



## 2

ceptable WIDOW, age 33, wishes for a  
an URGENT COMPANION to an elderly lady  
or not as companion, or a pet-dog, Country-  
NION to a LADY. The friends of a  
stably contented, are anxious to place  
one she has enjoyed for several years. She  
the various pleasures of life, and is a  
Clergymen's family would be preferred.  
Moderate salary. Address—T. J. Grogan,  
rary, Torrington-place, Torrington-square.

WOMAN TO RECOMMEND a person as AT-  
tendant on a lady, or as a useful family. She has  
years as upper housemaid and then as a  
housekeeper, and is a most efficient and  
bedroom and perfectly trustworthy. Address  
Torrington-square.

MAN for has for several years conducted the  
engagements of a widows's family, is desirous of a re-  
similar capacity. Amount of salary not of great  
comfortable and respectable home. Country would  
be preferred. Address—J. R. Shepherd, architect and  
-bury, city, E.C.

ABLE to take a baby from the month,  
ward with the mother, or to nurse a babe  
Good character. Address J. R., 9 Mill-lane,  
Torrington-square.

MAN WANTED in a small country town

[illegible][illegible][illegible]

THE of a respectable tradesman wishes to acquire a position of honor and influence in the advertising, publishing, and printing business. He is a native of the State of New York, and has been for many years a resident of the City of New York. He is a man of high character, and is well known in the City of New York. He is a man of high character, and is well known in the City of New York. He is a man of high character, and is well known in the City of New York.

[illegible][illegible]

**—E** or privately. Apply to Ally, care of Moore & Co., 100 Broadway, New York.

**—E** DE FRANCE.—A TUTOR, a philosopher, who has just finished the education of a French family he resided three years, wishes to meet persons desiring to improve their French. His instruction will be forwarded, and the most satisfactory results will be obtained. Apply to M. de la Motte, or to Professor River, clerical agent, 100 Broadway, New York.

**—E** DE FRANCE.—A CAMBRIDGE man, for some years a member of distinction, has part of his time devoted to the University, Arabic, public schools, &c. with French and Italian. He is desirous of meeting persons desiring to improve in French, or two pupils (in delicate health, or otherwise), in the modern languages, and in the sciences, and in bookkeeping, publishers, and stationers, 1, Northampton street, London.

**—DRAWING.**—A professor of model and architectural drawing gives LESSONS at his own residence, 10, St. George's square, Chelsea attended. Address, 10, St. George's square, Bedford-square.

**—Y.**—The advertiser wishes to obtain a competent university. Letters will be treated confidentially to Alpha, care of J. Perry, Esq., 7, Wellington square, S.W.

**—LING.**—A civil engineer will be happy to

[illegible]

engineers, architects, &c."—*Railway Gazette*.





*THE CORN TRADE.*

**THE CORN TRADE.**

**WYOMING, AUG. 4TH.**—The farmers in this part of the country now mostly engaged in the harvest fields. Some crops of wheat cut rather lighter than was at one time expected, but as yet there is no reason to anticipate anything but a sound and an abundant crop. In some places cuts are bad. The weather is not all

[illegible][illegible][illegible][illegible]

the condition. At the market-to-day trade was almost stagnant, and the few parcels which changed hands were at unaltered prices.

**TAMPA.**—The market for live stock was well excited, and the best promises well. At to-day's market there was a fair amount of sales, as follows:—*Cattle*, 100 to 120, per head; *sheep*, 10 to 15, per head; *hogs*, 10 to 15, per head. At the cattle-market there was a good flow of beasts and sheep, which made only moderate prices, *beasts*, 10 to 15, per head; *sheep*, 10 to 15, per head.

**THIRDS.**—2nd.—Wheat will be about an average crop; barley and its shorts; turnips are improved; potatoes much diseased. At to-day's market the trade was slow, at the following quotations:—*Wheat*, 60 to 65, per bushel; *barley*, 10 to 15, per bushel; *potatoes*, 10 to 15, per bushel.

**WHEAT.**—At to-day's market there was a moderate show of wheat, which was disposed of at about the rates of this season, as follows:—*Wheat*, 60 to 65, per bushel; *barley*, 10 to 15, per bushel. The trade was well excited, and the best promises well. At the cattle-market to-day the demand for all kinds of beasts and sheep was very dull, and prices lower. *Beasts*, 10 to 15, per head; *sheep*, 10 to 15, per head; *hogs*, 10 to 15, per head.

**METROPOLITAN CATTLE-MARKET, August 5.**

The supply of beasts and sheep was rather above the average for to-day, and trade ruled heavy for all descriptions of meat except veal, which was much short. The following were the prices obtained at 8 1/2, 9, and 10 South Downs at 56, 58, and 60, per stone of 8 lb. by the carcass.

