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THE RESTORATION OF THE APPARENTLY DROWNED.

UNTIL the year 1857* the ROYAL NATIONAL LIFE-BOAT INSTITUTION circulated at its life-boat stations the Rules of the Royal Humane Society for the "Restoration of the Apparently Drowned." In that year, however, those Rules having been publicly repudiated by the distinguished physiologist, the late Dr. MARSHALL HALL, whose views were also adopted by numerous other medical men, the Committee of the Institution felt that they could no longer incur the responsibility of issuing rules the correctness of which was thus disputed; and not being a medical body, they decided to ask the opinion of the medical world. They accordingly had the Rules of the Humane Society and those of Dr. M. HALL printed side by side, and the two were forwarded not only to all the public medical bodies in the United Kingdom, and to a large number of private medical men, accompanied with the request that they would favour the Institution with their opinions on the relative value of the two systems; but they also sent them to the different Maritime Governments of Europe, and solicited the opinion of their medical authorities.

The result of this extended inquiry was so almost exclusively in favour of the plan of Dr. MARSHALL HALL, that the Committee of the Institution had no choice but to issue at its stations on the coast a new code of rules in accordance with that system.

The Committee felt the inconvenience of having two conflicting systems before the public, and they would willingly have been spared the apparent interference in a field of labour that had been hitherto exclusively occupied by a sister Society; but as that

* Vide Nos. 21, 25, and 29 of the *Life-boat Journal*.

Society still adhered entirely to its own system, they were compelled to act independently of it.

The leading feature of the Rules recommended and issued by the Humane Society at that time, was the restoration of warmth to the body, and preference was to be given to the warm bath as the vehicle to restore it over all other means, whenever it was obtainable, the patient being conveyed to the nearest dwelling in the first instance.

The distinguishing principle, on the other hand, of Dr. M. HALL's system, which he named the "Ready Method," was the restoration of natural breathing in the first instance before promoting the circulation of the blood; and he proposed a novel mode of artificial respiration. He also pointed out the importance of treating such cases instantly, on the spot, in the open air, and likewise adopted a different position for the body in the first instance, placing it on the stomach with the face downwards, instead of on the back, as recommended by the Royal Humane Society. He also highly disapproved of the use of the warm bath except momentarily as an excitant, and then only under the superintendence of a medical man.

In advocacy of these changes, Dr. M. HALL stated: Firstly, that prompt action was of the utmost importance—loss of time being often loss of life. Secondly, that the body should be placed, in the first instance, with the face downwards to admit of the escape of water or other fluids from the lungs, which would otherwise impede or prevent respiration. Thirdly, that if the blood circulated through the body, warmth being imparted to it, without its being re-oxidized by contact with fresh air in the lungs, on reaching the brain it would necessarily produce asphyxia and death, and that therefore the efforts to restore warmth must

not be in advance of those to induce respiration, and that the placing the patient in a warm bath was especially injurious.

To reinduce respiration or natural breathing, Dr. M. HALL then proposed to imitate it artificially by a rotatory motion of the body, the patient being laid on the ground or elsewhere, alternately on the stomach and on one side, the changes of position being repeated every four or five seconds, or about as frequently as the natural expiratory and inspiratory movements take place during life. On being placed on the ground or other flat surface, he maintained that the weight of the body itself, aided by pressure on the back between the shoulders by the hand of the operator, would, by compressing the chest, expel all air from the lungs, and that when laid on one side, the natural elasticity of the muscles and framework of the chest would cause it to expand, when a sufficient quantity of air would again enter the lungs in the same manner that air enters the common "bellows" on their interior being artificially expanded.

Again, Dr. M. HALL stated that in the position in which the patient was placed, in accordance with the Rules of the Royal Humane Society, viz., on the back, the tongue would fall back and close the entrance to the windpipe, by which inspiration would be prevented, and that in that position there was no escape for any water that might have entered the lungs.

These conclusions were arrived at, by Dr. M. HALL, chiefly by experiments on the dead subject and on still-born children, in which latter the phenomenon of suspended animation is analogous in some respects to that resulting from immersion in water.

Since the introduction of this method for restoring suspended animation, a great number of medical men have most successfully used it in the treatment of still-born children, and some striking cases have occurred of restoration from drowning through its adoption; but opportunities for its practical use in the latter case by medical men are comparatively unfrequent.

