THE ATLANTIC TELEGRAPH CABLE FLEET AT BEREHAVEN, BANTRY BAY.—SEE PAGE 94.

ILLUSTRATIONS OF THE ATLANTIC TELEGRAPH EXPEDITION

The successful progress of the operation of laying the Atlantic Telegraph cable is reported among our latest news. We have already narrated, in two or three previous notices, the earlier proceedings of this expedition, from the day when the Great Eastern set out from Sheerness, with the main length of cable on board, to go round to the south-west coast of Ireland, whence she was to begin her ocean voyage, after splicing the main length to the shore end, which was landed from the William Corry at the Isle of Valentia, Kerry, in the same place as the cable of last year. Several Illustrations, from the pencil of Mr. Robert Dudley, the Special Artist who is allowed to accompany the expedition to Newfoundland, have been engraved for this Publication.

One of the most amusing incidences of the passage down the Channel, which has been mentioned in a former account, was the amateur dramatic production got up on board the Great Eastern for the diversion of the large party of gentlemen and ladies, including the families of several directors and officers of the Atlantic Telegraph Company, the Telegraph Construction Company, and the Great Eastern Ship Company, with the correspondents of the London newspapers and other privileged passengers in the saloon of that magnificent ship. The play represented on this occasion was a lively impromptu , composed jointly by Mr. N. A. Woods, of the *Times*, and Mr. J. C. Parkinson, of the *Daily News*, and entitled "A Cable-istic Extravaganza," its theme, of course, being the mighty business of laying the telegraph cable at the bottom of the Atlantic Ocean. The elements of the marvellous, romantic, and supernatural, however, as might be expected in such a work of fancy, predominated considerably over those of scientific and practical calculation; and the achievements of the financial potentates—the contractors, engineers, and electricians—by whom this grand undertaking has so far been carried into execution were made to depend on the consent and goodwill of Father Neptune, the tritons, and the mermaids, who had certainly a right to be consulted about them. The authors contrived, nevertheless, to pay a compliment to almost every person who had distinguished himself in any department of the enterprise, but especially to Mr. Cyrus Field, the original projector of the Atlantic telegraph, and Mr. Glass, or Messrs. Glass and Elliott, the manufacturers of the cable; not forgetting Mr. Gooch, a director of the Great Eastern Ship Company; Mr. Pender, and other directors of the Telegraph Construction Company; Mr. Clifford, Mr. Canning, Professor Thomson, and Mr. Varley, the electricians; with Captain Anderson and Mr. Halpin, the commander and the chief officer of the ship. The part of Neptune was played by Colonel de Bathe, Mr. Robert Dudley appeared in the character of "Glass," and Captain Bolton in that of "Field," while Lord Hastings was the representative of "Clifford," and Mr. G. W. Elliott bore the impression of "Gooch;" Mr H. F. Barclay was a Sea Monster, and Messrs. Poore, Vaughan, and others were mermaids and tritons. The orchestra, consisting of a pianoforte and a fiddle, was led by Dr. Ward. The scene was in the submarine abode of Neptune and his family. The costumes and other theatrical accessories are shown in the Illustration of the finale. It should be remarked that the authors borrowed the idea of this part of the action from a cartoon which appeared in *Punch* last year, which represented a bevy of merry mermaids swinging on the telegraph cable and Neptune warning them off: –

[The cable is lowered and the mermaids swing upon it.

Neptune–Come out of that! Is that how you disable
Our new Manilla twist galvanic cable?
You're sitting on the messages! Get up!
* * * * * * *

Gooch–My dears, beware of sitting on or tampering with the cable.

Field–But give the messages a shove, and help them, if you're able.

Neptune–Ev'ry time the current flies, t'will give you delectation.

Glass–And ev'ry separate shock will cause a curious sensation.

Chorus–For it's here and there, and everywhere, we find the symbols flying.
The more they puzzle us to read, the more we keep on trying.
With a dot and a dash, and a dash and a dot, by Bolton's numeration,
Trying to read it is useless indeed, but it makes a new sensation!