	56.	58.	60.
1st. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
2nd. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
3rd. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
4th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
5th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
6th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
7th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
8th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
9th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
10th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
11th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
12th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
13th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
14th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
15th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
16th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
17th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
18th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
19th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
20th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
21st. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
22nd. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
23rd. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
24th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
25th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
26th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
27th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
28th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
29th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
30th. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
31st. <i>Cattle</i>	3s. 0d.	3s. 8d.	4s. 0d.
1st. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
2nd. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
3rd. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
4th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
5th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
6th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
7th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
8th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
9th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
10th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
11th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
12th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
13th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
14th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
15th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
16th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
17th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
18th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
19th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
20th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
21st. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
22nd. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
23rd. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
24th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
25th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
26th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
27th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
28th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
29th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
30th. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
31st. <i>Sheep</i>	3s. 0d.	3s. 8d.	4s. 0d.
1st. <i>Hogs</i>	3s. 0d.	3s. 8d.	4s. 0d.
2nd. <i>Hogs</i>	3s. 0d.	3s. 8d.	4s. 0d.
3rd. <i>Hogs</i>	3s. 0d.	3s. 8d.	4s. 0d.
4th. <i>Hogs</i>	3s. 0d.	3s. 8d.	4s. 0d.
5th. <i>Hogs</i>	3s. 0d.		

**THE MAILS.** &c.—SOUTHAMPTON, August 4.  
The Peninsular and Oriental Company's steamship India,  
Capt. R. W. Evans, sailed here to-day for Gibraltar,  
Malta, and Alexandria, with the heavy portion of the Cal-  
cutta mails, and Chinese cargo. Passengers—Mrs. J. A. G.  
and family, a full cargo, and specie, jewelry, &c., value  
£90,342; 128. 6d. for the undermentioned places—Cal-  
cutta, £77; Bombay, 574l. 4s. 6d. Mauritius—silver, 20,900;  
Aden, 100*l*. jewelry, 38*l*.  
Bombay—silver, 8,545*l*.  
Canton—silver, 10,000*l*.  
Singapore, 206*l*. Hongkong—silver, 13,484*l*; jewelry, 81*l*.  
Swatow—silver, 42,100*l*.  
Shanghai—silver, 42,100*l*.  
Total—silver, 100,000*l*.  
Gold, 885*l*. Total—gold, 885*l*; jewelry, 2,080*l*, 12s. 6d. The screw  
steamer *Seydlitz*, Capt. H. C. Glover, sailed at 10 o'clock  
for London, with 320 passengers and a full cargo of freight.

[illegible]

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some faint smudges and discoloration, characteristic of old paper. The left edge of the page is bound into a dark, possibly black, inner cover material. There is no text or other markings on the page.



# THE NAVAL FÊTES AT CHERBOURG.

(The following appeared in our second edition of yesterday.)

(FROM OUR SPECIAL CORRESPONDENT.)

CHERBOURG, AUG. 3.

If the military and nautical portion of Cherbourg has something of the gigantic, a survey of the peaceful and commercial port will suggest comparisons of the kind that a certain inhuman people are said to be too prone to make. In this case the generally too complacent Briton may be excused. That enormous concentration of all the means of war—the port, —so grand, as much from its completeness in every department as its mere size that its equanimity is slightly disturbed; to restore the mental balance our countryman instinctively looks for something petty and insignificant, that he may contemplate it, despite it, and be consoled. That insignificant something he undoubtedly finds—smaller even than he could have expected—in the commercial port of Cherbourg. Two docks—an inner and an outer, and a canal de réserve, so effectively reserved that it is grass-grown, muddy, and smells,—compose all the trading harbour. Our model Briton paces the quay, and makes odious comparisons: he cannot help it. Would not any one dock of the miles of excavation and masonry of Liverpool hold the entire port? And are there not London, and Blackwall, and Southampton, with commercial basins that will receive and float navies? There are; and it may be said at once that this part of the works of Cherbourg will not bear a moment's comparison with the similar constructions of many English seacoast towns.

But turn to the military port, and it is a different thing. That establishment is the real Cherbourg. Measurements of yards and fathoms sometimes give but an indefinite idea of size. Some notion of the extent of the arsenal of Cherbourg may, however, be formed from this fact:—The town contains about 30,000 inhabitants, and the area of the whole place is not equal to half that of the military port inside the fortifications. The very mast-pole of the establishment is nearly as large as the harbour of commerce. The arsenal is all in all. The breakwater, the sea-girt forts of the road, are also immense works, but merely defensive against the ocean or an attacking enemy. The military port is defensive too, but something besides; it is a vast instrument of war, complete within itself, and perfectly organized. It was planned, founded, constructed, and is now nearly completed, under the influence of one idea, which colours all the descriptions of it, old or recent; the Bourbons, the First Republic, the First Empire, the restored Bourbons, the Citizen Monarchy,—it is the work of all of them; but the Consulate and the Empire, more than any of these, created it. Cherbourg is another "Napoleonic idea,"—at last realized.

