DAILY APPEAL.

THE APPEAL IS REGULARLY DISCONTINUED AT THE END OF THE TIME PAID FOR, UNLESS RENEWED IN ADVANCE.

ALL LETTERS ENCLOSING MONEY TO BE SENT TO THE OFFICE MUST BE REGISTERED, OTHERWISE THE PROPRIETORS WILL NOT BE RESPONSIBLE FOR ANY LOSSES THAT MAY OCCUR.

MEMPHIS.

SATURDAY MORNING, SEPTEMBER 5, 1857.

Daily Circulation - - - - - - - - 1,224

HONOR TO JEFF. DAVIS.

This distinguished statesman and soldier reached Hernando yesterday to be present at a public dinner to which he was invited by the citizens of DeSoto county. He will address his fellow-citizens on subjects of public interest. The hold he has upon the people of Mississippi, together with his high reputation as a speaker, will attract a large assembly.

UNION PACKET LINE.

By reference to their advertisement, it will be seen that the Union Packet Company have perfected their arrangements for the fall and winter. This line between Memphis and New Orleans, will not have its superior on the river. The boats are all large, substantial and capacious, officered by experienced commanders, and will afford accommodations both to passengers and shippers rarely met with on the river.

This company are prepared to do most if not all the freighting business between the two cities, and if the six steamers with which they will commence the season shall prove inadequate, they have made arrangements by which other boats will be at their command.

This enterprise deserves, and we hope will receive a liberal patronage from our shippers and the public. Most of the gentlemen composing the company are citizens of and property holders in Memphis, and are in every sense meritorious of the favors and patronage of their fellow-citizens. Besides, it is a desirable point to have a line of first class steamers plying regularly between Memphis and New Orleans, whose arrivals and departures can be known at all times in advance. To the traveling community, especially, this is desirable, as it prevents delays and hinderances and the traveler can always be assured of the day and hour of his departure and return.

WHY SUCH HOT HASTE?

We are disposed to do full justice, says the Mobile *Register*, to the motives of those persons and presses, however widely differing in opinion from us, which earnestly and honestly labor for the good of the South, but we know how subtle is the prejudice and how insidious the hereditary hatred, growing out of long established party divisions. Hence when we find those who heretofore have opposed all sectional organization in defense of the institutions of the South, suddenly and violently abandoning their old affinities and out-heroding Herod in their "fire-eating" zeal, we must be pardoned for suspecting that political resentment overshadows patriotic impulse. We cannot otherwise account for the reckless impatience and rabid haste with which Southern men are called upon to desert and denounce the Administration and the Democratic party. Will the immediate organization of "the Southern party" accomplish anything before the meeting of Congress? If not why press a rupture with the Democratic party until its action toward Kansas finally decides its position toward the South? There is a reason which we almost blush to name, but we know no other: Some fear that the Democratic party will faithfully redeem its pledges, will prove loyal to the Constitution and the South, will so act as to silence opposition and hush the carping, captious barking of those journals which have hoped to make this Kansas question a weapon with which to break up its organization and steal its power. It is the only hope left them to escape political annihilation, and hence they wish to forestall its free action and produce irreconcilable schism beforehand. They assume for this purpose all sorts of names and principles, they call themselves "independent," "Southern Rights," "pro-slavery," "anti-national," everything but the right name which is, "anti-Democratic." They advocate all sorts of measures and movements, except the one which legitimately belongs to their position. If in the organization of the "Southern party" with the manliness and candor of the Charleston *Mercury*, they would boldly avow "*dissolution*," we might not adopt, but we could respect their course. They cannot doubt the soundness of the Southern Democracy; if so, there are no elements left out of which to form a Southern party. They do not condemn the *principles* of the Democratic party; the charge they make is, that these principles have not been faithfully enforced by the Administration in Kansas. They dare not charge that nine-tenths, yes, ninety-nine hundredths, of the citizens of the South are not united on the issue which they propose as the basis of a new organization; and they know that the hundredth who are unsound, will remain so under any organization that can be formed. Certainly, these tardy journals, whose ceaseless cry heretofore has been, "wait! wait! time enough yet for the South to act," can curb their impatience for a month or two, to secure the harmonious co-operation of all her sons. We predict that should the contingency occur, which they so confidently prophecy, when the time for decisive action comes, "they all, with one accord, will commence making excuses;" one has bought a yoke of oxen (or stolen fifty, it may be,) and must prove them, or purchased a piece of land and must first see it; or married a wife and cannot come. Mark our words, the strong upon the Southern movement, when the day of trial comes, will be these very *anti-Democratic* journals. Destroy the Democratic party, and we honestly believe the redemption of the South will never be accomplished. It has always been her fast friend, has secured to her under the Constitution all she has, and in recognition of this service, now commands a more unanimous support than any party ever did before. With isolated and unimportant exceptions here and there, all the most ardent, sensitive and zealous defenders of her rights, no matter what their previous affiliations may have been, are Democrats now, and they cannot be seduced nor driven from its fold by the melo-dramatic revelations or these modern political spiritualists. When the South requires their services, *as a party, without a change of name or principles*, they will form a bulwark of brave hearts and strong arms around her, impregnable to any attack from foes within or without her borders.