[Messages on slips of paper drop from the top on the stage, and are picked up by the mermaids.

First Triton–Here's Mr. Jones to Mrs. Jones, "My dear, how is poor Bobby?"

First Mermaid–Here's Mrs. J to Mr. J., "The child is looking nobby."

Glass–Here's Uncle Sam to Mistress Vic., "I see we now may laugh, eh?"

Field–Here's Mistress Vic. to Uncle Sam, "Success to telegraphy!"

Chorus and dance. The curtain falls.

The Great Eastern, soon after her arrival in the harbour of Berehaven, Bantry Bay, where she had to take in a supply of coals, preparatory to her voyage across the Atlantic, was joined by several of the smaller vessels employed to attend upon her in this expedition. One of Mr. Dudley's sketches, as seen in the Engraving on page 84, represents the cable squadron lying at anchor in that place. To the left hand is the paddle-wheel frigate, of 21 guns, H.M.S. Terrible, appointed by the Government to escort the Great Eastern and to take soundings in advance of her course. The next vessel, with her steam up, nearer the opposite shore of the harbour, is the screw-steamer Medway, of 1800 tons, carrying the Newfoundland shore end of the cable, besides an extra supplementary piece of main cable, 500 miles in length, in case the 2730 miles carried by the Great Eastern should prove too short, or in case any part of it should be lost or should be made unserviceable. The Great Eastern herself is sufficiently conspicuous, with the two collier steam-vessels alongside her, from which she is replenishing her stock of what may be called the sinews of modern navigation. The other screw-steamer, which lies at a short distance to the right hand, is the Albany, of 1500 tons burden, which is employed for the purpose of sounding, and which carries, as the Medway also does, a complete grappling apparatus, to be used in the search and recovery of last year's broken cable.

Besides the vessels appearing in the present Illustration, which form the squadron that has proceeded to Newfoundland, a third screw-steamer, the William Corry, of 1200 tons, was sent to the Isle of Valentia with the heavy shore end of the cable, thirty miles in length, to be laid separately, and to be afterwards connected with the main line on board the Great Eastern. The operation of landing the shore end and connecting it with the telegraph-house at Foilhommerum Bay was quickly and satisfactorily performed at noon on Saturday, the 7th inst., as was described a fortnight ago in this Journal. This is the subject of our third Illustration, from a sketch taken by Mr. Dudley on the deck of the William Corry, looking towards the shore. A bridge of boats, held together by a stout hawser, extended from the vessel to the beach at the foot of the cliffs, and several hundred men, some of them in the boats, and some wading up to their waists in the water, handed the massive cable along till the end of it reached the shore, when it was let down easily to the bottom. The William Corry then moved out to sea, laying the cable as she went, to a distance of thirty miles from land, where the end was buoyed in 140 fathoms water, till the Great Eastern came to join it to the main line, in the manner already related.

[Taken from *Illustrated London News*, Vol. XLIX, 1866, p.94]

ATLANTIC TELEGRAPH EXPEDITION.

(FROM OUR SPECIAL CORRESPONDENT.)

FOILHOMMERUM BAY, SUNDAY NIGHT, JULY 8.

The second great event in this expedition has been completed with a rapidity and success that have astonished even the scientific staff themselves, and taken the whole island by surprise. Yesterday at dawn the William Corry, with the shore end, arrived off this rocky little inlet. At noon the shore end was landed, and at 3 a.m. this morning its full length of 30 miles was paid out, signalled through, and its insulation and "conductivity" reported to be absolutely perfect. The enthusiasm and congratulations to which this apparently simple event gave rise can only be fully appreciated by those who know its importance, and the extreme difficulty and uncertainty of landing anything on this storm-beaten coast. Foilhommerum Bay, as it is called, is a mere deep cove between the cliffs on the western side of this island, and only about a mile long by less than half a mile wide. A gray, sombre, rocky headland called Bray-hill forms its northern, and a confused cluster of rocks and cliffs its southern side. Into this bay, with any strong westerly or south-westerly winds, the sea rolls from the Atlantic in tremendous breakers, and often there are weeks and even months at a time when such a ponderous iron coil as forms the present shore end could never be landed and brought up the cliffs. The very unsettled weather that has lately prevailed made this chance of getting a calm day at Foilhommerum a subject of anxiety to all connected with the expedition, for a delay here of a fortnight or three weeks would simply have upset all their arrangements. Thus, therefore, for the shore end to arrive during the calm between a coming storm, to seize the chance and lay the rope just before bad weather set in, has been a piece of good luck which few expected.

