

LONDON, THURSDAY, SEPTEMBER 30, 1858.

DE SOLD, the owner having to leave the country, a big, handsome, dark bay, 7 years old, 15 hands, quiet in and out of harness.—D. Davies-morse, Davies-street, Berkeley-square.

ORSE WANTED—must be fast, a high stepper, sound, handsome and broken to harness. State colour, height, age, sex, and lowest price, to J. B., Hyde-park-corner, 109, and, W.C.

ESIRS. TATTERSALLS, Mr. Broke's carriage-driver, and formerly fine-looking CHESTNUT HORSE, regularly hunted last season, in Lord Londonderry's stall stable.

ON WIDLE HORSE—handsome Bay Mare, nearly three years old, very good under saddle, the owner having no use for her will sell the lowest price 25s. Apply for the particulars to Mr. M. J. Dwyer, 10, St. James's-street.

HUNTERS for SALE or HIRE, with breeding and assistance.—Mr. GAFFNEY informs the nobility and gentry he has some first-class HORSES, fit for any country. Can be seen at his residence at 11, Upper Grosvenor-street, West Western Riding School, 25, Gloucester-crescent, Paddington.

very superior fast COLE for SALE: is very handsome, with good legs, and a good head; color bright bay; quiet in harness and to ride, and such a rarely met with. Inquire at the Old Basting House Inn, Kingston—No. 10, 11 and 12.

AMPSTEAD.—Some of the best managed ladies' and gentlemen's SADDLE HORSES to LEASE, by C. O. BARTON, Riding Master, at Wellfleet, Cape Cod, 1891. Black, 11; Bay, 11; Chestnut, 12; 2; single 10; 6; 4; saddle horses per hour, 3c.

FAY MARE, Dog Cart, and Harness for SALE, or to LEASE, or to sell, or to swap, or to trade, or to barter, or to use for them. The mare has black legs, mane, and tail, is very fresh, good action, and very gentle, about 15 miles high. Inquire at Philip's living stables, Southampton, Southampton-road, N. W.

T A SUFFOLK.—Two useful HORSES, with

FOR SALE, the property of a traveller, just off their journey. TWO horses, 15 hands 2 high, with good action. Can trot 13 miles an hour, the well; one a good hunter. Price 25 guineas each. Wanted, a horse and cutter of every respect. Trial allowed. Apply at Fountain-road, Finsbury.

ARE, Britzka, and Harness.—**FOR SALE**, late the property of a lady doing double harness; a capital town-built carriage, with Collings' patent axles; and the Double Harness. Apply for particulars to Mr. J. B. Scott's, a planing-machinist, 70, Mortimer-street, Cavendish-square.

TO BE SOLD, for half his value, a **BAY GELDING**, 15 hands high, with good action, and a capital hunter. Price 25 guineas each. Wanted, a horse and cutter of every respect. Trial allowed. Apply at Fountain-road, Finsbury.

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THE property of a gentleman residing in England. Two
years ago he imported a pair of high bred horses, a stallion
or, phaeton horse; has carried a lady; and a perfect hunter.
Sixteen guineas, & a fine thoroughbred mare, six years old,
with a foal, section of the yearling, and a pair of yearlings,
and from free from vice, and trial allowed. Apply Union-yard, Ox-
ford-street, near Drury-lane.

CAPITAL BAY SHOOTING COB GELDING,
six years old, 13 hands 2, perfectly docile, suitable to carry an
easy gentleman or timid rider, quiet in harness, and can be driven by
one hand. Price £100. Apply to Mr. J. GOWIE, 10, Pall-mall.
BORN OWN POY, seven years old, 12 hands 2, very fast, and perfectly
suitable for a gentleman or a hunter. Price £100. Apply to Mr.
GOWIE, 17, Little Portland-street, Regent-street, W.

MUNITY-REPOSITORY, Barbican. -To-morrow.-
In Bankruptcy, re G. J. Hovet.—Mr. J. GOWIE is directed by the
Court to advertise to the creditors of the above named bankrupt,
that he has been appointed liquidator of the same, and that he will
receive, on the 10th inst., at 10 o'clock, all the creditors of the
said G. J. Hovet, and all the creditors of the said bankrupt, who
claim, O.C.L. FOUR useful HORSES, which have been used in trade
for many years, and are perfectly sound, and suitable for any
purpose. Apply to Mr. J. GOWIE, 10, Pall-mall.

RAILWAY CATTLE HORSES—To-morrow, **Mr. J. H. BELL** has been instructed by **Mr. R. Broderhead**, of Chilpanco, the executive contractor, to **SELL BY AUCTION**, without reserve, at the **City Stock Market**, at 10 o'clock, a large number of **RAILWAY CATTLE STOCK**, comprising about 40 young, powerful, active English

ARSH-GATE FARM, near Richmond. On the Great Eastern Railway, and close to the WOOD has received instructions from Mr. R. O. Yeats to SELL by AUCTION, on the Friday, 10th of October, at 11 o'clock, the LIVE & DEAD STOCK, comprising four-inch marked van, three dung carts, four horse-drawn carts, four horse-drawn vans, one horse, hog, sow, and store pig, poultry, iron (horse) road, wash butt, milk can, brewing machine, a quantity of iron, and sundries, also a quantity of furniture, including a bedstead, a sofa, and other articles, beds, chests of drawers, chairs, and other articles. May be viewed on the day before the sale, at 10 o'clock. For particulars apply to Messrs. J. H. Innes in Covent-garden; R. Grogan, Esq., solicitor, Angel-street; or to the Auctioneer, Messrs. G. and J. F. Smith, 10, Abchurch-lane.

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WALKING GRAY PARROT.—To be SOLD, a very tame handsome and interesting specimen. He may be heard, or sighted, in any of our parks, and will be sent by post. Also a pretty German sparrow, a female, and a pair of trained and performing doves. All known from performing doves in Paris. All kinds of dogs and cages always on sale.—ISAACS' menagerie, Finsbury-street, London.

Beautiful BROUGHAM, by Oford and Co., for SALE. It has been carefully used for a few months only, and is in perfect order.—Apply to the undersigned.

Capital single BROUGHAM for SALE. It was built or order by Messrs. Peters and Son, Bryanston-square; is

DOUBLE BROUOHAM WANTED—full size, equal to new. Apply by letter, stating colour, age, and lowest price. W. G. D. & J. Davis and Co., advertising agents, 1, North Lane, Cornhill, E.C.

