

MR. FIELD'S DIARY.

STEAMSHIP GREAT EASTERN,
Atlantic Ocean, North lat. 51 25, West long. 39,
Six Friday Evening, Aug. 11, 1865.

The steamship Great Eastern sailed from the Nore, off Sheerness, July 15, at 12.30 p.m. At half-past two o'clock Monday afternoon, 17th, overhauled the steamer Caroline, that left London on the 5th inst., with the shore ends on board. She had been delayed by bad weather. We took her in tow and arrived off Valentia at 6.45 a.m., Wednesday, the 19th inst. As the weather was unfavorable the Caroline went into Valentia Harbor, and the Great Eastern to Bantry Bay, followed the next day by H. M. S. Terrible and Sphinx.

The twenty-seven miles of the heavy shore end were successfully laid from the Caroline, towed by the steamer Hawk, on Saturday, the 22d. At quarter-past 5 o'clock the next afternoon the splice between the main cable and the shore end was completed, and the Great Eastern, Terrible and Sphinx steamed toward Newfoundland, while the Caroline and Hawk returned to Valentia.

All went on in the most satisfactory manner until 2.20 a.m., on Monday, the 24th, when a partial loss of insulation suddenly showed itself. Shortly after this the speed of the ships was reduced and the cable paid out more slowly, while tests were applied to locate the fault, which was found to be in the water some miles astern of the Great Eastern.

At 8.50 a.m. the cable was transferred to the picking up apparatus at the bows and we began to haul in the cable. This operation was frequently suspended by want of steam in the boiler attached to the picking up apparatus and during the day a portable boiler was connected with the former.

At five minutes past 8 o'clock the next morning the fault was brought on board and found to have been caused by a piece of iron wire, similar to that used in the manufacture of the cable, about two inches long, having been forced between the outer wires and through the gutta percha into the copper wires.

Ten and a quarter miles of cable were recovered, the fault cut out and a new splice made. The cable was then transferred to the pay out machine at the stern, and at 4.10 a.m., Tuesday, the 25th, all was again in perfect order, and the telegraph fleet on its way to America, having been detained thirty-seven hours and fifty minutes.

At noon on Wednesday, the 26th, the Great Eastern was 178 miles from Valentia, and there had been paid out, including the shore end, 199 miles of the cable; depth of water 1750 fathoms; tests very good.

THURSDAY, JULY 27TH.—Ship ran last 24 hours 141 miles, and paid out 158 miles of cable; water 2160 fathoms; tests very good.

FRIDAY, 28TH.—Distance made, 155½ miles; cable paid out, 174 miles; water, 1950 fathoms; tests very good.

SATURDAY, 29TH.—Distance run, 160 miles; cable paid out, 176 miles; water 1900 fathoms; tests very good.

At 1.26 p.m. it was discovered that there was a serious fault in the cable, which entirely cut off communication with the shore. The ship was stopped and the cable transferred to the picking up gear, and commenced hauling in at 9.14 p.m. After picking up two and a half miles of cable the fault came on board, and on examination proved to have been caused by a stout piece of wire having been driven entirely through the cable. The 2½ miles of cable were recovered from the depth of 1900 fathoms. The operation of picking up from this great depth was frequently interrupted by want of steam. The night being very dark and foggy the operation of lowering the splice and transferring the cable to the paying out machinery at the stern was postponed until next morning.

The Great Eastern was, by the able management of Capt. Anderson, kept all night up to the cable, and so prevented any strain beyond the cable's own weight coming upon it and injuring it.

At 8.10 a.m. the splice had been successfully lowered, and the ship was again on her course. The detention by this fault was 18 hours and 44 minutes, and most anxious hours and minutes they were.

SUNDAY, 30TH.—Distance made 24 miles, and paid out 37 miles cable; depth of water, 1960 fathoms; tests very good.

MONDAY, 31ST.—Distance run, 134 miles; cable paid out, 158 miles; water 1770 fathoms; tests very good.

TUESDAY, AUG. 1.—Distance made, 155 miles; paid out 179 miles of cable; water 1709 fathoms; tests very good.

WEDNESDAY, 2D.—At 5.27 a.m. on resuming the insulation tests it was discovered that there was a partial loss of insulation. The ship was soon afterwards stopped and the cable transferred to the picking up gear at the boom. The operation of hauling in commenced. By noon the engine used for picking up stopped for want of water for a considerable time. Two miles had been recovered and the cable was cut to see whether the fault had come on board.