After the Great Eastern had moored at Berehaven, where she is still anchored, the peasantry were allowed to come on board, and they availed themselves of the privilege by hundreds. It was a mutual advantage to them and to the crew, and, indeed, to all on board the ship, for, while the country people were delighted to see the vessel, they brought great quantities of fresh provisions, such as poultry, eggs, fish, &c., which they sold to both the sailors and stewards at ridiculously low prices. Thus there was any amount of fine live fowls at 5d. apiece, new-laid eggs 3d. a dozen, trout 1d. each, new milk like cream 1d. a quart, large live crabs 1d. each, and immense lobsters 2d. Stranger still to say, these prices were considered so remunerative that the supply soon exceeded the demand, and of course a further fall took place, and in many instances sales were gladly made at almost half the sums we have mentioned. The labour of the men employed to coal, however, was by no means so cheaply got. Seeing that their services were urgently required, the landing was so quickly and safely accomplished that they were unable to reach the scene of action in time to be of use. In the meantime the work of getting up the shore end from the hold of the William Corry and passing it through the heavy paying-out machine had been effected.

The "shore end" used on this occasion is different from any other yet made. Last year the greatest difficulty was experienced in hauling the great mass up the cliffs, and along the trench in which it is buried, to the receiving-house. This year the shore end is more massive and unwieldy than before—in fact, a more ponderous wire cable was never made. It is as thick as a man's arm, and in short lengths its rigidity is equal to that of a solid bar of iron. To get this up the cliffs was almost impossible, so this time it was most wisely arranged that the stout part of the shore wire should only be laid to low-water mark, and then carried up the rocks in a light and thin but very powerful wire. From low-water mark, therefore, the massive end is stretched out for eight miles to sea. At this distance it is tapered off into a thinner rope, which runs for eight miles further, and from this again a still less heavy cable is laid for 14 miles beyond, and the end of this latter finally contracts into the diameter of the whole length to be used across the Atlantic. While this enormous iron rope for the first portion was being got through the paying-out machine, the labourers had opened the trench in which the cable of last year was laid. To do this they had to dig along the only slope of the cliffs on little dizzy heights and pinnacles of rock, which made it anxious work for the spectator even to watch them moving. Soon the wire of last summer was laid bare from the earth, and its perfect preservation elicited expressions of astonishment from all who saw it. Though buried for more than a year, its outer covering remained as clean and free from rust as when it left the factory, while its internal coating of Bright and Clarke's compound round the gutta-percha was as hard as iron. By the side of this, and in the same trench, the shore end laid yesterday was covered in. The work of landing was begun soon after noon. A perfect bridge of boats, leading from the ship to the shore, was made, in accordance with Commander White's excellent suggestion. These were held together by one unbroken hawser passing from the vessel to the land. Along these the heavy line was laid to the last boat, on which the light line was coiled to go up the cliffs. It was no slight trouble to get the heavy line along to shore, but every one worked with a will, for the weather had changed—a cold, keen wind, with driving rain, had set in from the sea; the swell was rising rapidly, and there was every indication of a wild time on the coast. As quickly as possible, therefore, the wire was got out, and the work of landing it began. Very few were present to witness it beyond those engaged, and there were no flags and booths and festivities to mark the occasion as last summer. The fact was, the arrival of the vessel had taken all by surprise, and still more surprising was the activity