MARRIAGES—six broughams, just off new: new do. In four sizes, from the poney brougham to the roomy pair horse, £100 to £200, solid and single-bodied, suitable for all the latest styles of harness. Also a large stock of new and second-hand Wells-street Oxford-street. Open carriages for sale at a per centage the other way low price. Apply by letter to a representative.

WHEAT OF COACHES AND AGGONETTES. From £15 to £25, solid and single-bodied, suitable for the latest pany; and others of every design, for horse, cob or pony—all the latest styles, and in the London and Liverpool styles. Apply to a superior style.—HALEY'S depot, 1, Liverpool-street, King's-cross.

IGHT pair-horse CLARENCE, with shifting

ESRRES, LENNY and Co., Croydon, beg to in-
form their customers that they send CARRIAGES to town,
and their trucks will convey any carriages requiring repairs
to the works at Croydon. The repairs are made in the best
manner, and the carriages are sent back to the owners at the
same rate of charge they are built at.

NELTON'S BASKET CARRIAGES, Waggonettes,
and Park Cars. The undersigned has the honor to inform
gentlemen and gentlemen are invited to inspect the same, and
superior to any yet introduced. 100 may be seen in stock
and 100 more on 10 days notice. The undersigned is
the registered Albert Dog Cart and other light Carriages in stock.

MADE under EXHIBITION, EIGHT new
BASKET CARRIAGES, and 25 Waggonettes, 25 Park
Cars, elegant park phaetons, 25 excursion, 25 Malvern, 25

SECOND-HAND CARRIAGES.—Messrs. GOOK, GILFILLAN & CO., 10, 12, & 14, GUTHRIE STREET, Glasgow, Scotland, inform that they have three very superior second-hand SOCIABLES, of a very elegant Soudale Linton and several Broughams, for SALE. They will have been used but a few months, and are in the best of repair, and will be warranted for 12 months.

OPPIN CARTS AND BARROWS.—HENRY HUGHES, Falcon Works, Longborough, furnishes the cheapest and best quality of carts and barrows.

STUDY YOUR CHILDREN'S HEALTH, and buy one of HILL'S PATENT SAFETY PERAMBULATORS at the wholesale price. Invalid carriage in variety. Illustrated price list, 100 pages, 100 illustrations.—**HILL'S PATENT SAFETY PERAMBULATORS**—the best and most reliable for children 50 years. Bath Chair, shafts and harness complete, a gain, second-hand.

WHY DO YOU DRIVE A RATTLETRAP? The light and durable fit. Economy Wheel for the VOUCHING WHEELS combine economy, safety, luxury, and comfort. They impart a springy motion to the vehicle, and render it easily superior to the most expensive common wheels. The fit iron-bone wheels.—**MR. DAVIS,** patentee, 5, Lyons-inn, London.

SECOND-HAND HAPPINESS AND SADDLERY.—

WANTED, also Horse Clothing, Brushes, Bridles, etc., to any amount prompt cash. Apply at BRYAN'S, saddlers, 1, Chateaufort, London, E.C.4, England. Tel. 2599. Square, S.W. Established 1855. All Letters finally attend to.

SADDLES.—A. DAVIS, 33, Strand.—These SADDLES are of the most superior quality and on the most improved principle; the tree being constructed so as to fit the horse in a manner unobtainable in most saddles, giving at the same time to the rider easy and comfortable seats. Military saddles for regulation on the basis of the Cavalry Regulations. Military saddles for the Cavalry, under the usual price. Camp and barrack furniture on the most complete plan. Also, harnesses, harness brushes, whips, bridles, etc., at nearly the saddlers' prices. Hunting establishments can have a list of the most superior quality of saddles, bridles, etc., at a low estimate of every description of outfit.—A. Davis, 33, Strand, W.C.

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 minor creases and discoloration, particularly along the edges. The page is set against a dark, possibly black, background.

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TO THE EDITOR OF THE TIMES,

SIR,—At this period, when the attention of so many minds is directed to the comet, now so conspicuous, an interesting question has been started,—whether the Bible alludes to comets or not? This curious question is fair and new, but somewhat difficult, and more easily asked than answered. Permit me, therefore, to communicate to the public a few hints which may lead to a correct solution of the problem.

In the first consideration I may remark that there

the preliminary consideration, it is not necessary to have strong *a priori* probability that the Bible does allude to comets. There can be no doubt that vast and brilliant comets appeared to the Hebrews during those many ages in which the books of the Bible were composed. Such phenomena must have awakened admiration, amazement, and terror in the ancient Jews, as well as in their neighbours, the Chaldeans and Egyptians, and those Arabian pilgrims who are reported to have registered their orbits and calculated their returns. It is, I repeat, a vehement *a priori* probability that such wonderful works of God are everywhere noticed, directly or incidentally, in that Word of

which abounds with eloquent descriptions of the most striking phenomena of nature, and which makes them tributary to the praise of their Creator.

But let us hasten from mere general probabilities to meet specific facts of the case, and critically examine a few of these Biblical texts which appear to some persons as distinctly referable to comets.

In Leviticus, xvi., 7, it is said, "They shall no more offer their sacrifices unto Seirim or Shorim," which literally signifies comets or hairy ones. The common version translates this word by "devils" or "satyrs," and other versions

"demons," "idols," or "gods." We are informed by "anonides" that the Zabian astrologers worshipped theserin, which seems to confirm the idea that they were rat bodies, and the Rabbins say that the Seirim were vile who used to appear in a hairy shape. John Bull y believe exactly as much of all this as he pleases. It does here to mention these points without settling their value.

Let us now pass on to another link in this chain of Bible allusions. In that magnificent ode on the fall of the king of Babylon, which occurs in the 14th of Isaiah, the

Following passage appears (verse 12):—"How art thou fallen from Heaven, O Hell, son of the morning! how art thou cast down to the ground, which didst weaken the nations! For thou hast said in thine heart, I will ascend into Heaven, I will alt my throne above the stars of God: I will sit also upon the mount of the congregation, in the sides of the north." Here, then, is mentioned a certain Hell who had fallen from heaven; but who or what this Hell was has puzzled translators and critics amazingly, for they had no fixed points of comparison to determine their decision, as this word only occurs once in the whole Bible. By different

logographers it is derived from *hēleōw* verbs, signifying glory, boast, agitate, howl, &c. (See Parkhurst on the *Lord El*, and Gesenius on the word *Hel*.) Now, if we credit interpretations, *Helled* may signify a comet, for it answers the ideas of brightness, swift motion, and terrible calamity, being supposed, as Milton says, to "shake from its horrid pestilence and war." Comets may be said in a peculiar sense to fall from Heaven, as they speedily vanish from our view. They may be called "sons of the morning," on account of their far-reaching brightness, they may be said to weaken the nations, because they smite many of multitudes with vain troops. They

All this and more may be said by those who choose to lead the cause of the comet. On the other hand, it may be stated that the word "Lucifer," the day star, is more appropriate, as connected with the phrase "son of the

orning." Who shall decide when doctors disagree? Barnes thus speaks on this topic in his comment on Isaiah:— "In the view of the Babylonians the northern mountains of Armenia, that seemed to be near the North Pole, round which the constellations revolved, were regarded as the peculiar place where the gods held their assemblies, encompassed by the splendid light of the Aurora borealis. Over all their power it was the intention of the King of Babylon to ascend," &c.