THE BREAK IN THE TELEGRAPH CABLE.

We publish this morning a great variety of interesting matter relating to the deplorable accident to the Atlantic Telegraphic Cable. From these accounts, says the New York *Times*, and from the letter of an intelligent correspondent on board the steamer *Niagara*, it would appear that the expedition must have failed, even though the cable had not parted when it did. Though the chief engineer for laying down the cable, Mr. BRIGHT, has given his certificate exonerating all persons on board the *Niagara* from all blame for the melancholy mishap, yet there has not satisfactory reason been given for the immediate act which led to the parting of the wire. It seems that the cable had several times sliped off the "controller," and became jammed, by which its safety was imperiled, owing to the imperfection of the machinery for paying it out. But, even though it had been suffered to run freely and no accident had befallen it, the chances were all against its reaching its Western terminus, in consequence of the cable being too short. There was a surplus of about six hundred miles, but at least a thousand miles were needed. Sufficient allowance had not been made for sweeping away the cable by under-currents. After all, it may have been most fortunate that the ships did not proceed further.

"To have laid the cable nearly the whole distance, and then to have been compelled to let it slip because it was not long enough, would have been a much greater calamity than that which has retarded the completion of this great work. They now know what the perils are which must be guarded against, and the experience of the first experimental trip will give them almost surety of success when they make another trial. It is not yet known whether another attempt will be made this year. But, as there is usually a long spell of fine weather immediately after the equinoctial gales, we should suppose that it would be less costly to make the attempt to lay the cable the present season than to uncoil it and send it ashore.

CHIEF JUSTICE TANEY.—For some time past Judge TANEY has been in feeble health, but it has been, we are glad to learn, much improved by a visit to the White Sulphur Springs of Virginia. Although in his eightieth year he is in the full enjoyment of his mental powers, as was clearly evidenced by his great decision in the DRED SCOTT case.

The rumor that ex-President Pierce will attend the National Agricultural Fair at Louisville, is contradicted.

MR. WHITFIELD AND KANSAS.

We find the following report of a speech of Gen. WHITFIELD, in the Louisville *Democrat*. He doubtless expresses the sentiments of the Kansas Democracy, and we feell persuaded his fidelity to the South will be questioned by no man who knows him:

At a late Democratic meeting at Leavenworth, Kansas, J. W. Whitfield, was called for and responded in a few well-timed and spirited remarks. He said that his position and his duties now were not of a political character; but he always felt it his duty, when called upon by his fellow-citizens, to give his opinion upon any public questions, fully, frankly, and fearlessly. He was a Democrat, first, last, and all the time. He was, also, a pro-slavery man; but didn't hold that individual likes or dislikes upon the slavery question was any test of his Democracy. He thought that as good Democrats lived in Maine, as in Georgia, and as good in Ohio as in Tennessee.

He was emphatically in favor of submitting the Constitution, which will be framed in September next, at Lecompton, to the people for ratification. As to who were the people, he did not assume the province of determining, but thought the Convention should leave this question to be settled by the Territorial laws, which prescribe a residence of six months as one of the qualifications of a voter. He had heard with astonishment that there were men professing to be Democrats, who were opposed to the proposed submission. He was prepared to tell all such men that, as one who flattered himself that he was somewhat posted upon the question, it would be unparalleled impudence to ask a Democratic party, who were pledged to the doctrine of allowing the people to govern themselves in their own way, to stultify themselves by voting for a Constitution that they were not satisfied expressed the will of the majority of the *bona fide* citizens of Kansas. He warned the members of that Convention that a failure to refer that Constitution to the people for ratification would not meet with the sanction of the party in Kansas; and he pledged himself, that in such an event he would be the first in calling a meeting of all true Democrats of the Territory, for the purpose of opposing the Constitution and petitioning Congress to reject it.

He endorsed Governor Walker in all his speeches, proclamations, and acts, and he expressed an abiding faith that the Governor would yet solve the great problem of self-government in Kansas, honkrably, equitably, and to the satisfaction of all rational men.

He spoke in scathing terms of those Know-Nothing emissaries who have sought and are seeking to lead the Democracy of Kansas; particularizing those who, without ever having had "one drop of democratic blood in their veins," had even gone so far in their fanaticism as to ask the people of Missouri to come over and vote at an October election. He knew them well, and the motives that actuated them. After selling out to the Black Republicans of Kansas for money, they sought to reinstate themselves in the good graces of the Missourians by just such contemptible humbuggery as that of invoking their aid in the coming elections. Such men were entirely unauthorized, and all their efforts in this regard will be "Love's Labor Lost." No sane person believed that a single man from Missouri was coming to Kansas to vote.

Washington Items.

WASHINGTON, September 1.—The President, the Secretary of the State, Treasurer and other officials, with Generals Scott and Burnett are expected here on the 5th. The press, attended the wedding of Hon. Hiram Walbridge, to-day, which was a *wickerche affair*.

