratic Convention will te held next

## THE LOST CABLE.

Details of the Disaster.

THE UNDNRTUNATE CIRCUM-STANCES UNDER WHISH IT PARTED.

The Several Efforts to Grapple It.

Temporary Abandonment of the Enter-

Special Dispatch to the Herald. ST. JOHNS, 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-un-

til the Great Eastern parted company with

the Terrible : -GREAT EASTERN, Aug. 2, 1865. A sad, a memorable day in the annals of

Atlantic telegraph. 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. About daybreak the wind suddenly shifted to north knorthwest, and fell to a light breeze, and at four A. M., the course was altered to northwest by west half west, the sea follows ing. Merning broke in beautiful, and the cable ran out easily at the rate of seven miles an

ANOTHER DEFECT DISCOVERED. 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. The test gave no result as to locality, for the fault was very varying ; but it was generally believed to be not far from the stern of the steamship. It appears that while Mr. Cyrus Field was on the watch in the tank, a little before the time of the accident, a grating noise was audible as the cable flew over th coil astern. One of the experienced hands immediately said "There is piece of wire," and called to the lookout man above to pass the information aft; but no notice appears to have been taken of the circumstance. After the ship was stopped and the remainder of the flake paid out a piece of wire was seen projecting out of the cable in the flake, underneath that in which the fault was suspected to exist, and on one of the men taking it in bis fingers and trying to bend it down, the wire broke short off. It was nearly three inches long, and had evidently been of hard, ill-tempered metal, which had flown out through the threads in the tank. The discovery was in some measure a relief to the men's minds that one certainly and, possibly, the second of the previous faults might have been the result of accident. It was remarked however, that this fault occurred in the same watch as all the previous ones had. The fault was too serious to be overlooked, and as there was a difficulty in detecting its situation, preparations were made to get the picking up apparatus ready.

THE CABLE OUT. Previous to doing so two cuts were made in the cable, the first pear the old splice, between the main and the fore tanks. Cable all right. The second out was three miles on board, which showed the fault to be overboard. The wire rope and the chain wire were secured to the cable forward, which showed a maxium strain of twe ty-three and a half hundred weight; and at five minutes past nine o'clock, Greenwich time, the cable was severed and went over the stern, one thousand payed out when the end splashed in the wa-

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 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 strain on it, according to the indicator, being from fifty to fifty five hundred weight, although the latter figure represented the maxium, only reached on one occasion. We were, however, nearly in two thousand fathoms of water, but it was considered a favorable circumstance that we had not got in a few miles further, as we should then have been in the Atlantic plateau. As far as could be ascertained the ship hundred and fifty fathoms of water.

THE PICKING UP was, as usual, exceedingly tedious, and one Strong State sovereignty resolutions were 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 men had to stand by with a handspike, aided by a wedge of wood and an elastic band, was found that there was not water enough

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

All were on deck in a moment, and there indeed a glance revealed the truth .

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 grapuels. I scarcely venture to hope the attempt will be crowned with suc-

Let the reader turn his face towards a windew, 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. When the cable was hauled around on the left hand side and passed over the four wheels, it was carried over a drum which we must suppose to be behind the spectators, and coile i up as fast as it was delivered from the picking up appara tus; but when the engines failed to work this apparatus of course the cable remained motionless; and as the ship was drifted by the wind from right to left and slightly forward, at last the cable came close up to the bow and under the forefoot of the ship. There are at the bows of the Great Eastern two large haw ser holes, the iron rims of which project more than a foot beyond the line of the stem .-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 ca . ble greatly against the bow. The Great Eastern could not go astern lest the cable should be snapped, and without motion someway there is no power of steerage. At this critical moment, too, the wind shifted so as to render it more difficult to keep the head of the ship to the cable, which then chafed so much that in two places damage was done to it. A shackle chain and a wire rope belonging to one of the cable buoys were passed over the cable and secured in hight below the hawser holes. These were hauled so as to bring the cable to the right hand side of the boat, the ship still drifting to the left. It was necessary to do this instead of veering away, as we were near the end of the cut of the cable in the boat .-There is a large iron wheei 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 groeve 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 form the right handside, so that they did not work directly in the "V" in the wheel. Still the strain was shown on the indicator to be very high, but not near breaking strain. At last up came the cable and wire rope shackling together on the "V" wheel in the boat. They were wound around it slowy, wire pass ng over these wheels toge her, the first damaged part being on board. when a jar was given to the dynamometer. which flew up from sixty hundred weight, the highest point marked, with a sudden jerk, three and a half inches. In the chain shackle and wire rope chamber, as it were, up out of the groove on the right-hand side of the V of the wheel, got on the "top" of the rim of the V wheel, and rushed down with a crash on the small wheel, giving, no doubt, a severe -hake to the cable, to which it was attached. The machinery was still in motion, and the ropes traveled aft together, one toward the capstan and the other toward the drum, where, just as the cable reached the dynamo-

and splashed into the sea. 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. one hundred and sixty-six miles having been | Captain Moriarty was just coming to the foot of the companion to put up his daily state ment of the ship's position, having had excellent observations, when the news came.

meter, it parted, and with one bound lesped.

as it were, over a few feet of intervaning space,

"I feel," he said, " we will not feel much interested now in knowing how far we are from Heart's Content. However, it was some thing to know, although it was little comfort, that we had now run precisely one hundred and sixteen miles since yesterday, that we were one thousand and sixty-two miles from Valentia, six hundred and ei hty miles from Heart's Content, that we were in lat. 51 25. long. 32 96.