However this may be, the fathers of the Church took the liberty of applying this name Lucifer to Satan, the great:

We come now to another link in our cometary chain. In the Revelations, xii. 3, it is said, "There appeared another wonder in Heaven; and behold a great red dragon (subsequently defined to be the old serpent, the Devil, and Satan); and his tail drew the third part of the stars of Heaven."² It is added that he threatened to injure the Apocalyptic

This passage seems even more distinctly than the foregoing to allude to a cometary appearance, by which astro-mic emblem certain theologic vertices are indicated by the inspired prophet. Satan is here likened to a comet, because a comet resembles a dragon or serpent in shape; and its tail sometimes does appear to invest and drag along the third portion of the stars in its kindling track as it rushes towards the regions of the sun, moon, and planets.

Dear Milton, that most inspired and prophetic of all poetical poets and theologians—Milton (with whom it is

perhaps pleasanter to be wrong than to be right with less
 (right thinkers) again come to the rescue. He tells us ex-
 pressed that Satan appeared like a comet, for he sings:
 Thus :—

“ Satan stood
 “ Unterrified, and like a comet burned,
 “ That fires the length of Ophiuchus huge
 “ In the Arctic sky.”

And again, Milton refers to the reputed action of the
 comet's tail in “drawing after him the third part of
 Heaven's sons, conjured against the Highest.” A very dif-
 ferent poet—viz. Tom Moore, in his “Loves of the Angels,”

In short, this was a favourite old dogma among the scholastic divines—"Docent sancti (says Suarez) supremum animum traxisse secum tertiam partem stellarum."—Lib. 7, c. 7.

darkness of darkness for an *æon* or age." Now, this phrase seems to apply to the long period of darkness and invisibility which comets are destined to experience. However, the text may refer to some more transient meteors. Dr. Gill says, "they are here called stars, because they have the appearance of such, and blaze for a while in seeming light and warmth."

Thus I have offered a few hints on a very curious question, concerning which no one should presume to dogmatize, since it does not admit of demonstration. If it be further discussed, let it be discussed with perfect candour and good sense.

THE LANCET, SEPTEMBER 20, 1873.

criticism, for theological verbiage or poems of edification, or scientific research is worse than absurd. Such topics should be argued with the beautiful amiability of Addison, who tells us that "a comet is a skyrocket discharged by a hand that is Almighty."

Your very obedient servant,
FRANCIS BARHAM.

St. Mark's-place, Bath, Sept. 28.

GROSS MISCONDUCT OF A ROMISH PRIEST.—On Thursday, at the police-court, Edinburgh, before Bailie Russell, a Roman Catholic clergyman named William Macfarlane, of the name of Callaghan, charged with driving a

horses, and gig in a reckless manner in High-street and South-
Bridge-street, on the night of the 20th inst., to the annoyance
and danger of the public; and, further, with assaulting
Alexander Robertson, of Heriot-place, Leith-walk; John
Anderson, of the Grass-market; and John Wilson, of
Gibb's-entry, by striking with a whip on the shoulder
and face. When asked upon what plea he made, he said,
"I beg pardon, I beg leave to plead guilty to the in-
dictment, but I trust your Lordship will allow me to make
two remarks. In so far as the driving is concerned,
my pony is not accustomed to the town, and especially
when going home is exceedingly difficult to manage, and
very apt to shy. With regard to the second part of the

charge, I am exceedingly sorry for it, and regret it very much. It was done under excitement. I have been much misunderstood for some time, and very truly annoys me. I am willing to make any compensation your Lordship thinks fit." The magistrate said, "I never had a more painful duty since I first had the honour to sit upon the bench than that which now devolves upon me. We have your own confession of the charges described in the indictment. The first offence, taking place as it did in the heart of the city, and at a time when the streets were thronged with people, was one attended with great danger to the public peace. The second offence was that of an assault upon three unoffending citizens. The offences are both of a serious

rector, and thereby devolving upon me in passing sentence is all the more painful from the respectable social position occupied by you. Nor can I overlook the fact that you are a minister of religion—one who, by his example, ought to be a pattern to others. Your conduct has been the reverse of this, and I am sorry to say for the ends of justice that such a penalty should be inflicted as will show that there should be no respect of persons in the decisions of this Court. I therefore sentence you to pay a fine of 3*l*., and, further, to find caution for your future conduct in the sum of 10*l*., with the alternative in each instance of 15 days imprisonment.”—*Scottish Press*.

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, textured material, possibly leather or cloth, which is visible as a vertical strip on the left side. The overall lighting is even, highlighting the subtle variations in the paper's tone.

THE ATLANTIC TELEGRAPH.