The military port forms the western extremity of the inner road of the bay; it is divided from the western end of the town by fortifications, with fosse and bastions, sweeping in a semicircle inland, and abutting on the rocky shore of the bay, which washes the walls of the part facing the harbour and breakwater. There is only one entrance from the land side, strongly fortified. Within the *enceinte* is the most perfect arsenal in the world. It includes in itself all the means of fitting out an armament. A ship of war might be built from the keel, launched, rigged, armed, and manned, without quitting its basins, from which it would pass to the ocean, quite ready to engage an enemy. The continuation into the *enceinte* of the railroad from Paris, which is projected, will increase its capabilities. It may be connected with any inland canal, and the embarkation of troops become only a calculation of hours. This continuation of the road from the capital to the quays of the arsenal has yet to be made; but, exclusive of this work, the completeness of all the arrangements is what strikes an observer, even more than the size of the place. In our different naval establishments of Plymouth, Portsmouth, and Woolwich we have ample means of effecting the same things, but more than one of them would have to contribute to the result; our powers are, as it is our custom to make them, or to permit them to be, scattered. The French system is to concentrate means and force, and nowhere can that concentration be seen at work more effectively than at Cherbourg. A ship-of-war could be built, her guns cast, and her crew held in reserve in barracks, on the same spot of ground. The instrument is perfect.

To give the history of the rise and progress of this port would require a volume. Modern as it is, it has its comparative antiquity. All that belongs to Louis XIV. and Vauban, for instance, are still dark ages; nothing remains of them. Vauban's plans exist, but they are superseded; the works he began were stopped, and what he built was afterwards destroyed. Louis XVI. began the breakwater, with the leading idea of making Cherbourg a harbour of refuge—as it is now, and one of the best in the Channel. The breakwater is in itself a beneficent work, giving shelter and smooth water to the tempest-tost of all nations; but there is a grim-looking fort between each end of it and the land, and a fort on each extremity of the work, and another on the centre of it. Every part of the inner road and each entrance is crossed and swept by cannon. But to return to the military port. The First Republic and the Convention were patriotic enough in feeling, and Cherbourg was not absolutely forgotten by them; but funds often failed, and the works as they were then planned went on slowly, with so many suspensions, that even local historians ceased in despair to note them. The Directory used the forts as they were finished to confine political prisoners. The Consulate was the great era of Cherbourg. Napoleon hurried on the works that had commenced, and planned others, which have since made the military port what it is; it bears his *cachet* in every part, with grandeur as a whole, and perfect fitness in details. One of the two large docks was inaugurated by the Empress Maria Theresa; the third, or inner basin, larger than either of the others, is the one planned by Napoleon; and the *immersion*, or filling this dock, is now to take place in the presence of the Emperor and Empress.

After the fall of Napoleon, and under the Restoration, Cherbourg collapsed, and it even disappeared from history for more than 20 years; the most that Charles X. knew of the harbour was from having to embark at it for his last exile. The *renaissance* of the place was under Louis Philippe, and it again figured in the budget of the State. But still the operations languished; the excavation of Napoleon's dock was very hard work, for it is dug out of the solid rock. From all that can be gathered from the rather veiled comments of modern writers, it appears that a "department" got hold of it, and the "circumlocution" system was in rather full force. The great excavation became a suit in Chancery, always peddled with, and never proceeding. But the last and brightest era has at hand. Under the Second Empire this apparently interminable work has been finished. A few days, or rather hours, more, and the sea will be let into the artificial bed that has been so long making for it.

This dock is, in fact, one of the grandest parts of the arsenal. The two old docks open to the bay; the new one is inside them, in the very centre of the place, and can only be reached by passing through the others. It is now the great object of popular curiosity, especially to the country people; and the peasant class almost besiege the gates for permits to visit it. They must be obtained at the Department of the Marine. They are freely and politely given, and the only difficulty is in providing the numbers that are asked for.

The basin itself is not larger than many separate docks we have at home; but it is very deep, and the masonry, in solid granite, of the most finished workmanship. Its peculiarities are these,—the inner side and the two ends are grooved with steps for repairing large vessels; they can be floated into these steps, as in by floatways, and when the water is pumped out, as it will be by pumps of high power, they are in a dry dock. There are seven of these docks within the basin. It is this combination that gives the work its importance; the power of building a ship of war, or seven such vessels, in one artificial dock, and launching them, quite independently of all the caprices and impediments of tide, is a very valuable one; the same facility, of course, is available for the embarkation of troops and stores, though in this respect the outer basins are as convenient as the new work.

The preparations for letting in the water are not yet completed; across the northern entrance men are busily raising a vast dam of earth and sand, exactly like the embankment of a settlement of beavers, very broad at the base, and tapering up to the top, ramming the materials well down as the mass rises. This will be the *plus ultra* of the water up to the given moment, when a sufficient section of the barrier will be broken off by springing a mine; the water, rushing over, will gradually sweep away the rest. The rush of the element is to be the grand point of the spectacle of the *immersion*. It is calculated that the dock will be four hours filling.

At the present moment vast chain cables are stretched across the floor of the excavation; the pipes of the pumping machinery are visible on the same level. A few workmen, looking absolutely small, from the great height of the quay, are crawling about the area, and from a wooden hut in the very centre of it smoke is rising from the stove-pipe, as if the inmate were boiling his coffee; that spot is the space of time and office will boil on that spot no more. The peasants gather round the excavation and look in, and hold their very babies over to look also; if one of them should drop it. It is 70 feet sheer down, and the bottom is solid granite. Happily, I have not to report any small human sacrifice. It is not quite certain, from the intense anxiety manifested to see the dock of Napoleon, that the country people do not expect to see something of the great man in it; really, to the mental eye, his spirit is visible. He thought all this once—he has passed away, but it is done. It is only a part of his history that has been heard of.