Seeing that their services were urgently required, they soon agreed among themselves to extort, on commercial principles, the highest terms obtainable, and eventually succeeded in getting 5s. a day and *their keep* for nine hours' work *per diem*. It is needless to remark that such wages were never heard of in this part of the country, and apparently the men themselves could not work for thinking of them, for what they did was unquestionably the very *minimum* of a labour test; yet on Friday, when the dinner of bread, meat, and potatoes was offered to these men, not a single one of the 200 or so employed would touch it, as it was a fast day, and accordingly biscuits and coffee had to be served out to them instead.

On Friday some further experiments with Captain Bolton's system of signals by a numeral code were made through the whole length of the cable. The result was a most complete success, the saving in time by this method as compared with the use of the old alphabet being more than 100 per cent. In fact, one cable worked on this plan can now transmit the messages which two as at present signalled through could not accomplish.

Soon after 1 o'clock on Friday the William Corry was telegraphed as coming round Bere Island, and shortly afterwards she anchored at a slight distance from the great ship. Her arrival had been earnestly looked for, for, as we have said, there had been a lull and the sea was calm, though the glass was falling, and it was evident the quiet would not be for long. A great many visitors and others connected with the expedition had gone up to Glengariffe to enjoy the rare beauties of its lake and mountain scenery—beauties which are equal to those of Killarney itself, and therefore have nothing to surpass them in Ireland. It was wished if possible to recall these stragglers to go round with the William Corry and the shore end to Valentia. There was no time, however. Not an hour of the calm was to be lost. The chief scientific staff then, including Mr. Varley, Mr. Willoughby Smith, and their assistants, with Mr. Glass, made a hurried rush to the William Corry, and at 9 on Friday evening all was ready for the voyage. The vessel could have started earlier, but this deep, craggy inlet is not one to be entered safely at night, so nothing would have been gained by arriving before full daylight. It was pitch dark therefore before the William Corry got under way and sent up rockets to announce her departure to the Great Eastern. Near the harbour's mouth we passed the expedition's guard of honour—Her Majesty's ship Terrible, anchored close to the open sea; she would, no doubt, have come in further but for the blackness of the weather, which prevented seeing more than a yard or two into the gloom, and Berehaven harbour, though placed by nature where it is most wanted, and one of the finest and safest harbours of refuge in the world, is not lighted at its chief entrance. The only light in it, indeed, is one which, in the opinion of the best nautical authorities, had better be extinguished at once, or at least removed to a fitter spot, for where it now is it is only calculated to mislead ships as to their proper

surprise, and still more surprising was the activity with which the labour was hurried forward. The Knight of Kerry and his family, Lady Hotham, and a few of the chief gentry in the neighbourhood were present, but this was all. Peasantry there were in abundance, either helping or looking on, the latter forming of course a large majority. The scene, however, was not without its own special interest. The leaden sky and blue waves of the Atlantic formed its background; in front the ship and its long line of boats, filled with active busy hands; while every rock and promontory was thronged with men and boys and girls in every grade of raggedness, and the very cliff edges were fringed with spectators, standing so close upon their slippery brink of turf that it was difficult to look at them without a shudder. Soon after 2 the wire end was brought to the beach in a lifeboat. There was a short interval of shouting directions to the men in the water, who now and then had almost to swim for it as the swell poured in, and then the end was brought safely over the rocks and up the cliff and into the the testing-house across the road and fields. Not a minute was lost in making the connexions with the batteries, and in less than two minutes a message was sent and a reply got from the end of the coil on board the William Corry. Only two or three words were sent each way, but the instantaneous rapidity and distinctness with which they were received at either end showed how perfect was the condition of the cable. Without waiting for more, therefore, the vessel at once steamed out to sea. No time, indeed, was to be wasted, for the angry clouds were rising with ominous rapidity, and the swell was every minute getting heavier. In spite, however, of both wind and sea, the full length of the shore end was laid at the rate of more than four knots an hour. As it was quite impossible for any ordinary vessel to break it, the full strain was kept on upon the paying-out machine even when a depth of some 100 fathoms had been reached. At 3 this morning a message was sent through at a distance of 30 miles from land, stating that all was perfect and the shore end laid, and with this final notice the end was buoyed in about 140 fathoms water, and the William Corry, having done her work, went away at dawn for Berehaven.