The Atlantic Telegraph, and all that relates to it,—best kind of rope to be used, the best means of yetting down, and the best way to work it when it is down,—what scheme, in fact, seems to be slowly dawning upon the public mind, and which is only now recently emerged. Already there are many competitors and projectors in the field, some work the old rope, some to make a new. It is not cheer to find that public attention is almost instinctively directed to the consideration of the latter project, and that to the hope of a new rope, and that the old rope is being laid at such a cost, and with such risks,—is already regarded as virtually lost and useless. Among those who have con- forward with remedies for overcoming the difficulties the Atlantic, in case a new rope is required, is M. Rowett, who, that there may be no mistake about the matter, has already procured a sample of the rope he laid the rope from Valencia to Newfoundland,—everything included—for as small a sum as £32,000, or some 200,000 less than the capital expended by the Atlantic Company. Such an offer has naturally directed some attention to M. Rowett's plan, which is simply that of a rope-covered cable. The cable is made of a rope of iron wire, and is covered with a rope-covered rope. Mr. Rowett's idea is to have the conduct well and safely insulated with gutta-percha, and the simply enclosed without further preparation in the strain of a common hemp cable about an inch in diameter. The piece has already been made,—not with a view of displacing the old cable, but to show the practicability of the plan, and to illustrate the peculiar advantages which such a mode of construction gives over wire cable. This specimen is certainly as light, as flexible, and as strong as could be desired, and these three qualities must be of very fine quality with all future Atlantic telegraphs. The cost of such a cable is, however, very high, and it is not yet known what its weight about 9 lbs., and its breaking strain at least nearly twice as much as could ever come under white but submerged—no matter what the state of the weather, how the vessel might be plunging. To this particular rope as we have said, a certain amount of attention has lately been directed, owing, no doubt, to Mr. Rowett's offer, and to the fact that the cable is now being laid for a regular contract price per mile. But, beyond the feeling to that to an offer of such magnitude, and made with such confidence of success, neither the proposal nor the rope deserve the notice they have attracted. M. Rowett's idea of a rope-covered wire is by no means new, and has been suggested by many others, and has been almost without exception far inferior in its important requisites to others that were designed some time before this was thought of. It is light, strong, and flexible, it is so for all such ropes, and so even is the present Atlantic cable (if we may still call it the Atlantic cable). It is, however, different from Mr. Rowett's rope, and, owing to this, we may say, it is, that in the former no adequate protection is given to the gutta-percha, and never can be given by his method of stranding the hemp, whereas with all others this important point is carefully considered and provided for. For the rope and for the rope-covered cable, it is not necessary to take it into consideration, but it is necessary to consider a submarine telegraph requires, it is of its kind an inferior cable, though it has certainly done good service in directing attention to the general question of rope-covered wire for the purpose of deep sea telegraphy. All the experiments in very deep seas tend to show that the rope-covered cable is the best, and that the rope-covered cable is the best after all. For any depth under 1,000 fathoms a wire rope is the best and cheapest; for great depths, 2,000 and 3,000 fathoms, it becomes the dearest, because the worst and most difficult to submerge. No man who has ever seen a deep sea wire laid but must have been convinced that covering it with gutta-percha is a very expensive and difficult task, which required all the costly apparatus of paying-machines, breaks, and check tackles to contend against, and which in but too many instances it has been impossible totally to overcome. Any one, also, who has ever crossed the Atlantic would engage to pay out a piece of common wire from a steamer going to the Atlantic in a twelve-month if it were in such a case there would be no strain on it, and it could not out as fast as it chose. This ought to be the principle which all very deep sea telegraphs should be laid down everywhere. A rope-covered wire, light enough to be very cheap, as because light therefore strong,—with such a coil running from a steamer going to the Atlantic in a twelve-month if it were in such a case there would be no strain on it, and it could not out as fast as it chose. 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FOREIGN INTELLIGENCE.

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

FRANCE.

(FROM OUR OWN CORRESPONDENT.)
PARIS, Tuesday, Sept. 28, 6 p.m.
The *Moniteur* does not yet publish the Convention on the Danubian Principalities given in the Belgian paper of Saturday. The Ministerial papers copied it, but with some slight misgivings, as if doubting its authenticity; and to-day the cautious *Debats* follows the example. It is remarkable, however, that "it leaves the responsibility to the *Journal National*." The absence of all comment in the official organ, though the document has now for some days been public, seems to remove all uncertainty as to its genuineness; but the French press, which has been thus passed over, will hardly be flattered by the proceedings of the *Journal National*, which has excluded from the territory by the late Minister of the Interior. What a triumph over General Espinasse that the object of his wrath has become the favourite of the *Affaires Etrangères*!

We may now, I presume, take for granted that the document is the *bona fide* Convention, in the sense in which it was intended to be received by the public, and which is called the *Danubian Question* had been so frequently discussed in all its bearings as to have lost all interest. The present publication has therefore passed almost unnoticed. Still it is a state paper, and as such, it will be read with a certain value in the eyes of the future historian of Moldo-Wallachian Constitutions. The original draught will be preserved in the archives of the *Ministère des Affaires Etrangères*, but, unless some explanatory notes be appended by way of supplementary protocol, I fear that the reader will be puzzled to decipher at least, of the signatures to it. The names of the Plenipotentiaries are, I suppose, in the same order as in the Protocol of the 6th January, 1857, relating to the new Desanarban frontier. There are seven of them, and all, with the exception of the French, are fairly and legibly written; but this may be the closest scrutiny. Here it is, between "Hübner" and "Hatzfeldt"—two or three straggling strokes and a fierce attempt at a flourish. The antiquary will gaze on it in the same despair as Tony Lumpkin did on the misty supposed to be his father's signature. "A crumpled piece of penmanship as over I saw in my life. I can read your print hand very well; but here are such handles and shanks that I can scarce tell the head from the tail. Then there's an m, and a t, and an e, but whether the next be an t or a d, or a g, or a g, or an i, I can't tell." The reader will know where these difficulties will be puzzled to make out whether "the up and down hand" in question be the veritable signature of a Plenipotentiary, or merely intended as an arabesque over the solid penmanship of the German. What conclusion he may come to in his attempt to decipher the concealing scribble, which stands where the French Plenipotentiary's name should be, it is hard to say. He may surmise that the pen that traced it could, if it pleased, have formed lines less resembling the legs of a spider crawling over a sheet of paper. It will appear to him an unusual and uncharacteristic signature for the same reason that many admirers of Lord Byron used to feed upon potatoes and vinegar, abandon the use of neckcloths, startle their friends with a scowl on their brows, and their best to look dumb, and his despairing, even after a line of the defects and eccentricities of their idol they caught his genius. Napoleon I. certainly wrote a vile scrawl, but there was no affectation in it; and a story is somewhere told of the fit of passion he fell into when the poor man who had given him his first lessons in calligraphy pointed a pen on the ground, and, having taught him to write a firm running hand, it does not follow that, because a man's autograph is a painfully elaborate imitation of the Imperial scrawl, he has the genius of Napoleon.

Lavater's notion of penmanship is, perhaps, not so chimerical after all, and the disposition and character of a man may be detected from this phenomenon of writing there are many who believe. Ovid, among others, speaks in one of his notes of being struck by the distinctness of character in the handwriting of several of the English kings—"Henry VIII. wrote a strong hand, but as if he had set it with a pen of reed, and the character of his penmanship, and communicated itself to his writing."

"Edward VI. wrote a fair legible hand."
"Queen Elizabeth wrote an upright hand like Italian," and her signature was of a tall character and minutely decorative.