A gallery is being built at the head of the dock for the Imperial party and for ladies, but *les hommes* are not to be provided for in this luxurious manner; the pavilion already looks gay with flags and banners. The main entrance of the port is being appropriately decorated with a triumphal arch formed of muskets and bayonets; and in the centre of two of the internal spaces of the establishment rise two trophies built of brass cannon and piles of brilliantly-blackened cannon balls; they are receiving the finishing touches, carefully applied, and, for the grim nature of the materials, the effect is bright and coquetish. But all this, and more, must be left to the great day itself. The military port can not be exhausted in a single letter.

The decorations of the town have increased in number and deepened in colour, but none can be pronounced complete. Those of the railroad station are most advanced. Yesterday brought from Paris a large consignment of freshly-gilded eagles. A hundred of those noble birds packed in a crate, and looked at closely, lose much of their effect. They are intended for the top of high poles, where they will soon beam resplendent. Their carving is of the coarsest, and by configuration of head and beak they might as well be penguins. The day is blank of incidents; it is the eve of the opening celebration. To-morrow we shall all be in the Imperial presence.

The Mayor of the town has issued the following address to the inhabitants:—  
"Fellow-citizens!—In 1832 we requested the Emperor to grant to our District of Cherbourg what was granted, and now His Majesty comes to inaugurate this great road, which unites our town to the metropolis.  
"The third rock of our military port is finished. The Emperor will preside at its opening, and thus crown the completion of this magnificent arsenal, which excites the admiration of all nations.  
"His Majesty will also inaugurate the monument you have raised to Napoleon I., and by his presence at this imposing solemnity, add to the splendour of the homage you have paid to the powerful founder of the Napoleon dynasty.  
"The Emperor, his noble partner, the august mother of the Prince on whom rest the dearest hopes of the country, come also to visit us.  
"If the eyes of France are at this moment fixed on Cherbourg, it is because every town wishes, like our own, to enjoy the happiness of possessing the Sovereign who has raised his glorious glory of our arms, and secured the prosperity of the country; it is because Cherbourg is now the town privileged above all others.  
"Need I excite your enthusiasm? No! I know your patriotic sentiments, and I know, in anticipation, that everywhere on their passage their Majesties will be received with fervent acclamations, the sincere proofs of your devotion to the Empire.  
"Your houses will be decorated with flags and illuminated during the whole sojourn of our august guests.  
"We all know what we owe to the Government of the Emperor, and we shall feel happy to be able on this great occasion to offer him abundant proof of our affection and gratitude.  
"Vive l'Empereur! Vive l'Impératrice! Vive le Prince Impérial!"

"LUDE, Maître."

THE WELLINGTON SACRIPHAGUS.

The compartment in the crypt of St. Paul's appropriated to the remains of the Duke of Wellington is now open to the public. A sarcophagus, simple and massive in its structure, now contains the coffin, which on the day of the funeral was placed upon the tomb of Nelson. The material is Cornish porphyry, of a dark brown colour, with yellow markings, and the ornaments consist of a heraldic shield, the two sides being covered with inscriptions, one recording the name, the other the dates of the birth and death of the illustrious deceased. The base upon which the sarcophagus rests is of the ordinary light unpolished granite, adorned at each corner with a lion's head. The flooring is composed of Minton's tiles, arranged in a simple pattern, and the apartment is lighted by jets of gas rising from four polished candelabra of Scotch Peterhead granite. The re-construction of the floor has extended to the apartment appropriated to Lord Nelson's sarcophagus, which may be seen in the background by the visitor who enters the resting-place of the more recently departed hero. Altogether the effect of the chamber and its contents, with the associations belonging to it, is most solemn and impressive. The curious who desire to see the proposed site for the "Wellington Monument" which is now such a prominent subject for discussion may be informed that the Bishop's Consistory Court in the south-eastern extremity of the nave, immediately opposite the Consistory Chapel, is at present the chosen spot.

GALWAY AND AMERICA.—The Lady Edgmont steamer sailed yesterday on her first trip, from Galway to Quebec and Montreal, carrying her full complement of passengers, 116 in number, and nearly 300 tons of bale and goods, principally manufactured goods from Manchester, Leeds, Glasgow, Belfast, and Dublin. The *Galway* is a fine vessel, and the crew are well equipped for the voyage. The ship is commanded by Captain Wallace, one of the pilots having had the Indian Empire on the Santa Margherita Rock, was adjourned in order to have the contents of the stomach subjected to a chemical analysis, with a view to ascertain the presence of poison supposed to have been either taken or administered to the deceased. We can now state that an official communication has been received by the Crown Solicitor to the effect that, after a careful analysis by Professor Goode, no trace whatever of poison has been found.