It is probable that the contemplated changes in the heads of Government bureaus will not be officially announced before the termination of the present fiscal quarter of the year.

During the month of August more than fifteen hundred warrants were issued under the Bounty Law of 1850, to satisfy which over two hundred and thirty thousand acres are necessary. So far, twenty-six million and a half acres have been granted in accordance with that act.

Edward M. Hastings has been appointed Receiver of public moneys at Montgomery, Ala. To extend the thirty-five thousand acres, selected in lieu of those located warrants or scrip issued by virtue of a special certificate, in favor of Wisconsin, under the second section, act of March, 1850, is now in course of preparation at the General Land Office, and will be transmitted to the Governor of that State in a few days.

The President's reply to Professor Silliman and others on the affairs of Kansas will soon be published.

REMOVAL OF THE UNION OFFICE.—After an occupancy of nearly thirty years, the Washington *Union* office has been removed from its old quarters in E street, between Thirteenth and Fourteenth streets, to the new and spacious building, expressly erected for its use, on the same street, between Eleventh and Twelfth streets. The Union, in announcing its change of quarters, says:

"We left the old building from necessity, not choice, for it is endeared to us by associations of the most gratifying character, and not without a peculiar interest for our fellow-citizens throughout the country. As simple, unpretending, and even shabby-looking as the old sanctum was and is, it was honored in its day by the frequent friendly visits of Presidents Jackson, Van Buren, Tyler, Polk and Pierce, and by many of all those distinguished statesmen who were officially connected with their respective administrations. Its plain, pine, uncushioned chairs—we have them still—have been occupied by the representatives of the 30th, genius, power and intellect of the nation—by foreign embassadors and native diplomatists—by Calhoun, Webster, Clay, Hayne, Forsyth, Wright, McDuffie, and other great and gifted patriots and statesmen whose fame fills the country and whose memories are still warmly cherished by a grateful and admiring people."

THE TESTIMONY OF A BLACK REPUBLICAN. Hon. Andrew Stewart, of Ohio, for years a Democrat, was elected to Congress on the anti-Nebraska platform, and has ever since acted with the Republican party. He has just been making a tour of Kansas, and in a late number of his own paper, the Steubenville (Ohio) *Union*, he says:

"Every street, corner, and 'doggery,' of which even in this old 'Massachusetts' town there were not a few, had its crowd of disputants. Hereinafter I shall speak more of this. Herel found James H. Lane, who invited me over to his wigwam, where we took a smoke and talked over matters. He justifies his course and that of the entire Free-State men of which he is the leading spirit upon circumstances upon which he alleges the people in the Free-States know little or nothing. I also met Governor Robinson, General Pomroy, Mr. Jenkins, Dr. Cutter, R. N. Wood, and other prominent men of the Free-State party. The principal topic was the Topeka Legislature, then about to assemble. No one seemed to know precisely what they were going to do; no plan seemed agreed upon, and the more prudent acknowledged that the whole proceeding was a farce, which they scarcely knew how to get out of with any kind of credit. They were determined not to vote for members for the Constitutional Convention, but avowed that they would vote for members of the Territorial Legislature next October, when they expected to carry every election district in the Territory. I endeavored to understand them on the hypothesis of consistency, but could not. They would not admit that the constitutional election, because that would recognize the bogus Legislature; but they would vote in October for delegate to Congress, and for Legislative officers under the same 'bogus' law.

"They also avowed their intention of voting down the constitution, whether good or bad; saying that they had a majority, and would make a constitution in their own time, and such a one as they wanted. To a suggestion that it would be of vast interest to the prosperity of the Territory that the slavery question settled immediately and finally, the reply was that such a settlement might tend to build up the '——d Democratic' party, which they desired to see crushed to atoms.

"I withdrew, more than ever convinced that the Free-State leaders do not desire to see peace or fraternal feeling prevail among the people. Their object is to keep Kansas 'bleeding' for the purpose of furnishing Black Republican electioneering capital in the States. Looking over the whole field, and after mixing with the people of the Territory for near a month, such a conclusion forces itself upon me irresistibly."

THE STEAMER ADRIATIC.—This splendid American steamer has been completed, and will sail for Liverpool on the 10th of September inst. From the accounts of her given in the New York *Tribune*, we should judge she was one of the finest vessels that ever floated on the ocean. The chief dimensions of the hull are:

Length over all	352 0 feet.
Length at the water-line	343 8 feet.
Breadth	45 0 feet.
Depth of hold	33 0 feet.
Burden	5,800 tuns.