"James I. wrote a poor ungainly character, all awry, and never in a straight line"—indicative of his slovenly habits.

"Charles I. wrote a fair open Italian hand, more correctly perhaps than any Prince we ever had."

"Charles II. wrote a tall, commanding hand, as if in haste, or as if he had done it in a hurry, and that illustrious vagrant, who wrote much and ever in a hurry, might be supposed to write."

"Queen Anne wrote a fair round hand," and so on of the rest. Whether the character of the eminent statesman whose hieroglyphic figures among the signatures of the present Convention shall be explained in this way for the curiosity and instruction of posterity I cannot determine. The first thing to ascertain is whether it is handwriting or not, and this some future Champollion will have to discover.

It appears that affairs are becoming worse in Mexico. In consequence of the anarchy which prevails there, M. Leon Favre, the French Consul at Tampico, has written to the commander of the French naval station in the Gulf of Mexico to claim protection for the French in that place.

It is rumoured that the bull has been in Paris for the erection of the Bishopric of Rennes into an Archdiocese.

Pere Brumond, director of the establishment for the education of orphans at Bouffarick, in Algeria, has arrived in Paris to reiterate against the decision of the Minister of Algeria to stop the Government grant to the charity.

The great Russian Steam Navigation Company took possession on the 20th inst. of the establishment at Villafraña granted to them by the Sardinian Government.

A letter from the island of Candia, dated the 15th inst., describes the country as being in a very disturbed state. The new Governor has not been able to carry out the instructions he received at Constantinople. He endeavoured to arrest some of the chiefs in the late disturbances, but his agents were forced to desert, in consequence of the resistance they encountered. The Governor has been obliged to travel to the capital of the island vociferating "Death to the Christians." Some of them were arrested, but were immediately released, so great is Mussulman influence.

The French ship-of-the-line *Bayard* arrived at Brest on Thursday last, to be transformed into a screw steamer. On getting into dock the breaking of a cable caused her to strike against a gunbrill, which she dismantled. The steam frigate *Souveraine* and the corvette *Artemise* arrived at Brest on the 20th.

A pilot boat, having five pilots on board, who went out of the port of Fowes on the 24th, during a gale of wind, to pilot a ship of war into Rochefort, capsized, and all hands perished.

The *Constitutionnel* gives the following details, showing the progress M. de Lesseps has made in gaining adherents to his plan for cutting a canal from Suez to the Mediterranean.

"We announced some days since that already more than 30 presidents or members of Chambers of Commerce and Consulting Chambers of Arts and Manufactures had accepted the mission of representing the Isthmus of Suez Company. Since then new adherents have arrived from the following towns:—Avignon, Bar-le-Duc, Carcassonne, Dieppe, Dijon, Gray, Houdon, La Rochelle, Lorient, Mirhous, Sables d'Olonne, Epinal, L'Isle, Auch, Calais, Angers, Montcaumon, Rochefort, Lille. The movement of opinion in favour of this enterprise is consequently more and more evident. After having given to those who have obtained the grant of the canal the most constant encouragement and moral support during four years of trial, the public in France is ready, as it is throughout the continent, to associate itself financially with the undertaking. M. de Lesseps is preparing to respond to these manifestations of sympathy by incessantly presenting the organization of the universal company. He informs us, that as soon as agents shall be appointed to all the departments of France and in foreign countries, and before the meeting of the Council of Administration, which is to assemble on the 15th November next, he will open a public subscription in a legal form, and of which the conditions will be advertised in the public papers. The first portion of the capital has been reserved by him for

those who spontaneously and directly addressed to him during the last four years applications for a share, and the most important portion for public subscription. The undertaking will thus preserve the character it ought to have. M. de Lesseps could not fail to collect together for the accomplishment of his work all those who so long supported him with their good wishes, and whose assistance so powerfully contributed to enable him to attain the end which he is about to accomplish."

A private letter, of the 26th, from Biarritz says:—"At 3 o'clock this afternoon the Port Vieux was crowded with people, who came to witness the regatta, the swimming matches, and the interesting duck races in the water. The swimming match began at 4 o'clock, and, as usual, the brothers Paillet (bathing attendants, well known to the habitués of Biarritz, and famous for their strength) were the victors. There were 15 who competed, and had to swim at a stroke from the famous rock beyond which ordinary bathers do not go to the furthest rock in the sea. They all went to work manfully, and for some time got through it 'swimmingly'; but many of the most ardent at first, as is frequently the case, gave in soon. The brothers Paillet, who went on with the victors, and who, as usual, were superior to all the others in strength, on returning they won the three prizes awarded to the three who reached the shore first. These were 100f., 80f., and 50f. At half-past 4 the Emperor and Empress, accompanied by three or four gentlemen and ladies, arrived. Seats had been prepared for them, though, in conformity with the particular recommendation of the Emperor, no ornaments or flags were to be seen. They sat on common chairs, like everybody else. The Empress looked well, and as graceful and amiable as ever. She carried a small case, on which she now and then leant. The usual military band was in attendance, and played a grand air, the *Pavane pour la Sérénité*, and the second the Spanish Royal March. The ducks were thrown from boats into the sea, and the swimmers hastened after them. Some succeeded in catching the frightened creatures, and were enthusiastically cheered; others missed them in so grotesque a manner as to cause greater laughter than the victors. The weather was beautiful, and the sport of the day, though not so exciting as the bull fight, but much more harmless, appeared to greatly interest the Imperial party. At 5 o'clock their Majesties left the Port Vieux and took a walk through Biarritz, followed, as you may imagine, by great crowds. While they were passing over a small wooden bridge on the cliff a Spanish girl advanced towards the Empress and presented a letter—probably a petition. *Entréguela v. al portero del Palacio* (Hand it to the Palace porter) the Empress observed, and the girl set off immediately. The Mayors of Biarritz, Bayonne, St. Jean de Luz, and other functions were among those who attended their Majesties. Numbers of secret police agents, who though in plain clothes, are easily recognised, were hanging about. They wore no signs of authority, though they pushed back the crowd like ordinary policemen or Gendarmes. Some of the spectators showed now and then symptoms of impatience, and some even resorted to the use of force, but they were not allowed to 'pitch into them.' These people seemed to be regarded as forming part of the Imperial suite."

