

Progress of Work—Extent of the Undertaking—Points at Which the Cable Will Touch.

KINGSTON, Ja., July 9, 1870.

The telegraph fleet has at last sailed from here, convoyed by her Majesty's steamship *Vestal*, United States steamship *Yantic* and a Spanish gunboat. As regards the length of time required for the submarine portion of this work, this cable is only exceeded by the British, Indian and French Atlantic cables; but as regards the difficulties attending the completion of the enterprise, it is probably, without any exception, the most difficult ever attempted. The mere fact that about thirty-six shore ends will be required is sufficient proof of the amount of trouble to be anticipated.

The entire contract embraces about 3,153 nautical miles of submarine cable and 350 miles of land line, and the whole system, when completed, will connect Cuba with Jamaica and Panama, and with the major portion of the West India islands.

The first portion of the work connects Havana with the port of Batabano by a land line; from thence a submarine cable will be laid to Cienfuegos, and from thence to Santiago de Cuba. From this important place a cable will be laid to Morant Point, in Jamaica; from Morant Point two cables will be laid, one, the longest section of all, to Aspinwall, N. G.; the second will be to Porto Rico, and from thence to the South American coast, touching at the principal islands. The following list gives the different sections:—

Batabano to Cienfuegos, Cienfuegos to Santiago de Cuba, Santiago de Cuba to Morant Point, Morant Point to Aspinwall, Morant Point to Porto Rico, Porto Rico to St. Thomas, St. Thomas to St. Croix, St. Croix to St. Christopher, St. Christopher to Antigua, Antigua to Gaudaloupe, Gaudaloupe to Dominica, Dominica to Martinique, Martinique to St. Lucia, St. Lucia to St. Vincent, St. Vincent to Barbados, St. Vincent to Grenada, Grenada to Trinidad, Trinidad to Cape Nassau.

The steamship *Dacle* and five other vessels are employed in the work. The *Dacle* has been fitted up as the vessel from which all the work will be done, the other vessels being simply employed as carriers. Her machinery is of the strongest and most massive form possible to conceive, and the picking up machinery is very strong, and is probably heavier than that used on the Great Eastern for the Atlantic cable; the drum is overhanging, driven by internal gearing. The steamer *Suffolk* will lay the shore ends, and has been fitted up for that purpose.

The cable for the work is divided into deep sea cable, 2,965 nautical miles; intermediate, 150 miles, and shore ends, 68 miles. Total, 3,153 nautical miles.

The success of the work will reflect great credit upon Sir Charles Bright, who, as engineer of the companies, organized the whole affair.