To-day, at noon, the Albany arrived, bringing the rest of the scientific staff to Valentia harbour. Her trip round was as boisterous as could well have been in summer weather. To-morrow she returns to Berehaven to join the general squadron, which sails on Wednesday next for this place. On Thursday, at dawn, the Great Eastern is expected to begin making the splice with the buoyed shore end. The instant this is completed and reported perfect, the great work of laying will begin without further delay. For the first 250 miles—that is, till over the Irish bank—the cable of last year will be used; after that distance, the new cable only. The reason for making this difference is that the new cable is more strongly made than that of 1865, and is, therefore, "for choice," preferred for the deepest water.

is only calculated to mislead ships as to their proper course. It seems surprising that this vast and most secure haven should be almost useless, because unlighted, while the Admiralty spend nearly 2,000,000*l.* at Holyhead on what are really only stone piers, and nearly 3,000,000*l.* at Alderney on works which are now admitted to be neither piers nor breakwaters.

Once outside the haven, the William Corry made the best of her way along the Irish coast to this inlet. Her speed was never great, and it was made slower still on this occasion by the swell from the Atlantic. She was deeply laden, too; but, being as strong as a rock, bore her great load bravely. No vessel that floats has ever laid more or larger cables than the William Corry, and no one has had greater experience in landing shore ends than her commander, Mr. Donaldson. He was in favour of making the attempt yesterday, and so was Mr. Glass; every effort therefore was made to hurry forward in time. Quite a little fleet of fishing-boats was passed in the night, gathering part of the almost boundless harvest to be found off the west coast of Ireland. All of them showed lights and blew horns as we approached, to warn us of their position, though they sometimes lay so thick together that it was a difficult matter to avoid them.

The magnificent bluff of rock on which the Skellig light is placed was made soon after daylight, and by 6 a.m. yesterday the William Corry was anchored well up the inlet, the weather calm but hazy, and the sea as smooth as glass, even close to the base of the tremendous cliffs, where it only broke its slow heave in a little line of foam. At once all the boats were got out, and everything was hurry without confusion, for the water was so extraordinarily smooth that all knew it might be a month or more before such a chance would offer again. One party was despatched and landed at the foot of the zig-zag path which leads up the cliffs to the telegraph-house, while another, headed by Mr. Glass, went round or across the island, in boats and such conveyances as could be got, to hire boats and labourers at Knightstown. All the labouring population throughout the island were, of course, soon astir at the sudden news. The courteous Knight of Kerry, the proprietor of Valentia, and the genial host of all who land on its hospitable shores, was the first afield, and through his exertions and influence boats and men were soon hurrying from all parts to this inlet to lend a hand in completing the first part of the great work. There was no difficulty in procuring aid, for all the peasantry here are proud of Valentia being chosen as the starting point, and are also not forgetful of the liberality with which their services on previous occasions have been rewarded. Before noon, therefore, quite a fleet of row boats was round the ships. Her Majesty's ship Racoon, under Captain Armitage, which is now in Valentia harbour, after cruising off the coast in case of any pirate Fenian vessels apppearing, also sent some of her boats and seamen to assist, though water.

The following telegram was received by Reuter's Telegram Company (limited), at 1 38 p.m. yesterday, from Mr. R. A. Glass, managing director of the Telegraph Construction and Maintenance Company (limited):—

"VALENTIA, JULY 11.

"Her Majesty's frigate Racoon left this morning to join the cable fleet, which is waiting the arrival of the steamship Medway, supposed to be detained by fog, which has prevailed on this coast since Sunday last. It is now quite clear, and sea calm. May expect to complete splice to-morrow."