The three per cents, closed to-day at 73f. 30c. For the end of the month, and the four-and-a-half per cents, at 90f. 35c.; Orleans Railway Shares, 430f. 25c.; Great Northern, 905f. 50c.; Spanish 3 per cents, 73f. 30c.; 4 per cents, 75f. 30c.; 5 per cents, 78f. 30c.; 6 per cents, 80f. 30c.; 7 per cents, 82f. 30c.; 8 per cents, 84f. 30c.; 9 per cents, 86f. 30c.; 10 per cents, 88f. 30c.; 11 per cents, 90f. 30c.; 12 per cents, 92f. 30c.; 13 per cents, 94f. 30c.; 14 per cents, 96f. 30c.; 15 per cents, 98f. 30c.; 16 per cents, 100f. 30c.; 17 per cents, 102f. 30c.; 18 per cents, 104f. 30c.; 19 per cents, 106f. 30c.; 20 per cents, 108f. 30c.; 21 per cents, 110f. 30c.; 22 per cents, 112f. 30c.; 23 per cents, 114f. 30c.; 24 per cents, 116f. 30c.; 25 per cents, 118f. 30c.; 26 per cents, 120f. 30c.; 27 per cents, 122f. 30c.; 28 per cents, 124f. 30c.; 29 per cents, 126f. 30c.; 30 per cents, 128f. 30c.; 31 per cents, 130f. 30c.; 32 per cents, 132f. 30c.; 33 per cents, 134f. 30c.; 34 per cents, 136f. 30c.; 35 per cents, 138f. 30c.; 36 per cents, 140f. 30c.; 37 per cents, 142f. 30c.; 38 per cents, 144f. 30c.; 39 per cents, 146f. 30c.; 40 per cents, 148f. 30c.; 41 per cents, 150f. 30c.; 42 per cents, 152f. 30c.; 43 per cents, 154f. 30c.; 44 per cents, 156f. 30c.; 45 per cents, 158f. 30c.; 46 per cents, 160f. 30c.; 47 per cents, 162f. 30c.; 48 per cents, 164f. 30c.; 49 per cents, 166f. 30c.; 50 per cents, 168f. 30c.; 51 per cents, 170f. 30c.; 52 per cents, 172f. 30c.; 53 per cents, 174f. 30c.; 54 per cents, 176f. 30c.; 55 per cents, 178f. 30c.; 56 per cents, 180f. 30c.; 57 per cents, 182f. 30c.; 58 per cents, 184f. 30c.; 59 per cents, 186f. 30c.; 60 per cents, 188f. 30c.; 61 per cents, 190f. 30c.; 62 per cents, 192f. 30c.; 63 per cents, 194f. 30c.; 64 per cents, 196f. 30c.; 65 per cents, 198f. 30c.; 66 per cents, 200f. 30c.; 67 per cents, 202f. 30c.; 68 per cents, 204f. 30c.; 69 per cents, 206f. 30c.; 70 per cents, 208f. 30c.; 71 per cents, 210f. 30c.; 72 per cents, 212f. 30c.; 73 per cents, 214f. 30c.; 74 per cents, 216f. 30c.; 75 per cents, 218f. 30c.; 76 per cents, 220f. 30c.; 77 per cents, 222f. 30c.; 78 per cents, 224f. 30c.; 79 per cents, 226f. 30c.; 80 per cents, 228f. 30c.; 81 per cents, 230f. 30c.; 82 per cents, 232f. 30c.; 83 per cents, 234f. 30c.; 84 per cents, 236f. 30c.; 85 per cents, 238f. 30c.; 86 per cents, 240f. 30c.; 87 per cents, 242f. 30c.; 88 per cents, 244f. 30c.; 89 per cents, 246f. 30c.; 90 per cents, 248f. 30c.; 91 per cents, 250f. 30c.; 92 per cents, 252f. 30c.; 93 per cents, 254f. 30c.; 94 per cents, 256f. 30c.; 95 per cents, 258f. 30c.; 96 per cents, 260f. 30c.; 97 per cents, 262f. 30c.; 98 per cents, 264f. 30c.; 99 per cents, 266f. 30c.; 100 per cents, 268f. 30c.; 101 per cents, 270f. 30c.; 102 per cents, 272f. 30c.; 103 per cents, 274f. 30c.; 104 per cents, 276f. 30c.; 105 per cents, 278f. 30c.; 106 per cents, 280f. 30c.; 107 per cents, 282f. 30c.; 108 per cents, 284f. 30c.; 109 per cents, 286f. 30c.; 110 per cents, 288f. 30c.; 111 per cents, 290f. 30c.; 112 per cents, 292f. 30c.; 113 per cents, 294f. 30c.; 114 per cents, 296f. 30c.; 115 per cents, 298f. 30c.; 116 per cents, 300f. 30c.; 117 per cents, 302f. 30c.; 118 per cents, 304f. 30c.; 119 per cents, 306f. 30c.; 120 per cents, 308f. 30c.; 121 per cents, 310f. 30c.; 122 per cents, 312f. 30c.; 123 per cents, 314f. 30c.; 124 per cents, 316f. 30c.; 125 per cents, 318f. 30c.; 126 per cents, 320f. 30c.; 127 per cents, 322f. 30c.; 128 per cents, 324f. 30c.; 129 per cents, 326f. 30c.; 130 per cents, 328f. 30c.; 131 per cents, 330f. 30c.; 132 per cents, 332f. 30c.; 133 per cents, 334f. 30c.; 134 per cents, 336f. 30c.; 135 per cents, 338f. 30c.; 136 per cents, 340f. 30c.; 137 per cents, 342f. 30c.; 138 per cents, 344f. 30c.; 139 per cents, 346f. 30c.; 140 per cents, 348f. 30c.; 141 per cents, 350f. 30c.; 142 per cents, 352f. 30c.; 143 per cents, 354f. 30c.; 144 per cents, 356f. 30c.; 145 per cents, 358f. 30c.; 146 per cents, 360f. 30c.; 147 per cents, 362f. 30c.; 148 per cents, 364f. 30c.; 149 per cents, 366f. 30c.; 150 per cents, 368f. 30c.; 151 per cents, 370f. 30c.; 152 per cents, 372f. 30c.; 153 per cents, 374f. 30c.; 154 per cents, 376f. 30c.; 155 per cents, 378f. 30c.; 156 per cents, 380f. 30c.; 157 per cents, 382f. 30c.; 158 per cents, 384f. 30c.; 159 per cents, 386f. 30c.; 160 per cents, 388f. 30c.; 161 per cents, 390f. 30c.; 162 per cents, 392f. 30c.; 163 per cents, 394f. 30c.; 164 per cents, 396f. 30c.; 165 per cents, 