As, however, in the year 1857 the efficiency of the system previously in general use for the restoration of partially drowned persons was disputed, so again, in the year 1862-3, Dr. SILVESTER, of London, proposed a new method of artificial respiration, which he pronounced to be far more effectual than that of Dr. MARSHALL HALL, and much more easy of performance; more effectual as pro-

ducing a deeper inspiration and expiration, and thus more completely inflating the lungs; and more easy of performance, as only requiring a movement of the arms of the patient instead of the repeated turning of the body, which, in the case of a heavy person, if continued for a lengthened time, would be a laborious operation to those performing it. As the Humane Society had done, so he also placed the patient on the back, but with the head higher than the feet, whilst the tongue was to be drawn forward by the hand, and prevented from falling back again by an elastic band passed over it and round the chin, or by other artificial means.

To effect the respiratory movements he then proposed to raise the arms of the patient from the sides, perpendicularly, to above and before the head, which movement, by the action of the pectoral and other muscles raising the framework of the chest to the greatest expansion of which it is capable, would occasion an indraught of air or inspiration equal to that inhaled naturally by a deep-drawn breath, a yawn, or a sigh. And then, by letting the arms fall gradually back to the sides, and pressing the elbows forcibly against them, the chest and lungs would be again collapsed and be emptied of air. These movements were to be repeated, like those of Dr. MARSHALL HALL, about every four or five seconds, in imitation of natural breathing.

The Royal Humane Society, which up to 1863 had still adhered to their old plan, despite Dr. MARSHALL HALL's attacks on it, in that year altered their Rules, and thus admitted the importance of restoring respiration as well as warmth; but selected Dr. SILVESTER's proposed method of effecting it.

Once more, then, the Committee of the NATIONAL LIFE-BOAT INSTITUTION found themselves in the same dilemma as in the year 1857. Two different, if not rival systems, were again before the public: both could not be the best, and they had to choose between them. Feeling the great importance of the subject, they therefore decided again to seek the opinion of the medical world, and, accordingly, they had the two plans, viz., that of Dr. M. HALL and that of Dr. SILVESTER, as now adopted by the Royal Humane Society, printed side by side, and sent copies of them to the chief medical bodies in the United Kingdom, and to several hundred medical men, accompanied by a letter requesting them to favour the

Institution with their opinion on the relative merits of the two plans.

The replies received were carefully considered and compared one with another, and the result was, a modification of the previous Rules adopted by the Institution, a portion of Dr. SILVESTER's system being engrafted on them.

As above remarked, both these systems could not be the best; it was however possible that a portion of each might be so, and the balance of opinion, collected in the manner above related, was in favour of that hypothesis.

The greater number of those appealed to pronounced in favour of Dr. SILVESTER's plan of *imitating respiration*, as being, in their opinion, more simple and easy of performance than that of Dr. M. HALL: many of these, however, objected to the use of the warm bath, and some of them, whilst approving of Dr. SILVESTER's manipulation, objected to the placing the body on the back in the first instance, as preventing the escape of any fluid which might have passed down the wind-pipe and into the lungs. Some expressed themselves as altogether in favour of Dr. M. HALL's plan, stating that they had arrived at that opinion from practical experiment; whilst some again recommended

that Dr. HALL's plan should first be tried, and if not followed shortly by success, that Dr. SILVESTER's should then be resorted to.

To the last of the above conclusions the Committee finally arrived, believing that the first treatment of the body, as recommended by Dr. HALL, was more favourable to the freeing the lungs of water and other extraneous matter that might have penetrated them. Moreover, up to the very time of making this change, successful cases of treatment by Dr. HALL's plan were being reported, which still further strengthened the Committee of the Institution in their belief that it would not be prudent altogether to discontinue its use. Whilst, however, coming to that resolve, it was not felt that the door would be shut against future change or reconsideration of the subject, should the result of additional experience or the further investigations of scientific men make it appear desirable to do so.

The following are the new Rules issued and recommended by the Institution, to which it desires to draw the attention of medical men, and of all who may have opportunities to assist in the restoration of the "apparently drowned." They have been illustrated by drawings to make the mode of treatment more intelligible to those uninitiated in it:—

I.

Send immediately for medical assistance, blankets, and dry clothing, but proceed to treat the Patient *instantly* on the spot, in the open air, with the face downwards, whether on shore or afloat; exposing the face, neck, and chest to the wind, except in severe weather, and removing all tight clothing from the neck and chest, especially the braces.

The points to be aimed at are—first and *immediately*, the RESTORATION OF BREATHING; and secondly, after breathing is restored, the PROMOTION OF WARMTH AND CIRCULATION.