At about 12.30 p.m. the cable caught and chafed in the mouth of the hawser pipe and was with considerable difficulty removed, and at 12.35 parted on board where it was injured and just behind the stoppers, and in a moment the end disappeared in the water. Distance run last 24 hours, 116 miles; cable played out, 132 miles—recovered two miles; depth water, 1950 fathoms. Total distance from Valentia, 1063 miles. Total distance to Heart's Content, 600 miles. Total cable played out, 1312 miles—equal to 14 per cent. of slack.

Steamed back toward Valentia about 12 miles and commenced dragging for the cable Thursday, at 4 a.m., it being evident from the strain the grapnel had caught the cable, began to haul in, and at 11.50 a.m., when 1100 fathoms of grapnel rope had been got on board, a shackle broke near the ship, and 1400 fathoms of rope sank with the cable to the bottom of the Atlantic. A buoy was lowered with 2400 fathoms of cable, and a mushroom to hold it, and mark the spot. During the operation of picking up the machinery gave way. It is supposed that a tooth broke off by the strain, and this getting in between the spur wheel, smashed the latter. This accident happened twice, and the operation of hauling in had to be performed by the capstan.

Friday, Saturday and Sunday weather unfavorable for recovering cable.

MONDAY, 7TH.—Lowered another grapnel at 12.10 p.m., commenced dragging for cable; at 8 in the evening began to haul in, and continued to do so slowly all night.

TUESDAY, 8TH.—At 7.50 a.m. 1000 fathoms of grapnel rope hauled in, when shackles broke just inside the ship. Lost in this attempt 1500 fathoms of rope. A second buoy was lowered to mark the spot. The balance of this day and all of the next was fully occupied in having new shackles made for the hauling in of the rope, altering the capstan and making preparations for another attempt to recover the cable. Had the apparatus been ready, the weather on Wednesday was much too rough to attempt any operations. The two buoys rode out the gales in this depth perfectly.

THURSDAY, 10TH.—At 7 a.m. began to lower grapnel, and at 8.55 had out 2460 fathoms, all that was left on board the vessels and commenced dragging for the cable and continued to do so until the evening, when we began to haul in slowly.

FRIDAY, 11TH.—At 6 a.m. finished hauling in the 2460 fathoms of rope, when the grapnel came up foul with its own chain. At 11 a.m. began to lower grapnel again, and as soon as all the 2460 fathoms were paid out commenced dragging until 3.55 p.m., when we began to haul in slowly. It was soon evident, by the great strain, that the grapnel had caught the cable. At 7 p.m., when 710 fathoms had been recovered, the rope parted. As there was not sufficient rope on board the Great Eastern to resume grappeling it was decided that the Great Eastern should return at once to England.

DR. PRITCHARD, who poisoned his wife and mother-in-law, was executed at Glasgow on the 28th of July in the presence of an immense crowd—estimated by some at nearly one hundred thousand people. The wretched man when on the scaffold briefly acknowledged the justice of his sentence, and met his fate in a calm and stoical manner.

THE friends of Dr. Colenso, Bishop of Natal, had presented him with a sum of £3,330, raised by about six hundred subscribers, partly to make up for the loss of his Episcopal income and partly to testify to his services to the cause of free expression of opinion within the Church of England. The Bishop was about to proceed to Natal.

ABDEL-EL-KADIR, the illustrious Arab chief, whose arrival in England was recently announced, having received the "cold shoulder" from the official and aristocratic classes of London, has shaken the dust of the city from his feet and departed from the country in high dudgeon. With the exception of one public body [to quote his own words] he "only saw the people in the streets."

WALKER BROTHERS'

LAST TRAIN FOR THIS SEASON,

FROM THE EAST,

HAS ARRIVED,

AND THE

GOODS JUST OPENED.

We take pleasure in announcing to our friends and patrons, that having purchased

THIS STOCK OF GOODS

UNDER ADVANTAGEOUS CIRCUMSTANCES

We can offer them

AT VERY LOW FIGURES!

TEA DRINKERS!

THE BEST ARTICLE

IS TO BE HAD AT

WALKER BRO'S.

51-114

COTTON YARN.

PERSONS desirous of obtaining YARN from Pres. B. YOUNG'S Cotton Factory, can have it, at \$10 per Bunch, by applying to GEORGE TEASDALE, General Tithing Office.

40-114

WATCHES, JEWELRY,

CLOCKS, &c.