## THE ATLANTIC TELEGRAPH EXPEDITION.

[A portion of the following appeared in our second edition of yesterday.]

We have been favoured with the following dispatch, which has been received by the Directors of the Atlantic Telegraph Company:—

"TO THE DIRECTORS OF THE ATLANTIC TELEGRAPH COMPANY."

"VALENTIA, AUG. 5."

"The Agamemnon has arrived at Valentia, and we are about to land the end of the cable."

"The Niagara is in Trinity Bay, Newfoundland. There are good signals between the ships."

"We reached the rendezvous on the night of the 28th, and the splice with the Niagara cable was made on board the Agamemnon the following morning."

"By noon on the 30th 265 nautical miles were laid between the two ships; on the 31st, 540; on the 1st of August, 884; on the 2d, 1,236; on the 3d, 1,584; on anchoring at 6 in the morning, in Douglas Bay, 2,022."

"The rate of the Niagara during the whole time has been nearly the same as ours, the length of cable paid out from the two ships being generally within 10 miles of each other."

"With the exception of yesterday, the weather has been very unfavourable."

(BY BRITISH AND IRISH MAGNETIC TELEGRAPH.)

VALENTIA, THURSDAY.

Her Majesty's ship Agamemnon arrived off Douglas Head early this morning with the end of the telegraph cable; the communication between Ireland and Newfoundland complete. Mr. Bright is now making arrangements for landing the end and thus bringing to a successful termination his anxious and difficult task. From the time the Agamemnon left Queenstown, on the 15th of July, until she joined the rest of the squadron at the rendezvous in mid-ocean on the 29th, she experienced a continuous and severe trial. The weather was so variable that it was not possible to make any definite statement as to the progress of the work. On the 29th, the ships started towards their several stations. On the evening of the same day a breach of continuity occurred in the cable which lasted one hour and a-half.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable was made about 9 o'clock in the evening; after which all went well until the ship anchored at 6 a.m. in Douglas Bay. The Niagara is already landing her end in Trinity Bay, or is about doing so shortly, though some little delay must necessarily arise before the instruments are made for signalling through to America.

The ship was stopped and the machinery repaired, though not till hopes of holding on the cable had been abandoned. During Friday it blew a head gale of wind, against which the ship, under her full steam, could hardly make way, even with yards and topmasts struck. On Saturday, the 31st, the wind shifted round to the south-west, and during that day, Sunday, Monday, and Tuesday, it continued to blow hard, with frequent violent squalls, the sea running tremendously high the whole time, and no one expected the cable to hold on from one minute to the other. On Wednesday the weather moderated, but the swell was still high. About 4 a.m. the change from the lower to the upper cable was successfully made, and during the afternoon shallow water was gained. The second change from the upper to the lower cable





case referred throughout the circuit), the re- | *THE MURDER OF A YOUNG LADY B*

THE MURDER OF A YOUNG LADY B

(Abridged from the *Leeds Mercury* of yesterday.)  
The facts which we were enabled to publish on the 14th reference to the murder of Miss Scaife, at Dr. her lover, James Atkinson, on Sunday night, will I communicated to our readers with substantial account principal incidents of this melancholy tragedy, but tional particulars have come to our knowledge personal inquiries on the spot, it will not interesting to embody them in a more detailed than it was in our power to give on Tuesday. Beyonding, however, with this narrative, we may run Stumps-lane, the scene of the murder, is a narrow running across the country from Darley to the N.

and Skipton-sur-puque. It rises rather rapidly for the first quarter of a mile, and is bounded on each side by a stone wall. The road itself is rough, and uncomfortable travel over either for foot passengers or horses. A farm of the lane there is a row of cottages, and at the end of the lane is a small house, the latter being the residence, and left at a distance of a few hundred yards.

The deceased, who was 21 years of age, was the son of Mr. Thomas J. Scaife, a well-to-do farmer, near his own farm at Fringill, Darley; and her mother is apparently a few years older. She is the son of Thomas J. Scaife, a farmer near the same place. He has considerable wealth, though rather eccentric habits. The former was a prepossessing looking person, somewhat gayer in her demeanour than the latter, and generally found in so secluded a district

son or a nephew; the latter is a good young man, of middle stature, but determined and very assiduous. He frequently manifesting itself in perfect paroxysms. Their parents live on adjoining property, and have for many years, and as the children of neighbors ceased and the prisoner became acquainted with each other, and for the last seven or eight years they were looked upon as sweethearts, Atkinson's attentions very assiduous. His temper, however (combined, with other causes), led to a suspension of the court a little more than two years ago, Miss Scarfe accepted of him, and he is now a young farmer named John Atkinson on some land in the county of York.