The efforts to *restore Breathing* must be commenced immediately and energetically, and persevered in for one or two hours, or until a medical man has pronounced that life is extinct. Efforts to promote *Warmth* and *Circulation* beyond removing the wet clothes and *drying the skin must not be made until the first appearance of natural breathing*. For if circulation of the blood be induced before breathing has recommenced, the restoration to life will be endangered.

II.—TO RESTORE BREATHING.

TO CLEAR THE THROAT.—Place the Patient on the floor or ground with the face downwards, and one of the arms under the forehead, in which position all fluids will more readily escape by the mouth, and the tongue itself will fall forward, leaving the entrance into the windpipe free. Assist this operation by wiping and *cleansing the mouth*.

If satisfactory breathing commences, use the treatment described below to promote *Warmth*. If there be only slight breathing—or no breathing—or if the breathing fail, then—

TO EXCITE BREATHING.—Turn the Patient well and instantly on the side, supporting the head, and—

Excite the nostrils with snuff, hartshorn, and smelling salts, or tickle the throat with a feather, &c., if they are at hand. Rub the chest and face warm, and dash cold water, or cold and hot water alternately, on them.

If there be no success, lose not a moment, but instantly
 To IMITATE BREATHING—Replace the Patient on the face, raising and supporting the
 chest well on a folded coat or other article of dress.

1.—Inspiration.



Turn the body very gently on the side and a little beyond, and then briskly on the face,
 back again; repeating these measures cautiously, efficiently, and perseveringly about
 fifteen times in the minute, or once every four or five seconds, occasionally varying
 the side.

[By placing the Patient on the chest, the weight of the body forces the air out; when
 turned on the side, this pressure is removed, and air enters the chest.]

On each occasion that the body is replaced on the face, make uniform but efficient
 pressure with brisk movement, on the back between and below the shoulder-blades or
 bones on each side, removing the pressure immediately before turning the body on the side.
 During the whole of the operations let one person attend solely to the movements of the
 head, and of the arm placed under it.

[The first measure increases the Expiration, the second commences Inspiration.]

* * The result is *Respiration* or *Natural Breathing*;—and if not too late, *Life*.

Whilst the above operations are being proceeded with, dry the hands and feet; and as
 soon as dry clothing or blankets can be procured, strip the body and cover, or gradually
 reclothe it, but taking care not to interfere with the efforts to restore breathing.

2.—Expiration.



The foregoing two Illustrations show the position of the Body during the employment of
 Dr. Marshall Hall's Method of Inducing Respiration.

III.

Should these efforts not prove successful in the course of from two to five minutes, proceed to imitate breathing by Dr. SILVESTER'S method, as follows—

Place the Patient on the back on a flat surface, inclined a little upwards from the feet; raise and support the head and shoulders on a small firm cushion or folded article of dress placed under the shoulder-blades.

1.—Inspiration.



Draw forward the Patient's tongue, and keep it projecting beyond the lips: an elastic band over the tongue and under the chin will answer this purpose, or a piece of string or tape may be tied round them, or by raising the lower jaw, the teeth may be made to retain the tongue in that position. Remove all tight clothing from about the neck and chest, especially the braces.

TO IMITATE THE MOVEMENTS OF BREATHING.—Standing at the Patient's head, grasp the arms just above the elbows, and draw the arms gently and steadily upwards above the head, and *keep them stretched upwards for two seconds.* (*By this means air is drawn into the lungs.*) Then turn down the Patient's arms, and press them gently and firmly for two seconds against the sides of the chest. (*By this means air is pressed out of the lungs.*)

Repeat these measures alternately, deliberately, and perseveringly, about fifteen times in a minute, until a spontaneous effort to respire is perceived, immediately upon which cease to imitate the movements of breathing, and proceed to INDUCE CIRCULATION AND WARMTH.

2.—Expiration.



The foregoing two Illustrations show the position of the Body during the employment of Dr. Silvester's Method of Inducing Respiration.

IV.—TREATMENT AFTER NATURAL BREATHING HAS BEEN RESTORED.

TO PROMOTE WARMTH AND CIRCULATION.—

Commence rubbing the limbs upwards, with firm grasping pressure and energy, using handkerchiefs, flannels, &c.: [*by this measure the blood is propelled along the veins towards the heart*].

The friction must be continued under the blanket or over the dry clothing.

Promote the warmth of the body by the application of hot flannels, bottles or bladders of hot water, heated bricks, &c., to the pit of the stomach, the arm-pits, between the thighs, and to the soles of the feet.

