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watched closely for the returning signals; when, in a few minutes, the last hope was extinguished by their suddenly indicating dead earth, which tended to show that the cable had broken from the Niagara, or that the insulation had been completely destroyed.

In three minutes, however, every one was agreeably surprised by the intelligence that the stoppage had disappeared, and that the signals had again appeared at their regular intervals from the Niagara. It is needless to say what a load of anxiety this news removed from the minds of every one; but the general confidence in the ultimate success of the operations was much shaken by the occurrence, for all felt that every minute a similar accident might occur. For some time the paying-out continued as usual, but towards the morning another damaged place was discovered in the cable; there was fortunately, however, time to repair it in the hold without in any way interfering with the operations beyond for a time slightly reducing the speed of the ship.

During the morning of Friday the 30th, every thing went well; the ship had been kept at the speed of about five knots, the cable paid out at about six, the average angle with the horizon at which it left the ship being about 15 deg., while the indicated strain upon the dynamometer seldom showed more than 1,600 pounds to 1,700 pounds. Observations made at noon showed that we had made good ninety miles from the starting point since the previous day, with an expenditure, including the loss in lowering the splice and during the subsequent stoppages, of 135 miles of the cable. During the latter portion of the day the barometer fell considerably, and towards the evening it blew almost a gale of wind from the eastward, dead ahead of course. As the breeze freshened, the speed of the engines was gradually increased, but the wind more than increased in proportion, so that before the sun went down, the Agamemnon was going full steam against the wind, only making a speed of about four knots an hour. During the evening topmasts were lowered, and spars, yards, sails, and indeed, every thing aloft that could offer resistance to the wind, was sent down on deck; but still the ship made but little way, chiefly in consequence of the heavy sea, though the enormous quantity of fuel consumed showed us that if the wind lasted, we should be reduced to burning the masts, spars, and even the decks, to bring the ship into Valentia.

It seemed to be our particular ill-fortune to meet with head winds whichever way the ship's head was turned. On our journey out we had been delayed and obliged to consume an undue proportion of coal for want of an easterly wind, and now all our fuel was wanted because of one. However, during the next day the wind gradually went around to the south-west, which, though it raised a very heavy sea, allowed us to husband our small remaining store of fuel.

At noon on Saturday, the 31st of July, observations at noon showed us to be in latitude 52 deg. 23 N. and longitude 26 deg. 44 W., having made good 120 miles of distance since noon of the previous day, with a loss of about 27 per cent. of cable. The Niagara, as far as could be judged from the amount of cable she paid out, which by a previous arrangement was signalled at every 10 miles, kept pace with us, within one or two miles the whole distance across. During the afternoon of Saturday, the wind again freshened up, and before nightfall it again blew nearly a gale of wind, and a tremendous sea ran before it from the south-west, which made the Agamemnon pitch to such an extent that it was thought impossible the cable could hold on through the night; indeed, had it not been for the constant care and watchfulness exercised by Mr. Bright and the two energetic engineers, Mr. Canning and Mr. Clifford, who acted with him, it could not have been done at all. Men were kept at the wheels of the machine to prevent their stopping as the stern of the ship rose and fell with the sea, for had they done so the cable must undoubtedly have parted.

During Sunday the sea and wind increased, and before evening it blew