Shortly after his Miss Kaine, with the view of bringing the courtship with Atkinson, was sent to me, where she entered a gentleman's service as nurse. I remained there 12 or 13 months, returning home in 1857. Both the old suitors renewed their attentions to me, but ultimately Atkinson was again accepted by her. I acknowledged love, and preparations were made for marriage, a union rendered the more necessary by the position of the unfortunate girl a few months ago. I, however, still continued to see her occasionally at a gala at Bowlerly-park so late as Tuesday week, up to her while she was in company with Atkinson. I entered into conversation with her. Atkinson was very much annoyed, but he still paid her every week and continued to do so, seeing her daily up to Sunday. On that day he accompanied her to church twice.

went on in the morning to Darley church and in the afternoon to Hartwith chapel, the latter being about two miles from the village, on the northern side of the dale. Miss Gifford's brother and his sweetheart went with them to Darley church in the evening, and returned with them to Darley chapel in the half-past six advance. They got back to the village at half-past nine o'clock, and as they came out of Nidderdale a group of men joked them, a man named William H. making with reference to the deceased and her husband, "see these are old acquaintances," they stood close to each other. Atkinson replied, "Not so close as you think on." The reply was a singular one, and the circumstance not unimportant, though it might be an innocent retort upon what might be considered as a

Joseph, and then, after a short time, Sam and his brother, these predictions were all fulfilled, and it is probable that they got over the field on the left hand side of the road, as on the first couple nothing was seen of them. Whether so or not they afterwards returned to the lane, and, after being very strongly to marry him, Atkinson threatened to shoot him, and then, when he was at the throat and attempted to strangle her. She shrieked upon which he relaxed his grasp, and, with the intention of coercing her to comply with his request, pulled out a pocket-knife and showed it her. She still, however, refused, and he then seized her again and cut her throat. She then fell back, and, when she was found, she fainted from loss of blood and fell backward, and the murderer then left her. It is highly probable that before fallen on her knees, as the lower portion of

were found doubled underneath the body. The fire appears to have been heard by the schoolmaster's daughter, who live at Fringill, a distance of 4 wards, and they speak of it as being a "deadfire" which they cannot describe. The latter was going Darley-road at the time, and was so alarmed that she ran back. The deceased, who was a weakly person, evidently soon overcame, for, although she herself bore no person indications of great violence, Atkinson escaped even a scratch, his clothes being bespattered with much more slightly than might have been anticipated. Murder was evidently of the most determined order, there being no less than eight distinct gashes on the punctured wound on the face, and another on the left

"hagged" at his victim even after she was dead, completing the deed Atkinson crossed the fielded father's house, secreting the knife he had used in a safe. When he got home the family were in a panic. When he heard the door open he knew he could not rest, however, during the night, and about the following morning he entered the bed-room of the brother (Thomas Atkinson), exclaiming—"What have I done? O Lord, have mercy upon me. What have I have murdered Mary Jane Scaife." The brother replied—"You have hanged," and he replied, "I have," and at the time requested the brother to go and see the body, and it was in Stumps-lane. In the meantime the body was found by a pot hawker named Richard Howard. It was on the back, with the lower portion of the legs bent

**SPORTING INTELLIGENCE.**

**BRIGHTON RACES.—THURSDAY.**

The GRAND STAND PLACE of 60 sows. (Handicap). One mile.

Mr. E. R. Clark's Sylflow, by Flatcatcher, 5 yrs, 6st. 13lb. (Plumb) ... ..

Lord Glidden's Indulgence, 5 yrs, 8st. 4lb. (Bray) ... ..

Mr. Payne's Turner Loose, 3 yrs, 6st. 7lb. (Pritchard) ... ..

Mr. W. Guttery's Gay Lark, 3 yrs, 6st. 12lb. (Guttridge) ... ..

Mr. Mallish's Tame Deer, 5 yrs, 8st. 9lb. (Fordham) ... ..

Mr. T. Brown's Volatore, 3 yrs, 6st. 11lb. (C. Brown) ... ..

Betting.—2 to 1 agst Sylflow, 7 to 2 agst Turner Loose, 5 to 1 agst Tame Deer.

Won by two lengths, a head between the second and

Third; and  
THE MIDLAND STAKES, of 100 sovs. added to a sweep-  
stakes of 5 sovs. each, for 5-y-olds and upwards. Weight  
for age. One mile. 24 subs.  
Mr. J. Merry's *Sauter*, by *Birdcatcher*, 4 yrs, 8st. 7lb.  
(Wells)  
Lord Ribblesdale's *The Happy Land*, 3 yrs, 1st. 6lb.  
(F. Adams)  
Mr. J. S. Douglas's *Tournament*, 4 yrs, 8st. 7lb. (Ford-  
ham)  
Betting:—7 to 4 on *Sauter*, 7 to 2 agst each of the  
others (offered).  
The favourite waited upon the *Happy Land* to about half  
way up the distance, when he came away, and won in  
all by two lengths; a neck between the second and  
third.  
THE PAVILION PLATE, of 100 sovs. (Handicap). Winner

extra. Onnile.  
Duke of Bedford's Melibonys, by Tadmor, 3 yrs, 5st. 2lb.  
(Custance)  
Mr. Mills's Greenwich Fair, 3 yrs, 6st. 12lb. (Pritchard)  
Mr. G. Lambert's Queenstown, 3 yrs, 6st. 8lb. (F.  
Adams)  
Mr. T. Hughes's T. P. Cooke, 3 yrs, 6st. 5lb. (including  
5lb. extra), (Elley)  
Mr. J. W. D. Oakes, 3 yrs, 6st. 3lb. (A. Edwards)  
Mr. King's Fly by Day, 3 yrs, 6st. (G. Searle)  
Mr. T. Bell's Eltham Beauty, 2 yrs, 4st. 10lb. (Reeves).  
Mr. Joseph's Elmo, 3 yrs, 6st. 2lb. (C. Brown).  
Mr. Barling's Eadrop, 5 yrs, 6st. 12lb. (Prior).