The *Tribune* adds:

The *Adriatic*, like the *Persia*, was to be completed in the year 1855. In their legitimate rivalry for excellence, the Cunard and the Collins Companies were to produce each a specimen of naval architecture regardless of expense. Nothing was to be neglected; the most skillful engineers and mechanics of England and America were to do the work. The best patents were to be applied; the best officers were to be put in command. National feelings were soon excited; and in January, 1856, the two commercial companies were forgotten, and the contest was looked upon on both sides of the Atlantic as a first move toward the future supremacy of the sea. Exact to a day the *Persia* sailed; she crossed and recrossed the Atlantic, leaving everything behind her, while failure after failure kept the *Adriatic* bound to the dock. It is said that this vessel will cost her owners $1,000,000 paid down, and $1,000,000 more for loss of profits during nineteen months. What she costs the community by casting discredit on American builders, and damping the spirits of our enterprising merchants, many millions would not repay. At the present time our ship-builders have no work, while three hundred steamers are building in the ship-yards and machine-shop of England and Scotland, and in our own ports there are three steamships under British colors to one American. A year ago there were in this city several Russian officers, commissioned by their Government to judge for themselves and contract for the building of war steamers. They departed, leaving an insignificant order. Shortly after, several engineers of the French Navy came on a similar errand. They reported to their Government that they thought best to have the hulls built in America and the machinery in England and France.

ANOTHER ESCAPADE IN HIGH LIFE.—We learn that the handsome daughter of a late respected prelate in the Episcopal Church has eloped with an actor recently connected with Laura Keene's theatre, a very fine looking, but we fear a very unprincipled man. The parties are now in Boston.—*N. Y. Mirror.*

THE OCEAN TELEGRAPH.

FULL PARTICULARS OF THE ACCIDENT.

SCENES ON BOARD THE NIAGARA.

COST OF THE FAILURE.

PROSPECTS OF ULTIMATE SUCCESS.

[From the New York Times.]

U. S. STEAM FRIGATE NIAGARA,
PLYMOUTH, ENGLAND, Aug. 17, '57.

On the 20th of July, the *Agamemnon* and the *Niagara* lay about a quarter of a mile apart in the Cove of Cork: the one, a fair but untried novice, against whose smooth sides no tempest had ever yet beaten: the other, a veteran with the scars of battle on her—both now engaged in a mission which must tend to deprive them hereafter of opportunity to gain laurels in war.

The two ships passed their telegraph cables each to the other, and for the first time a circuit was established through twenty-five hundred miles. The *Niagara's* being attached to the galvanometer, and the *Agamemnon's* brought directly to the battery, an electrical current was found to pass immediately, though at first slowly; so at once putting to rest the question of transmission through such a length of wire. This demonstration was the more satisfactory, from the fact that the force developed lifted twenty-five grains on Dr. Whitehouse's galvano-electrometer, when three grains had been found to indicate sufficient power to record intelligible signals. There was no time that night, however, to attach the recording instruments; and when the *Agamemnon* swung at her moorings, she unluckily fouled the wire and broke the connection. The whole of the next day was spent in recovering and reuniting the cable-ends; but, in the meantime, the *Agamemnon* sent aboard a large iron buoy, and several wooden ones, to be used, in case of necessity, for securing the cable in soundings. On Saturday, August 1, connection was re-established between the ends, and each of them connected with the earth, as in lines actually laid out. A distant message was then immediately telegraphed through the whole scope of two thousand five hundred miles—"*Land is right: all's well*"—were the first memorable words. In this experiment it was observed that one current occupied, in its passage, an interval of one second and three-quarters; but that three successive signals, each perfectly intelligible, could be passed through twenty-five hundred miles in two seconds; thus confirming observations made on shorter circuits, by which it appeared that one wire may, at the same instant, be engaged in conveying several distinct electrical waves, with well-marked intervals between them.

The galvanic battery which the *Agamemnon* has in use on board and which is intended for the station at Newfoundland, is hung in gimbals to prevent the motion of the ship from wasting the dilute sulphuric acid over the partitions between its cells. It consists of forty cells, containing a galvanic series of plates nine inches square, and composed alternately of zinc and platinized silver. So great is the power of this battery, that a piece of iron placed between its poles is immediately burned up. The current here generated, however, must be rendered electro-magnetic before it can be applied to telegraphic purposes. This is accomplished by passing it through helices of wire of No. 20 guage, copper wire, insulated by a silk wrapping. By means of machinery, this wire is wound with great regularity around bollow cylinders of soft iron, five feet in length and three inches in diameter, with a gutta-percha covering. Each cylinder of iron is then covered with waxed paper to keep it separate from the next succeeding one, until six miles of it are wound around each cylinder. This becomes the *secondary* coil; and its perfect insulation is finally secured by covering it closely with gutta percha. Over this is laid another coil, a mile and a-half in length, of larger copper wire, (No. 14 guage,) insulated like the former by wrapping it with silk. The cylinders thus prepared are brought together at one end of each, by a bar of iron, so as to make them horse-shoe magnets, and four such pairs are united. The exterior coil of wire is now connected with the poles of the battery, and at once becomes *primarily* excited. By this means the soft iron cylinders are instantly converted into powerful temporary magnets. These, in turn, induce an intense *secondary* current in the smaller wire; and it is this *secondary* current which passes through the telegraphic cable. The operator works by a simple key, according to Professor Morse's plan; and by means of an ingenious attachment, the motions of this key are constantly reversing the poles of the battery, thus sending through the cable alternate currents of positive and negative electricity; in this manner, currents are constantly discharged which would otherwise retard the next succeeding electrical wave and make the signals indistinct.