If the Patient has been carried to a house after respiration has been restored, be careful to let the air play freely about the room.

On the restoration of life, a teaspoonful of warm water should be given; and then, if the power of swallowing have returned, small quantities of wine, warm brandy and water, or coffee, should be administered. The Patient should be kept in bed, and a disposition to sleep encouraged.

GENERAL OBSERVATIONS.—The above treatment should be persevered in for some hours, as it is an erroneous opinion that persons are irrecoverable because life does not soon make its appearance, persons having been restored after persevering for many hours,

APPEARANCES WHICH GENERALLY ACCOMPANY DEATH.

Breathing and the heart's action cease entirely; the eyelids are generally half-closed; the pupils dilated; the jaws clenched; the fingers semi-contracted; the tongue approaches to the under edges of the lips, and these, as well as the nostrils, are covered with a frothy mucus. Coldness and pallor of surface increase.

CAUTIONS.

Prevent unnecessary crowding of persons round the body, especially if in an apartment.

Avoid rough usage, and do not allow the body to remain on the back unless the tongue is secured.

Under no circumstances hold the body up by the feet.

On no account place the body in a warm bath, unless under medical direction, and even then it should only be employed as a momentary excitant.

SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION.

BUDEHAVEN, CORNWALL.—On the 31st of August, 1863, a large ship without masts, which afterwards proved to be the *Conflict*, an old sloop of war, of 2,000 tons, bound from Plymouth to Bristol, in ballast, to be broken up, was observed in tow of a steam-tug off Budehaven, on the north coast of Cornwall. The wind was blowing a heavy gale from the N.W. at the same time, and the tug having hoisted a signal for assistance, the Budehaven life-boat was launched through a very high surf, and proceeded to their aid. On arriving alongside, the gale having somewhat moderated, it was decided that the owner, who was on board, should alone proceed to the shore in the life-boat,

in order to proceed to Bideford and telegraph for the assistance of another steamer. This was done, the owner landing safely at Budehaven, and the ship having been brought to an anchor, the tug was enabled to leave her at high water, and run into the harbour for a further supply of coal, and on the following morning she again took the *Conflict* in tow, and proceeded with her to Bristol.

This was the first occasion on which this life-boat had been called on to perform a service, she having only recently been presented to the NATIONAL LIFE-BOAT INSTITUTION, and placed at Budehaven. She was reported to have behaved admirably on the occasion.

SOUTHPORT.—On the 20th September intelligence was brought to Southport that a vessel was on shore on the Salthouse Bank,

at the entrance to the River Ribble. The life-boat was at once launched, and in 2½ hours reached the wreck, which was found to be the barque *St. Lawrence*, of Liverpool, bound for Cardiff, in ballast. The wind was blowing very strong from the west, with a high sea running. The life-boat took on board the captain's wife and child and 12 of the crew, and landed them at Lytham, the captain and chief officer and 2 of the crew deciding to remain on board.

On the 30th October the services of this life-boat were again called into requisition. The Norwegian barque *Tamworth* having grounded on the Trunk Hill Bank, 3 miles from the shore, the wind blowing a perfect hurricane at the time, the Southport life-boat put off to the aid of her crew, and after a hard pull of 2½ hours, she took them all on board, 17 in number, and landed them at Southport. The barque afterwards became a total wreck. The boat behaved remarkably well on the occasion.

LYTHAM.—On the 20th September, on the Southport life-boat landing at Lytham with the greater portion of the crew of the barque *St. Lawrence*, it was considered that the four persons who had remained on board her were in danger, so the Lytham life-boat proceeded to the spot, but as they still refused to leave her, or to allow the life-boat crew to attempt to get the vessel off the bank, the life-boat had to return again to the shore.

At daybreak on the following morning the barque was perceived to be still on the bank with a flag of distress flying, the coxswain and crew of the life-boat therefore again proceeded to her, when they found her to be a derelict, the master and the others on board her having left her at daylight in their own boat, she had 7 feet of water in her hold; but they fortunately succeeded in getting her afloat, and in taking her to Lytham.

RYE.—On the 4th October the brig *Sir Colin Campbell*, of Whitby, in making Rye Harbour, grounded on the bar. The Rye life-boat landed the master and crew, and on the following tide, the weather having moderated, they again proceeded to the brig, and after lightening her of a portion of her cargo, succeeded in getting her into the harbour.