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 was now over a gentle elevation, on the top lay an Atlantic telegraphic cable safely in any

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 steam failed, and when steam was got up it insulated cable ever manufactured, and many times high r than the standard required by the contract. The cruse of the two faults which were picked up was in each case a perforation of the gutta percha through to the copper by a piece of iron wire found sticking in the ca ble. Electrically, the third tault was analogious to the first. The difficulty can be guard

ed against in the construction of future cables. Fou-th.-That nothing has occurred to creincreased by the experience thus obtained.

and completing the line slrevly two third SAMUEL CANNING Chief Engineer

JAS. ANDERSON. C. F. VARLEY,

Meetrician to Atlantic Telegraph and Maintenance Co.

Metrician to Telegraph and Maintenance Co.
W. THOMPSON,
Professor of Natural Philosophy, Glasgow

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 tollowing statement :-When the interruption in the current was liscovered the cable was got on board. The defect was occasioned by the crushing of the wires. It is impossible to sav 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 Great Eastern then returned to England, having buoyed the end of the cable.

## TAE PIRATE SHENANDOAH.

Several More Whalers Destroyed by Her.

ACCOUNTS FROM SAN FRAN-CISCO.

A Sketch of the Pirate's Opera-

Fears that the Entire Whaling Fleet

will be Destroyed.

BOSTON, August 18. The whaling bark Pearl, of New London, while on the passage from Honolula to the Artic 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 afternoon of the 23d of June, when she was near Cape Thaddeus, steering northwest towards where a fleet of sixty whalers were known to be previously. Captain Nye had left the bark Mido during a fog in a small boat, for the purpose of warning the fleet of the danger. The Milo also spoke a French war ler, which immediately put away towards the fleet, having considerable start of the She-

nandoah. While the Shenandoah was at Ascension island in April, she burned the New London bark Pearl, the New Bedtord ship Young Hector, besides a San Francisco and a Hawaian whaler She next burn d the New Bedford bark Abguil in Ochetsk sea, then the Thompson in Kamtscatka sea, and then several New Bouford 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 war ing the fleet all would be captured, as the Shen and an knew exactly where to find them. They were hovering along the southern edge of the icefields, drawing closer together as the ice drift ed 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 Acapnico, the merchants are circulating a petition to the navy yard commandant, asking him to telegraph to Washington for permission to char . ter and arm the steamer Colorado, and dispatch her immediately in pursuit of the She-

The Whaling Fleet-Further Particulars of the Havages of the Shenandoah -The Vessels Linble to be Attucked. (From the New Bedford Standard, August 15.)

Mr. James O. Avelin, mate of bark Jirch Swift, in this port, burned by pirate Shenandoah, arrived in this city to-day from San Francisco, by the Nicaragua route to New York, The Jirch Swift was captured on 22d June, about thirty miles east of Cape Thaddeus, in the Kamtschatka sea. She had four hundred barrels of oil, all taken within eight days previous. Ships Soph a Thornton and Milo, of this port, were captured the same day. The Sophia Thornton had no oil, and was turned, and the Milo was bonded and sent to San Francisco with the crews of the other captured vessels on board. The first vessels destroyed after leaving Melburne were snips Hector, of this port, and Edward Carey, of San Francisco, formerly of Nantucket at As ension or K op island, I titude eig. degrees north, longitu e one hundred and fifty-eight degrees east. The Edward Carev had one hundred and fifty barrels sperm oil. The next was bark Harvest, of Honolulu, formerly of this port, captured on the passage from the Sandwich Islands to the North Pacific fishing grounds. The e mininder of the Shenandoah pretended to find a flow in her transfer papers, and declared his belief that she was an American vessel rying to save herself by false papers. Ship Abigail, of this port, was captured about 12th June, ly. ing in the ice and trying to work her way into the Ochot k sea. She had no oil. Ships ate the least doubt, in the minds of practical William Thompson and Euphrates, of this p. r., were captured some distance south of Cape Thaddens, a few days before the Jir.h Swift. The William Thompson had taken one small whale. Mr. Avenue knows nothing of the reported capture of brig Susan Avigail, of San Francisco. After the captured ciews were put on board the Milo, she was allowed to take provisious from the Sophia

[Continued on fourth page.]