While Dr. Whitehouse and Professor Morse were making a series of experiments on board the *Agamemnon*, ten miles of shore-end cable were received by the *Niagara*, and coiled on her forecastle. The telegraph squadron, having thus completed its preparations, sailed from the Cove of Cork on Monday afternoon, August 3, and proceeded to Valentia Bay, on the western coast of Ireland, in lat. 52 deg. north. The peculiar necessities for the terminus of the telegraph are all admirably met at this point. Valentia presents a capacious and accessible harbor, continuous, with a road-stead exposed to the sea, but presenting a bed of sand for lodging the shore end of the cable; here no vessel could have occasion to anchor when she could at once find shelter under Valentia Island. The Directors of the company have decided to start from this point, and run the cable across the Atlantic to Newfoundland, instead of beginning at mid-ocean, and sending the ships east and west to the opposite shores. This plan was adopted after grave and prolonged discussion of the difficulties attending both modes of procedure. The electricians urged that a fixed (shore) station would consistently afford them assurance of continuity as long as the cable was safe, and indicate when to stop paying out in case it should be ruptured. Also, that if only half of the cable were exposed at one time the rest would be secured; but that if two ships, constantly increasing their distance at sea, were to be made telegraph stations, either of them might part her cable without knowing which was to blame, and so continue paying out till both had wasted all they had aboard. On the other hand, the engineers argued that it was impossible to splice at mid-ocean with two tons of cable hanging from the end of a bight; and some sailors objected that the change of plan would occasion six days more exposure at sea, at a season already too far advanced. After all, it was decided to commence from the coast of Ireland; and, before leaving the Cove of Cork, Captain Hudson received the following communications:

ATLANTIC TELEGRAPH CO.,
QUEENSTON, Ireland, July 30, 1857.

DEAR SIR: I have been instructed by the Directors of this Company, to forward you the resolution of the Board hereto attached, officially informing you that they have committed to Mr. Charles T. Bright the entire control and direction of the proceedings necessary for the proper laying out of the Atlantic Cable; and I am requested to say that the Directors will feel it a favor conferred upon themselves collectively and individually, if you will kindly use your efforts and influence to give effect to such requests as Mr. Bright may feel it necessary to make for the effectual carrying out of our common object.

I am, dear sir, yours truly,
(Signed,) GEORGE SAWARD.
Capt. HUDSON, U. S. N., &c., &c.

Extract from the Minutes of the Atlantic Telegraph Company.

"*Resolved*, That Captain Hudson, commanding the United States frigate *Niagara*, and Master Commander Noddale, commanding Her Majesty's ship *Agamemnon*, be officially informed, that Mr. Charles Tilston Bright, the Engineer-in-Chief of this Company, is specially charged by the Board of Directors with the duty of laying the cable, and with all responsibility connected therewith, and that, as a special favor to this Board, for the effectual carrying out of the enterprise which all have so much at heart, they be respectfully requested to comply with his wishes in regard to the working of the *Niagara* and *Agamemnon* in all respects that do not affect the safety of the ships under their respective command.

(Signed,) GEO. SAWARD, Sec."

The *Niagara* improved the time, on her passage from Cork to Valentia, in making trial of the apparatus on deck. The results were, that the cable was twice parted in paying it out, and that the attempt to wind it back proved unsuccessful.

We anchored off the island of Valentia, in rocky bottom, a little before sunset on Tuesday, August 4; the station selected for the telegraph, at White Strand, being distant about a mile and a half. The Earl of Carlisle, Lord Lieutenant of Ireland, was always at Kingstown, to be present when the cable was landed; and an entertainment had been prepared to celebrate the event. A long outhouse was temporarily fitted up for the feast; and a certain graceful simplicity in the arrangements denoted that the ladies, who were present at the board, had directed the decorations. The flags of England and America hung on the wall at the end of two long tables; and on a scroll between these, the Irish words "*Cead mille failte*," gave assurance of a *hundred thousand welcomes*. The initial letters V. R. and J. B. were inscribed under their respective flags, and surrounded by wreaths of evergreen. Abundance of luxuries tempted the appetite; but all the guests seemed absorbed in the interest of the occasion. The Lord-Lieutenant made an eloquent address, setting forth the vast national importance of the Atlantic Telegraph, and commending the zeal and enterprise of its projectors. The good health of Kerry made and received congratulations with his neighbors, who loved and honored him, and with his guests whom he warmly welcomed. Clergymen, Protestant and Catholic, spoke of one another in terms of intelligence and affection; and every soul present seemed to give himself up to the sympathies invoked by the event they had assembled to celebrate.