Mr. S. Williams's Gourd, 3 yrs, 6st. 11lb. (Bray).  
Mr. King's Naughty Boy, 4 yrs, 6st. 6lb. (G. Green).  
Betting.—7 to 4 agst Melbourne, 5 to 1 agst T. P. Cooke.  
To 1 to 100 Queenstown, 3 to 1 agst Eardrop, 10 to 1 agst  
Dumfries.  
Won by three-quarters of a length; two lengths between  
the second and third; Gourd was a bad fourth, Eltham  
Beasty fifth, and Dumfries sixth; the others tailed off.

SEVENTH BRIGHTON BIENNIAL STAKES OF 10 SOVS. *each*  
with 100 added, for two-year-olds, colts, 8st. 7lb.; fillies,  
8st. 4lb. ... ..  
50 sovs. out of the stake, N.Y.C. 22 sds. ... ..  
Mr. M. Dennett's colt by the Fallow Buck, ... ..  
fugue, 8st. 7lb. (Fordham) ... ..  
Mr. Stevens's Cynthia, 8st. 4lb. (Wells) ... ..  
Mr. F. Robinson's Acton, 8st. 7lb. (A. Day) ... ..

Mr. Lascelle's *Golden Eagle*, 8th. 4th. (Seaf.) ... ..  
Mr. Lascelle's *Golden Eagle*, 8th. 4th. (Seaf.) ... ..  
Mr. Lascelle's *Bronze*, 8th. 4th. (Collins) ... ..  
Betting—7 to 4 agst Action, 2 to 1 agst Cynthia, 5 to 1 agst any other.

Action made the running to the distance, where he was beaten, and the Subberger colts took the lead, followed by the *Golden Eagle* by three lengths, four lengths between the second and third. Action finished runner-up.

**THE BRIGHTON CUP** of 100 sovs. in specie; for 3-year-olds, 7th. 2nd.; 4-year-olds, 8th. 7th.; 5-year-olds, agst. 3-year-olds, and aged, 8th. 2nd. Mares and geldings allowed 3lb. The old course (about two miles).

Mr. J. Merry's *Sauter*, by *Birdcatcher*, 8th. 7th.

Wells, Jr., 10 yrs., W. 6, and received 50 sows and 100 pigs.  
 Double auction for Mr. Barber's Commotion, and his  
 number was displayed on the telegraph board, but the horse  
 was eventually drawn.

THE SUSSEX STAKES of 5 sows, each, with 30 added, for  
 2-yr-olds and upwards. Optional selling weights, 400  
 Half a mile. 6 sows.

Mr. Owen's Badsworth, by Womersley, 4 yrs (40L), *fst.*  
 4th (34m).

Mr. Craven's Chimney, 3 yrs (60L), *fst.* 7th. (J. Daley)

Mr. Payne's Mimosa, 3 yrs (40L), *fst.* 7th. (Pritchard)

Mr. Mellish's Yess, 3 yrs (40L), *fst.* 7th. (Custance)

Mr. Langland's Lady Conyngham, 3 yrs (40L), *fst.* 7th.  
 (Seale)

Mr. J. Harms' Speculation, 4 yrs (40L), *fst.* 11th.  
 Carried 525 lbs (34m)

Setting—7 to 4 Agst. Chimney 3 to 1 Agst. Badsworth

5 to 1 agst any other.  
 Badsworth broke away before starting, and ran a considerable distance before he was stopped.  
 Badsworth got away with a clear lead, made all the running and won by two lengths, a length between the second and third, same distance between the third and fourth. Speculation did not pass the post.  
 The winner was sold by auction, to Mr. E. R. Clark, for 115 guineas.

---

**LATEST BETTING.**  
**ENOR HAMMILL.**  
 5 to 1 agst Roman Camp. 5 to 1 agst Vedette (t.) (off.) 100 to 1 agst Melissa.

ST. LEGER.

5 to 1 agst Fitz-Roland (t.)	30 to 1 agst Kolpie (t.)
6-1 - Toxophilite (t.)	30 - 1 - Incedon (t.)
7 to 1 -	1,000 - 35 - Gildmer(e) off.
8-1 - The Hadji (t.)	1,000 - 20 - Knight of Karn
100-7 - Sunbeam.	(t.)

DERBY.

9 to 1 agst Promised Land (taken)	25 to 1 agst Eleoff. off.
20 - 1 - Merryman (t.)	1,000 - 35 - Rainbow (t.)
25 - 1 - Graculus (t.)	40 - 1 - colt by Fal
25 - 1 - Viking (t.)	low Back-Sunder
	fuge (t.)