398f. 30c.; 166 per cents, 400f. 30c.; 167 per cents, 402f. 30c.; 168 per cents, 404f. 30c.; 169 per cents, 406f. 30c.; 170 per cents, 408f. 30c.; 171 per cents, 410f. 30c.; 172 per cents, 412f. 30c.; 173 per cents, 414f. 30c.; 174 per cents, 416f. 30c.; 175 per cents, 418f. 30c.; 176 per cents, 420f. 30c.; 177 per cents, 422f. 30c.; 178 per cents, 424f. 30c.; 179 per cents, 426f. 30c.; 180 per cents, 428f. 30c.; 181 per cents, 430f. 30c.; 182 per cents, 432f. 30c.; 183 per cents, 434f. 30c.; 184 per cents, 436f. 30c.; 185 per cents, 438f. 30c.; 186 per cents, 440f. 30c.; 187 per cents, 442f. 30c.; 188 per cents, 444f. 30c.; 189 per cents, 446f. 30c.; 190 per cents, 448f. 30c.; 191 per cents, 450f. 30c.; 192 per cents, 452f. 30c.; 193 per cents, 454f. 30c.; 194 per cents, 456f. 30c.; 195 per cents, 458f. 30c.; 196 per cents, 460f. 30c.; 197 per cents, 462f. 30c.; 198 per cents, 464f. 30c.; 199 per cents, 466f. 30c.; 200 per cents, 468f. 30c.; 201 per cents, 470f. 30c.; 202 per cents, 472f. 30c.; 203 per cents, 474f. 30c.; 204 per cents, 476f. 30c.; 205 per cents, 478f. 30c.; 206 per cents, 480f. 30c.; 207 per cents, 482f. 30c.; 208 per cents, 484f. 30c.; 209 per cents, 486f. 30c.; 210 per cents, 488f. 30c.; 211 per cents, 490f. 30c.; 212 per cents, 492f. 30c.; 213 per cents, 494f. 30c.; 214 per cents, 496f. 30c.; 215 per cents, 498f. 30c.; 216 per cents, 500f. 30c.; 217 per cents, 502f. 30c.; 218 per cents, 504f. 30c.; 219 per cents, 506f. 30c.; 220 per cents, 508f. 30c.; 221 per cents, 510f. 30c.; 222 per cents, 512f. 30c.; 223 per cents, 514f. 30c.; 224 per cents, 516f. 30c.; 225 per cents, 518f. 30c.; 226 per cents, 520f. 30c.; 227 per cents, 522f. 30c.; 228 per cents, 524f. 30c.; 229 per cents, 526f. 30c.; 230 per cents, 528f. 30c.; 231 per cents, 530f. 30c.; 232 per cents, 532f. 30c.; 233 per cents, 534f. 30c.; 234 per cents, 536f. 30c.; 235 per cents, 538f. 30c.; 236 per cents, 540f. 30c.; 237 per cents, 542f. 30c.; 238 per cents, 544f. 30c.; 239 per cents, 546f. 30c.; 240 per cents, 548f. 30c.; 241 per cents, 550f. 30c.; 242 per cents, 552f. 30c.; 243 per cents, 554f. 30c.; 244 per cents, 556f. 30c.; 245 per cents, 558f. 30c.; 246 per cents, 560f. 30c.; 247 per cents, 562f. 30c.; 248 per cents, 564f. 30c.; 249 per cents, 566f. 30c.; 250 per cents, 568f. 30c.; 251 per cents, 570f. 30c.; 252 per cents, 572f. 30c.; 253 per cents, 574f. 30c.; 254 per cents, 576f. 30c.; 255 per cents, 578f. 30c.; 256 per cents, 580f. 30c.; 257 per cents, 582f. 30c.; 258 per cents, 584f. 30c.; 259 per cents, 586f. 30c.; 260 per cents, 588f. 30c.; 261 per cents, 590f. 30c.; 262 per cents, 592f. 30c.; 263 per cents, 594f. 30c.; 264 per cents, 596f. 30c.; 265 per cents, 598f. 30c.; 266 per cents, 600f. 30c.; 267 per cents, 602f. 30c.; 268 per cents, 604f. 30c.; 269 per cents, 606f. 30c.; 270 per cents, 608f. 30c.; 271 per cents, 610f. 30c.; 272 per cents, 612f. 30c.; 273 per cents, 614f. 30c.; 274 per cents, 616f. 30c.; 275 per cents, 618f. 30c.; 276 per cents, 620f. 30c.; 277 per cents, 622f. 30c.; 278 per cents, 624f. 30c.; 279 per cents, 626f. 30c.; 280 per cents, 628f. 30c.; 281 per cents, 630f. 30c.; 282 per cents, 632f. 30c.; 283 per cents, 634f. 30c.; 284 per cents, 636f. 30c.; 285 per cents, 638f. 30c.; 286 per cents, 640f. 30c.; 287 per cents, 642f. 30c.; 288 per cents, 644f. 30c.; 289 per cents, 646f. 30c.; 290 per cents, 648f. 30c.; 291 per cents, 650f. 30c.; 292 per cents, 652f. 30c.; 293 per cents, 654f. 30c.; 294 per cents, 656f. 30c.; 295 per cents, 658f. 30c.; 296 per cents, 660f. 30c.; 297 per cents, 662f. 30c.; 298 per cents, 664f. 30c.; 299 per cents, 666f. 30c.; 300 per cents, 668f. 30c.; 301 per cents, 670f. 30c.; 302 per cents, 672f. 30c.; 303 per cents, 674f. 30c.; 304 per cents, 676f. 30c.; 305 per cents, 678f. 30c.; 306 per cents, 680f. 30c.; 307 per cents, 682f. 30c.; 308 per cents, 684f. 30c.; 309 per cents, 686f. 30c.; 310 per cents, 688f. 30c.; 311 per cents, 690f. 30c.; 312 per cents, 692f. 30c.; 313 per cents, 694f. 30c.; 314 per cents, 696f. 30c.; 315 per cents, 698f. 30c.; 316 per cents, 700f. 30c.; 317 per cents, 702f. 30c.; 318 per cents, 704f. 30c.; 319 per cents, 706f. 30c.; 320 per cents, 708f. 30c.; 321 per cents, 710f. 30c.; 322 per cents, 712f. 30c.; 323 per cents, 714f. 30c.; 324 per cents, 716f. 30c.; 325 per cents, 718f. 30c.; 326 per cents, 720f. 30c.; 327 per cents, 722f. 30c.; 328 per cents, 724f. 30c.; 329 per cents, 726f. 30c.; 330 per cents, 728f. 30c.; 