On Wednesday, August 5, we had a heavy swell from the westward, which rendered the task of landing the shore end difficult and laborious. It was passed into a number of boats, and these were taken in tow by a small steamtug, called the *Willing Mind*, headed by the Admiralty steamer *Advice*. The flag of the Company, borne by these vessels, consisted of two English and two American Union-jacks combined, and tapered off into a fly inscribed "*Atlantic Telegraph*." The fleet of boats proceeded through Doulus Bay, following the least rocky part of the bottom, and at 7:40 P. M. delivered the shore end at White Strand, to the Lord-Lieutenant of Ireland, and Mr. Field, of New York. A trench was ready to receive it, and a number of small piles had been driven down to secure it finally. There was a motley assemblage of sailors and soldiers, noblemen, gentlemen and peasants, aged people and children; but every body laid hold of the cable, and dragged it up hill to the station. It was there twined around the piles, and a clergyman delivered the following prayer over it:

A PRAYER BY THE REV. MR. HENSON ON LAYING DOWN THE CABLE ACROSS THE ATLANTIC.

O Eternal Lord God, who alone spreadest out the heavens, and rulest the raging of the sea; who hast compassed the waters with bounds, till day and night come to an end; and whom the winds and the sea obey; Look down in mercy, we beseech thee, upon us thy servants, who now approach the throne of grace; and let our prayer ascend before thee with acceptance.

Thou hast commanded and encouraged us, in all our ways, to acknowledge thee, and to commit our works to thee (Prov. iii., 5, 6; xvi., 3;) and thou hast graciously promised to direct our paths, and to prosper our handiwork. We desire now to look up to thee; and believing that without thy help and blessing, nothing can prosper or succeed, we humbly commit this work, and all who are engaged in it, to thy care and guidance. Let it please thee to grant to us thy servants wisdom and power, to complete what we have been led by thy Providence to undertake; that being begun and carried on in the spirit of prayer, and in dependence upon thee, it may tend to thy glory; and to the good of all nations, by promoting the increase of unity, peace and concord.

Overrule, we pray thee, every obstacle, and remove every difficulty which would prevent us from succeeding in this important undertaking. Control the winds and the sea by thy Almighty power, and grant us such favorable weather that we may be enabled to lay the cable safely and effectually. And may thy hand of power and mercy be so acknowledged by all, that the language of every heart may be, "Not unto us, O Lord, not unto us, but unto thy name give glory," that so thy name may be hallowed and magnified in us and by us.

Finally, we beseech thee to plant within us a spirit of humility and childlike dependence upon thee; and teach us to feel as well as to say, "If the Lord will we shall do this or that."

Hear us, O Lord, and answer us in these our petitions, according to thy precious promise for Jesus Christ's sake. Amen.

This was received in devout silence, and then the Lord-Lieutenant delivered an address full of fervid eloquence. Cheer upon cheer followed His Excellency's speech. Cheers for the Queen, cheers for the President, for the Lord Lieutenant, for England and America, for Mr. Field, for the "Kerry Boys," and finally for "Ould Ireland." Tearfulness and joy struggled for ascendancy, and the claims of nature superseded all refinements and pretentions of rank.

Soon after day-break on August 6, we hove up our anchor, and found one arm broken off. Then we commenced paying out the shore-end; but hardly a mile had passed before it flew off the controller, got jammed and parted in thirty-five fathoms of water. Mr. Wilson, of Miller, had gone for it, and, by the aid of boats, got three buoys on it, two miles and a-half from White Strand. There was too heavy a sea, however, then to be able to raise it, and we were obliged to come to anchor for the night. Next morning (Friday, the 7th) we got to work again, and were occupied all day before the cable was recovered. Then we proceeded, trailing it along very slowly out to sea. At 11 P. M. the shore end was transferred, and Captain Hudson gave orders to get on a strong hawser to lower it by. This proved to be a prudent precaution, for the splice with the main cable turned out to be imperfect, and parted in the grooves of the controller. The utmost management was necessary to save it, but we spliced it again, and fortified it with a strong bridle. The ship now steamed ahead again, paying out at the rate of three knots an hour. At noon next day we had made in distance from Valentia nine miles towards Newfoundland, and forty miles and a-half of cable, demonstrations of continuity being meanwhile maintained by constant messages from Valentia.

On Sunday, at noon, our observations gave 52° 12' north, 13° 37' west; sixty-five miles of distance since yesterday, and ninety-five miles of cable expended—proceeding during the day at 3½ to 3¾ knots, and in the afternoon up to 5 knots, with evident relief to the cable.

Monday, Aug. 10, thick, rainy weather all night; barometer falling; wind southwest; ship going steadily 4½ to 5 knots, and the cable paying out favorably. During the morning the weather cleared, and at noon we ascertained our placed, in lat. 52° 28' North, long. 16° 00' West. At 3 P. M. the cable was thrown out of the controller and heavily strained; at 8:45 the same accident befell it, and, for two hours afterwards, the electricians received no signals. Then came a current to reassure us; but our confidence did not last long: for at 3:45 A. M. on Tuesday, August 11, the machinery stopped, and, with the strain, the cable parted.

