

by, no news of the "Peerless" is heard. The Agent begins to feel anxious. Where can she be? Have winds been unfavorable? Other ships which left about the same time have arrived. Can anything have happened the "Peerless"? He scans the maritime column of the *Morning Chronicle*, and the evening reports of the *Mercury* and *Telegraph*. At last he finds tidings; amongst telegraph reports, he learns that the ship "Peerless," official No. 61,964, passed Bird Rocks inwards. S. E. breeze. He claps his hands in contentment: the "Peerless" is all right so far; but she has yet a long and perilous journey before her—beset by shoals, reefs, treacherous currents, fogs and storms. Many days may elapse before he hears of her again, and new anxieties spring up; but the ship is wafted on her way, warned on this side by the fog alarms, led on in that direction by the lights? and beating and tacking east to west and north to south, she is many days working her way up. Again a telegraphic message is flashed up from—say Fame Point, Cape Chatte, or Matane. The ship "Peerless," official No. 61,964, passed inwards at one P.M. this day; fair weather; stiff north-easterly breeze. The Agent then feels she is comparatively safe. He sends out his clerk, who sells the cargo of coal; he secures a return cargo of timber, and while this vessel is yet 200 or 300 miles from port, her business is settled, and no time lost. I shall now endeavor to explain to you how all such news has reached here while the vessel has not been nearer probably than 2 to 5 miles from land.

EXHIBIT SIGNALS, &c.

The International Code of Signals, consisting of eighteen flags, has been adopted by the Maritime Powers of the World.

It was prepared by a Committee appointed by the British Board of Trade in 1855 and published in 1857. It is very simple and only requires practice to work by any one who can read the questions and answers in the books.