JOHN MEEKS

WOULD respectfully inform his friends and the public that he has removed to his

NEW STORE,

TWO DOORS SOUTH OF NEW YORK STORE, GREAT SALT LAKE CITY.

He will keep constantly on hand a FULL ASSORTMENT of GOODS in the above line.

Every Article guaranteed as Represented.

Mr. JAS. M. BARLOW, so well and favorably known in this community, will pay particular attention to the repairing of WATCHES, CLOCKS, etc.

ALL WORK GUARANTEED.

J. MEEKS,

51-47

2 Doors South of New York Store.

CASH

AND

MERCHANDISE

PAID FOR

OATS

AND

BARLEY,

BY

Kimball & Lawrence,

51-37

EAST TEMPLE STREET.

NOTICE, NOTICE.

BALMORAL SKIRT-WEAVING FACTORY.

I WISH to inform the inhabitants of G.S.L. City and vicinity, that I will Weave Cloth to any design or pattern, from 25 to 45 cents per yard.

Give me good clean Yarn and I will return full weight in cloth.

Parties making Jeans or Linsey can have one or more Skirts made on the same warp by consulting E. H.

Wool or Rolls worked on shares or for pay.

Yarn dyed to any Color, on reasonable terms. Special attention given to the Manufacture of Balmoral Skirts and Magenta and Scarlet Flannels.

Orders for Skirts solicited; they will surpass in elegance any imported.

EDWARD HOLT, 12th Ward, 5 blocks east of Main Street, Emigration St.

N.B.—No business transactions with A. HOLT, 49-4mt

TAKE NOTICE!

OWNERS OF LOTS IN GREAT SALT LAKE CITY CEMETERY!

INASMUCH as there are between Four and Five Hundred Lots in the Cemetery that are occupied with one and more graves, the Records not showing to whom belonging, nor any headstones by which they can be identified,—

All persons owning lots (who have not already been furnished a deed for the same) are requested to call upon the Sexton within 60 days from the date of this notice, and bring a receipt from the person of whom they purchased, and also come prepared to identify the lot claimed, otherwise these lots will be forfeited.

All persons knowing themselves indebted will do well to call and settle their accounts.

By order of City Council.

JOSEPH E. TAYLOR, Sexton, Office at Residence, 13th Ward, one and a half blocks east of Theatre.

G.S.L. City, Sep. 18, 1865.

51-34

STOVES! STOVES!!

For SALE or EXCHANGE a quantity of FIRST CLASS

COOKING STOVES,

—FOR—

WOOD & COAL:

PARLOR STOVES

—AND—

BRASS KETTLES,

—ALSO—

Tin, Iron & Copper Ware!!

—:O:—

Cash, Oats, Barley & Good hay,

TAKEN IN PAYMENT!

PRICES REASONABLE.

T. Hawkins,

SIGN OF COOK STOVE, OPPOSITE SALT LAKE HOUSE.

51-114

JAMES LINFORTH,

COMMISSION MERCHANT,

208 Battery Street, San Francisco, CALIFORNIA.

AGENCY for the Purchase and Shipment of all Descriptions of Merchandise and Machinery on Commission.

In soliciting the ORDERS of MERCHANTS and others residing in UTAH, IDAHO and MONTANA, the Subscriber guarantees his personal attention to the SELECTION and PURCHASE of the GOODS, which, with a long experience in this business in SAN FRANCISCO, will doubtless make it exceedingly advantageous to parties obtaining their supplies through him.

SHIPMENTS made by whatever route parties may indicate.

The COLORADO ROUTE is now practicable, and Goods can be forwarded to CALL'S LANDING, the Depot for Utah Freight, or to HARDY'S LANDING, below.

Arrangements can be made here for FREIGHTING as far as AUSTIN on the Carson Route, and from LOS ANGELES to SALT LAKE on the Southern Route.

ORDERS from parties unknown in this Market should be accompanied in the first instance with a remittance for the amount.

PRICE LISTS, and any information in relation to this Market cheerfully furnished on application:

REFERENCES IN SALT LAKE CITY:

WM. JENNINGS, Esq., Merchant & Banker.
WALKER BROTHERS, Merchants.
CRONYN & CLAYTON, Merchants.

IN SAN FRANCISCO:

The BANK of CALIFORNIA and MERCANTILE HOUSES generally,

JAMES LINFORTH,

23-114

208 Battery St., San Francisco, Cal.