The pressure applied at the time of the rupture was about 3,000 pounds. This great strain was applied in consequence of the apprehension that the cable would be exhausted at the rate it was then paying out, before the ships could reach Newfoundland. The immediate cause of the disaster seems to have been the omission of the brakeman to allow for the pitch of the vessel. The cable was paying out when she was still in the trough of the sea when the strain was tightened, and her sudden rise proved to be too much for the tenacity of the cable.

Having thus irretrievably lost three hundred and forty-four miles of telegraph wire, nothing was left but to return to England. On the way to Plymouth, we joined cables with the *Agamemnon*, for experiment; she immediately parted, and we failed in the attempt to wind back.

On Friday, August 14, Captain Hudson publicly read the following letter:

AT SEA—ON BOARD THE NIAGARA,
Thursday, Aug. 13, 1857.

SIR: I feel it my duty before leaving the Niagara, to state that I do not attribute the fracture of the cable to be in the least degree attached to any one connected with the ship; on the contrary, I must take this opportunity of expressing, on the part of the Company, the great obligation which we are under to myself, your officers and men, and I shall esteem it a favor if you will thank them, on our behalf, for the never-failing zeal and attention which has been so universally displayed in our cause. I am, Sir, &c., &c.,

(Signed,) CHARLES T. BRIGHT,
Engineer to the Atlantic Telegraph Co.

To Capt. HUDSON, U. S. N., &c., &c.

The *Niagara* and *Agamemnon*, accompanied by the *Susquehanna*, arrived at Plymouth, on Friday afternoon, August 14; and here we await orders from the Navy Department, or instructions from the Directors of the Company. It is apprehended the cable now aboard, would be damaged by laying in the hold till next year; and there can be no doubt that the delay must be attended with great expense to the stockholders. There are strong arguments for making another attempt in October; that proposition meets with but little favor, on account of the uncertainty of the weather at that season. Besides, our late experience amply demonstrates that, to lay out the cable at sea, without endangering it by checking, an excess of at least fifty per cent. should be allowed; and it is doubtful whether that quantity could be prepared, and taken aboard even by October. The ultimate success of this great undertaking may be considered certain; but it can be accomplished only by extreme patience, and with plans thoroughly matured.

LOSS CONSEQUENT UPON THE FAILURE.

[From the London Star.]

The extent of the loss of accident to the Atlantic cable appears to have arisen from some want of skill on the part of the man in charge of the break. There were two men on board the *Niagara* who had charge of the breaks in turn, under the superintendence of Mr. Bright, the engineer-in-chief. The first and best breaksman had retired from his task, and the man who succeeded him did sufficiently account for the pitching of the vessel and putting the "dead nip" on, and when the stern of the *Niagara* was in the trough of the sea, the cable was strained and broke the cable. It is now thought that, in any future experiments, relays of breakmen will be necessary, so as to avoid the chance of their being overworked or becoming exhausted. It is expected that the cable will be got completed, 300 miles of distance in consequence of the failure who be £25,000. The experiment, as an experiment, has given general satisfaction. It is fully expected that at least one-half of the 335 miles now in the Atlantic will be recovered. At this within 200 fathoms of the surface, and up, but that part in the deep sea at 1,700 fathoms will in all probability not be recovered, as it is considered that the strain put on by the friction of the water will be greater than the cable in the deep sea. It is hoped, however, it will, it is understood, be forthwith hauled up.

CAUSES AND INCIDENTS OF THE FAILURE—SAN-GUINE HOPES.

[From the London News, Aug. 18.]

The first attempt to connect the New World with the Old by means of the Submarine Telegraph has proved a failure. In this result there is much cause for immediate regret—*none for permanent discouragement. The Atlantic will not be annihilated this year, but the success of the great experiment is only postponed for a season.* Our readers will remember the elaborate accounts, with which we have from time to time presented them, of the manufacture and stowage of the two thousand five hundred miles of the cable destined to stretch from shore shore along the bottom of the Atlantic main. They will not have forgotten the report of that characteristic meeting at Valentia under the genial presidency of Lord Carlisle, when every topic of allusion and anticipation that could possibly be introduced into the service was lavishly devoted to the purpose of speeding the great enterprise on its way with appropriate rhetorical embellishments. The original plan of laying down the cable had been that the *Agamemnon* and *Niagara*, each with half the length of cable on board, should proceed to an agreed point in the mid-Atlantic, effect a junction between the two detached portions of the line, and thence steam in opposite directions, paying the cable astern as they moved to Newfoundland. This plan was abandoned; and it was determined that the entire length of the vast coil should be spread along the ocean bottom from west to east in one continuous operation.