331 per cents, 730f. 30c.; 332 per cents, 732f. 30c.; 333 per cents, 734f. 30c.; 334 per cents, 736f. 30c.; 335 per cents, 738f. 30c.; 336 per cents, 740f. 30c.; 337 per cents, 742f. 30c.; 338 per cents, 744f. 30c.; 339 per cents, 746f. 30c.; 340 per cents, 748f. 30c.; 341 per cents, 750f. 30c.; 342 per cents, 752f. 30c.; 343 per cents, 754f. 30c.; 344 per cents, 756f. 30c.; 345 per cents, 758f. 30c.; 346 per cents, 760f. 30c.; 347 per cents, 762f. 30c.; 348 per cents, 764f. 30c.; 349 per cents, 766f. 30c.; 350 per cents, 768f. 30c.; 351 per cents, 770f. 30c.; 352 per cents, 772f. 30c.; 353 per cents, 774f. 30c.; 354 per cents, 776f. 30c.; 355 per cents, 778f. 30c.; 356 per cents, 780f. 30c.; 357 per cents, 782f. 30c.; 358 per cents, 784f. 30c.; 359 per cents, 786f. 30c.; 360 per cents, 788f. 30c.; 361 per cents, 790f. 30c.; 362 per cents, 792f. 30c.; 363 per cents, 794f. 30c.; 364 per cents, 796f. 30c.; 365 per cents, 798f. 30c.; 366 per cents, 800f. 30c.; 367 per cents, 802f. 30c.; 368 per cents, 804f. 30c.; 369 per cents, 806f. 30c.; 370 per cents, 808f. 30c.; 371 per cents, 810f. 30c.; 372 per cents, 812f. 30c.; 373 per cents, 814f. 30c.; 374 per cents, 816f. 30c.; 375 per cents, 818f. 30c.; 376 per cents, 820f. 30c.; 377 per cents, 822f. 30c.; 378 per cents, 824f. 30c.; 379 per cents, 826f. 30c.; 380 per cents, 828f. 30c.; 381 per cents, 830f. 30c.; 382 per cents, 832f. 30c.; 383 per cents, 834f. 30c.; 384 per cents, 836f. 30c.; 385 per cents, 838f. 30c.; 386 per cents, 840f. 30c.; 387 per cents, 842f. 30c.; 388 per cents, 844f. 30c.; 389 per cents, 846f. 30c.; 390 per cents, 848f. 30c.; 391 per cents, 850f. 30c.; 392 per cents, 852f. 30c.; 393 per cents, 854f. 30c.; 394 per cents, 856f. 30c.; 395 per cents, 858f. 30c.; 396 per cents, 860f. 30c.; 397 per cents, 862f. 30c.; 398 per cents, 864f. 30c.; 399 per cents, 866f. 30c.; 400 per cents, 868f. 30c.; 401 per cents, 870f. 30c.; 402 per cents, 872f. 30c.; 403 per cents, 874f. 30c.; 404 per cents, 876f. 30c.; 405 per cents, 878f. 30c.; 406 per cents, 880f. 30c.; 407 per cents, 882f. 30c.; 408 per cents, 884f. 30c.; 409 per cents, 886f. 30c.; 410 per cents, 888f. 30c.; 411 per cents, 890f. 30c.; 412 per cents, 892f. 30c.; 413 per cents, 894f. 30c.; 414 per cents, 896f. 30c.; 415 per cents, 898f. 30c.; 416 per cents, 900f. 30c.; 417 per cents, 902f. 30c.; 418 per cents, 904f. 30c.; 419 per cents, 906f. 30c.; 420 per cents, 908f. 30c.; 421 per cents, 910f. 30c.; 422 per cents, 912f. 30c.; 423 per cents, 914f. 30c.; 424 per cents, 916f. 30c.; 425 per cents, 918f. 30c.; 426 per cents, 920f. 30c.; 427 per cents, 922f. 30c.; 428 per cents, 924f. 30c.; 429 per cents, 926f. 30c.; 430 per cents, 928f. 30c.; 431 per cents, 930f. 30c.; 432 per cents, 932f. 30c.; 433 per cents, 934f. 30c.; 434 per cents, 936f. 30c.; 435 per cents, 938f. 30c.; 436 per cents, 940f. 30c.; 437 per cents, 942f. 30c.; 438 per cents, 944f. 30c.; 439 per cents, 946f. 30c.; 440 per cents, 948f. 30c.; 441 per cents, 950f. 30c.; 442 per cents, 952f. 30c.; 443 per cents, 954f. 30c.; 444 per cents, 956f. 30c.; 445 per cents, 958f. 30c.; 446 per cents, 960f. 30c.; 447 per cents, 962f. 30c.; 448 per cents, 964f. 30c.; 449 per cents, 966f. 30c.; 450 per cents, 968f. 30c.; 451 per cents, 970f. 30c.; 452 per cents, 972f. 30c.; 453 per cents, 974f. 30c.; 454 per cents, 976f. 30c.; 455 per cents, 978f. 30c.; 456 per cents, 980f. 30c.; 457 per cents, 982f. 30c.; 458 per cents, 984f. 30c.; 459 per cents, 986f. 30c.; 460 per cents, 988f. 30c.; 461 per cents, 990f. 30c.; 462 per cents, 992f. 30c.; 463 per cents, 994f. 30c.; 464 per cents, 996f. 30c.; 465 per cents, 998f. 30c.; 466 per cents, 1000f. 30c.; 467 per cents, 1002f. 30c.; 468 per cents, 1004f. 30c.; 469 per cents, 1006f. 30c.; 470 per cents, 1008f. 30c.; 471 per cents, 1010f. 30c.; 472 per cents, 1012f. 30c.; 473 per cents, 1014f. 30c.; 474 per cents, 1016f. 30c.; 475 per cents, 1018f. 30c.; 476 per cents, 1020f. 30c.; 477 per cents, 1022f. 30c.; 478 per cents, 1024f. 30c.; 479 per cents, 1026f. 30c.; 480 per cents, 1028f. 30c.; 481 per cents, 1030f. 30c.; 482 per cents, 1032f. 30c.; 483 per cents, 1034f. 30c.; 484 per cents, 1036f. 30c.; 485 per cents, 1038f. 30c.; 486 per cents, 1040f. 30c.; 487 per cents, 1042f. 30c.; 488 per cents, 10

vered that, owing to some mistake in their names in the registry, they could not be married by banns, upon which he intended said that rather than wait for the second pub-

[illegible]