TATTERSALL'S.—In consequence of the Wolverhampton Meeting and Lewes Races taking place on Monday and Tuesday next, the Subscription-room will be opened on Saturday.

**HORSES STRUCK OUT OF THEIR ENGAGEMENTS.**  
 July 28, at 4.45 p.m.—Priors, out of the Goodwood Cup.  
 July 29, at 1.10 p.m.—Black Bonny, out of her Brighton engagement.  
 July 29, at 1.20 p.m.—Fulbeck, out of all his engagements.  
 July 30, at 5.15 p.m.—All Captain Christie's horses, out of their engagements at Brighton.  
 July 31, at 3.30 p.m.—Farmer's Son, out of the Marine Plate, at Brighton.  
 August 1, at 9 a.m.—Kinnesley, out of all races for which he is handicapped to date at Reading and Plymouth.  
 August 2, at 9 a.m.—Misty Morn, out of all his engagements at Brighton.

August 2, at 9 a.m.—Windward, out of all engagements but the  
 Ebene Handicap at York.  
 August 3, at 9 a.m.—Fairplay, Plumstone, Adams, Coral, and  
 Little Treasure, out of their engagements at Brighton.  
 August 2, at 4 p.m.—Herald-law, out of Brighton Nursery Stakes.  
 August 2, at 5.50 p.m.—Raven, out of the Marine and Pavilion  
 Plates, at Brighton.  
 August 3, at 9 a.m.—Gala coils and Charles II., out of their engage-  
 ments at Brighton and Lough.  
 August 3, at 9 a.m.—All Lord Clifford's horses (trained by Mr. Isaac  
 Day), out of their engagements at Brighton.  
 August 3, at 1.45 p.m.—Barbatory, out of all engagements to August 19  
 and 25.  
 August 3, at 1.45 p.m.—Process, out of all engagements to August 19

August 3, at 1.45 p.m.—Marsson, out of the Sussex County Cup.  
 August 3, at 1.45 p.m.—Belle, out of all engagements in August.  
 August 3, at 7.45 p.m.—Bankrupt and Solomon, out of their engagements.  
 August 3, at 8 p.m.—Chantress, out of all races for which she is handicapped to date.  
 August 4, at 5.40 p.m.—Bracken, out of the Brighton Club Stakes.  
 August 4, at 8 p.m.—Bravura and King of Diamonds (both dead), out of all their engagements.

**NEWMARKET.**

150 horses are nominated for the Cesarewitch Stakes, and 162 are entered for the Cambridgeshire Stakes.

---

**THE NEW ACT FOR THE BETTER GOVERNMENT OF**

INDIA.—Yesterday the Act for the better government of India, which will be the first Act for the Government of India, was passed by the House of Commons. It contains 75 clauses, and is the longest except as provided in respect to the Council, on the expiration of 30 days after the date of the passing, which was on the 22 of August inst. The preamble recites that by the 16th and 17th Victoria, cap. 95, the territories in the possession of the British Government in the East India Company were continued under that government, and that Her Majesty, and then proceeds to deal with the whole subject of the future management of India. The government of India is transferred to Her Majesty, and is to be governed in Her Majesty's name. The Secretary of State is to exercise the powers now exercised by the Company or

Board of Control, and the Secretaries of the Act shall be members of the Council, and four Under Secretaries of State shall be members in the House of Commons. The Council to be established is to consist of 15 members. Within 10 days of the passing of the Act the Court of Directors are to elect from among themselves or those who have been Directors seven persons for the Council, the major part of those who have served or resided in India. No member shall be paid more than £200 a year, and the Council shall be paid 5 per cent. of the revenues of India. The secretaries and officers on the home establishment of the Company are to form the establishment of the Secretary of State in Council. The Secretary of State is to submit a scheme for a permanent establishment. The Act provides for the duties and procedure of the Council, and the direction of the Company.

State the Council is to conduct the business transacted in the United Kingdom in relation to the government of India and the correspondence with India; but every order or communication sent to India is to be signed by one of the Secretaries of State, the Secretary of State is to divide the Council into committees, and to regulate the transaction of business; the Secretary of State is to be president of the Council, and a member of the Council vice-president. The appointments to be made are to be with the approbation of Her Majesty, and the appointments now made in India are to be continued to be made there. All appointments and admission to service are to be made by Her Majesty. All the real and personal property of the Crown in India is to be vested in Her Majesty.

The existing establishments are to remain under the present condition. The Board of Control is abolished. A person exceeding by the office of Government Secretary exceeding his salary in the service of the Government shall be eligible for election to Council may sue and be sued. The members of the Council are not to be personally liable. The Directors of the Company are not to be personally liable. The directors are to be elected by the General Court of the Company are alone to be the Directors of the Company. It is no longer obligatory on the Directors to summon Quarterly Meetings. There are no general provisions in relation to the holding of meetings after the commencement in 30 days from the date at which the meeting was held. The Act shall be proclaimed in the several presidencies as soon as conveniently may be after it has been received by the Governor-General.

of India; and until such proclamation be made all acts and things done in the name of the Company or otherwise in relation to the government of India shall be valid and effectual,