Valentia Bay was selected for the great ships set forth, the American frigate *Niagara* having the task assigned her of "paying out" the first portion of the cable. She was waited on through the ocean by the *Susquehanna*; the famous *Agamemnon*, her partner in the great enterprise, was attended in like manner by the *Cyclops* and the *Leopard*. The first start was an unlucky one. A fracture took place at the distance of less than four miles from the Irish shore. The damage thus occasioned was speedily repaired, and the five vessels again on Saturday, the 8th of August, steamed out into the Atlantic. Till the Monday following all went on prosperously. The weather was favorable, the machinery worked admirably, a depth of 2,000 fathoms had been reached, and over 300 miles of distance. The telegraphic communications with Valentia were kept up without interruption. On the Monday evening a heavy swell set in, and a powerful under current was experienced. This increased through the night of Monday; and early on the morning of Tuesday. At about 3½ o'clock on the Tuesday morning it was found that though the vessel was only making some three or four knots an hour, the cable was paying out five, six, and sometimes even seven knots. At this time it was observed that the quantity of wire on board would be exhausted before the Newfoundland shore was reached. It became necessary to tighten the strain on the cable, and this was accordingly done till the pressure reached 3,000 pounds. This was at 8 o'clock on the Tuesday morning. There was a heavy swell running at the moment that the full increased power was thus put on the break; the stern of the *Niagara* was low down in the trough of the sea. As she rose on the back of the waves the extra strain thus occasioned was more than the strength of the cable could bear. It gave way under the pressure, and, parting at some distance from the ship's stern, it sank down like lead through the mighty waters on that portion of the telegraphic plateau between Ireland and Newfoundland where the Atlantic reaches its maximum depth of not less than 2,000 fathoms. At the time of the severance the *Niagara* had made from 200 to 250 miles in a direct course from Valentia harbor, and the length of cable that had been let go was about 380 miles.

It is remarkable enough that a somewhat similar failure has hitherto attended almost all these submarine enterprises in the first instance. The provisions of science are extraordinary, but they cannot quite dispense with the teachings of experience. *The general opinion among those most qualified to form a judgment appears to be, that we have learned enough in this first essay to render the success of the next attempt morally certain.* The important points have been decisively set at rest by what has already been achieved. The unparalleled length of the cable, and the vast depth to which it was sunk, have presented no obstacles to its telegraphic working; until the final disaster occurred, messages were flashed with the most perfect success along 2,500 miles length of wire, a portion of which was submerged to the depth of very nearly two miles in the ocean. Another point related to the fate at which the cable can be paid out. It has been conclusively proved that there is no obstacle to laying it down *at the rate of five miles per hour, in the greatest depth of water that exists on the proposed line of submarine* [illegible] *between Ireland and Newfoundland.* The principal defect appears to be in the "paying-out gear," the machinery by which the cable is delivered from the ship's deck into the ocean. Another difficulty to be overcome in sinking a cable of such length is a depth so great—a difficulty which has probably been more fully demonstrated by the results of this experiment than it could have been by previous calculation—is the great force of the *under-current*. While the direct pressure of the *Niagara* was only about 280 miles the expenditure of cable was about 380—a difference which *a priori* could scarcely have been calculated upon.

In the next venture every circumstance of this kind will be taken fully into calculation; the mechanism for passing the cable into the water will no doubt receive all those improvements of which it is susceptible, and, if the time be so fortunately chosen as to convert three weeks of favorable weather (a circumstance by no means immaterial,) there can be no reason whatever for despairing of ultimate success.

FIRST ATTEMPTS FAILURES.

[From the Star.]

It does not appear that the accident was owing any way to the too great weight of the paying out machinery and gear on the *Niagara*, but the machinery is susceptible of considerable improvement. Some of the gentlemen in command of the expedition urged the desirableness of raising up the 300 miles, or of splicing that quantity on to the shore end again, and going on towards the Newfoundland shore in spite of the disastrous accident that had occurred; but it was eventually determined to return home, as it would in all probability be found that the expedition would neither have enough "slack" nor available cable to complete the line, and that the distance between shore and shore. There were two representatives of the Russian Government, one of the French Government, two of the British Government and two of the American Government with the expedition, together with Mr. J. W. Brett, the well-known father of submarine telegraphs between England and France, and the Mediterranean, who arrived in town shortly after Mr. Field.

The directors of the Company hold a special meeting on Wednesday next, to consider and determine whether attempts shall be renewed in October next, after the equinoctial gales, or whether the further prosecution of the enterprise shall be deferred until next summer. Various opinions are afloat with reference to the strength of the cable, but it is asserted that, were it either stronger or weaker, the desired end in view would not have been arrived at, and that upwards of sixty different kinds of rope were experimented on before the present one of cable was determined on. *This is the first electric cable that has been sunk either in this or any other country to the extent of three hundred and thirty-five miles*; but it is a singular fact that, with the exception of the Norwegian telegraph cable, of about ninety miles long, *the first attempt in every previous experiment for laying down a submarine cable has been a failure, although the second attempts have been successful.* The entire length of wire, copper and iron, in the cable amounts to twelve hundred and thirty-two thousand five hundred miles, or enough to go thirteen times round the earth.

With reference to the arrangements on board the *Niagara*, for regulating the "strain," which unfortunately caused the cable to break, it appears that the cable weighed one ton to a mile, and could bear a direct strain of four