THE WEATHER.

METEOROLOGICAL REPORTS.

Wednesday, July 11, 8 a.m.	B.	T.	Wind.	F. 1 to 12.	Extreme. F.	Extreme. Direction.	W.	R.	Sea 1 to 9.
Nairn.. ..	30·13	61	W.	5	1	W.	c.	0·11	2
Aberdeen..	30·14	59	W.S.W.	1	3	N.N.W.	c. b.	—	1
Leith.. ..	30·24	67	W.	3	5	W.	o. b.	—	2
Ardrossan	30·28	60	S.S.W.	2	3	N.W.	o.	—	2
Greencastle	30·29	59	W.S.W.	1	3	W.S.W.	r. f.	0·01	1
Valentia ..	30·26	60	Z.	0	1	N.W.	f. o.	—	1
Cape Clear	30·27	62	S.E.	3	3	N.W.	b.m	—	3
Liverpool..	30·34	66	S.S.E.	1	5	W.N.W.	c. b.	—	2
Holyhead..	30·30	64	S.S.W.	1	2	S.S.W.	b. c.	—	1
Penzance..	30·32	64	S.S.E.	2	1	S.	b.o.	—	3
Brest.. ..	30·24	70	E.S.E.	3	4	N.E.	b.m	—	4
Lorient ..	30·16	68	N.E.	3	4	N.E.	b. c.	—	2
Rochefort	30·20	66	E.	2	2	E.N.E.	b.	—	2
Corunna ..	30·05	69	N.E.	2	—	—	c.	—	2
Plymouth..	30·31	68	E.S.E.	1	3	S.	b.m	—	1
Weymouth	30·32	68	E.	1	0	Z.	b.fc	—	1
Portsmouth	30·33	70	S.E.	3	3	W.N.W.	c.	—	2
London ..	30·34	67	N.E.	1	4	N.W.	b.	—	—
Yarmouth	30·34	68	N.N.E.	1	3	N.W.	c. b.	—	1
Scarboro'..	30·30	68	S.W.	1	2	W.	b.	—	1
Shields ..	30·31	66	N.W.	2	6	N.W.	c. b.	—	2
Helder ..	30·32	63	W.N.W	3	—	—	o.m	—	3

Explanation.

B.—Barometer corrected and reduced to 32° at sea level. T.—Thermometer exposed in shade. W.—Weather:—b., blue sky; c., clouds (detached); f., fog; h., hail; l., lightning; m., misty (hazy); o., overcast (dull); r., rain; s., snow; t., thunder. R.—Rainfall, snow or hail (melted), since last report.

Remarks.

On our northern coasts the winds are still from the westward; while over Southern England a light easterly current prevails. Between the westerly and easterly currents a region of variable winds exists. Thunderstorms may very probably be a result of the intermingling of these currents. Temperature has increased on our southern and western coasts. Barometric pressure has begun to diminish slightly.

THE ILLUSTRIOUS OBSCURE.—Each year the Minister of Agriculture and Commerce publishes in the *Moniteur* a list of deposits which have been allowed to lie in the savings bank for 30 years. In that just given there appears 49f. 76c. as having remained unclaimed since April 15, 1836, the property of one Amable Jean Jaques Pélissier, staff captain, residing in the Rue Saint Antoine, 129. There is something rather ludicrous in thus ignoring the existence of the conqueror of Sebastopol, and keeping the money so many years. At the same date Louis Blanc, law student, appears also to have put money by, and his name is on the list for 43f. 6c.; yet Louis Blanc has gained some celebrity, and might have been found in London. He has written "*L'Histoire de Dix Ans*," "*L'Histoire de la Révolution Française*," &c., and in 1848 he was one of the 11 members of the Provisional Government.

Atlantic Telegraph Expedition.
FROM OUR SPECIAL CORRESPONDENT.

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