

Station on the cliff, they received refreshment, stayed until morning. Tuesday, the vessel was a plain wreck, the lower part of her hull lay upon rocks where she struck, while her bulwarks, masts, rigging, in one mass of entanglement, lay about 50 yards nearer the shore. When the tide was down, and the crew, who still remained at the place, were near among the wreck for the remains of their "fit out" not one of them on the previous night had been able to bring more away with them than what they wore. Villiba was the property of Mr. T. Reed and M. A. Elliott, of Sunderland. She was built on the 1855, when she was damaged for eight years, her keel being 271 tons.

re-council, constituted of gentlemen who were not well known for philanthropy and benevolence, but of men of wealth and consideration, and good standing in society, and men of business. The society in London would be represented by local committees, aided by a few in the immediate neighborhood of every city, in which they would be on the spot to provide immediate relief in case of accidents, and who would provide a little for children, and look to all inventions for the prevention of accidents. It thought they would not hesitate to promote the establishment of such a society, which would be a benefit and a blessing to the people for whom it was intended. (Applause.) If subscriptions for a sufficient amount should be received, it was proposed to select

handed about the parish a printed letter, addressed to them, but of which no copy had been sent to them. One of the number, therefore, wrote Mr. H. for a copy of a document which affected his personal character but Mr. Hoare did not think proper to take notice of his communication. Here is the letter which the valiant Churchman was steadily circulating:—

“*22 Messrs. Darby, Barling, Barnes, Dunn, Hickmott, & Co. and Self, Jun.*

“*I take notice that I shall, if necessary, proceed against you in due course of law for the recovery of your parochial dues; repeating the same every year, so long as I am punished by bad officers as churchwardens, elected by your parishioners. Being in the Queen's Highness Court by*

My friend said he was not surprised that the Ferry Company had declined to name a price at the meeting yesterday; the directors would have taken upon themselves a very great responsibility if they had. In the language of the *Standard*, he urged upon the Commissioners that Mr Ferguson had been counselled to go to Parliament for the good of the public, and it would be honourable on the part of the Commissioners to leave him in the lurch. He was surprised that the project should, in so short a time, have received from all classes of the public as large an amount of acquiescence, and he hoped that when those who opposed it had time to think over the matter, and look at it as closely and understand it as well

WATCHMAKING IN FRANCE—The Chamber of Commerce of Bordeaux has published some statistical details of the watchmaking trade in France, from which we extract the following:—In 1851 the manufacturers of watches produced only 67,576 watches; whereas in 1861 the number was 247,467. Four cities of France in 1860 and 1861 participated either in the direct manufacture of watches, or in casing them. In 1860 France turned out 11,276 watches; Lyons, 639; Marseilles, 65; and Bordeaux, 247. In 1861 the numbers were respectively 10,513, 125, 341, and 263. The import of foreign watches has, on the other hand, recently diminished. In 1855 the number was 18,425; and in 1861, only 9,015.—*Galignani*.

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 discoloration and a dark, irregular stain near the bottom right corner. The binding edge is visible on the left.

