

Rockall, and on the morning of September 17th sounded at a depth of 620 fathoms, in lat. $59^{\circ} 49'$, long. $12^{\circ} 36'$, with a 'warm area' temperature.

The weather now again broke, became too unfavourable for work, and grew worse until the forenoon of the 20th, when St. Kilda was in sight and it was blowing a strong gale with a heavy sea. At daylight on Monday the 21st off Barra Head the south point of the Hebrides, a fresh easterly wind blowing the barometer low and appearances suspicious, Capt. May did not deem it advisable to stand to sea again. He therefore, after consultation with Dr. Carpenter, determined to conclude the work, proceeded down the Sound of Mull, and anchored at Oban on the same afternoon.

At Oban Dr. Carpenter and his young son, who had manfully borne no little hardship and helped to lighten the evil times to his seniors, went on shore and proceeded southwards by land.

Her fate pursued the 'Lightning.' After lying a couple of days at Oban, Captain May started for Pembroke on the 24th September. On the 25th off the Calf of Man, the barometer having suddenly fallen and the wind and sea fast rising, he determined to run for Holyhead, when suddenly, without increase of wind and in a roll not heavier than usual, the whole of the weather fore-rigging went by the straightening or breaking of the iron hooks which held it. Luckily the mast did not fall, and after an hour spent in temporarily repairing it the 'Lightning' proceeded on her course and anchored in the new harbour of Holyhead about 6 P.M.

The general results of the 'Lightning' expedition