DUNDALK.—On the 7th October the brigantine *Arion*, of Workington, coal laden, ran aground on the bar off Dundalk, the wind blowing a gale from the eastward at the

time, with a high sea running. The Dundalk life-boat was at once launched and proceeded to her, taking off her crew and landing them in safety. The brig afterwards became a total wreck.

BUDDONNESS, DUNDEE.—On the 10th October a three-masted schooner was seen at the entrance to the River Tay with a signal of distress flying, the wind blowing a gale from S.E., with a high sea running. The steam-tug *Sampson* being sent from Dundee to her aid, took the Buddonness life-boat in tow at the entrance to the river, and on arriving near the schooner, which proved to be the *Gulila*, of Palermo, with a cargo of flax for Dundee, the life-boat took a hawser from the tug to the distressed vessel, by which means she was enabled to take her in tow and get her, with her crew, safely into port.

TRAMORE, WATERFORD.—At 4 a.m., on the 19th October, the Greek brig *Marietta*, from Lisbon, for Cardiff, in ballast, ran ashore on some rocks in Tramore Bay. One of the crew, at great peril to himself, plunged into the surf with a line, and landing on one of the rocks, succeeded in climbing to its top, although it was a steep precipice. By means of the line he then hauled a stout rope up, and making it fast to a rock, the whole of the crew, 10 in number, were enabled to climb along it in safety before their vessel broke up, where they were discovered in the morning by the country people. With much difficulty a line was at last conveyed to them, chiefly through the instrumentality of a brave young fellow named MICHAEL KERWAN, who descended the cliff by a line, which was then made fast to another thrown by the wrecked crew. By this line 9 of the 10 Greeks were safely drawn to the shore; but it was found impossible to rescue the remaining one, he having injured his arm, and being thus disabled from hauling himself along the rope. There were boats in the neighbourhood, but they could not be taken near the rock on account of the surf. The Tramore life-boat was therefore ordered to be launched, and after rowing three miles, arrived at the spot and took the unfortunate man off the rock, landing him in safety.

DROGHEDA.—On the 9th May the schooner *Maria*, of Milford, ran on the bar at the mouth of the Boyne during a heavy gale from E.S.E. The Drogheda life-boat was quickly launched, and after one fruitless attempt succeeded in taking off her crew of 3 men in a very heavy sea,

and landed them in safety. Almost immediately after their leaving the vessel, she fell over on her beam-ends, and became a total wreck.

On the 29th October the schooner *Gipsy*, of Drogheda, coal laden, in attempting to take the bar at the mouth of the Boyne, was driven ashore on the North Wall, the wind blowing a heavy gale from the south at the time. The Drogheda life-boat was at once launched, and in two hours arrived at the wreck, when she succeeded in rescuing the crew and landed them in safety.

FLEETWOOD.—On the 29th October, at 8 p.m., the wind blowing a hard gale from west by north, signal lights were observed from Fleetwood, as if from a vessel in a dangerous position near the Bernard's Wharf Sand. The Fleetwood life-boat was at once launched, and taken in tow by the steam-tug *Wyre*. On arriving in the neighbourhood of the Sand, a schooner was seen driving over it, with the sea breaking over her with terrific force. The life-boat was cast off from the tug on approaching the shoal water, and running through the breakers, after several attempts to get alongside, she succeeded in taking off the crew, four in number. Being unable to fetch Fleetwood again, the coxswain bore up for Sunderland Harbour, where the wrecked men were safely landed at midnight, and the life-boat returned to her station on the following day. The schooner proved to be the *Northern Light*, of Preston, and was proceeding to Preston from Dundalk with a cargo of grain.

On the night of the 30th this life-boat again put off. The ship *Lillies*, with 1,600 tons of coals on board, belonging to St. John's, New Brunswick, and bound from Liverpool to Bombay, showed signals of distress off Fleetwood, when the life-boat was at once launched and proceeded to her, together with the tug steamer *Wyre*. The captain of the tug this time succeeded in placing her momentarily alongside the ship, when 26 of her crew and the captain's daughter were got on board. The captain and his officers remained on board, and requested the coxswain of the life-boat to continue by them, which he did for three hours, when a heavy sea striking the ship and boat, the latter was placed in much danger and was cut adrift. They were unable then to regain the ship, and had to run for Glasson Dock, where they landed for the night, and on boarding the vessel again

in the morning, found that she was deserted, the captain and his mates having been taken off by a Morecambe steamer.

CAMPBELTOWN.—On the 14th February the Norwegian barque *Iris*, of Stavager, had several of her sails blown away in a terrific gale off the Mull of Cantyre, and was compelled to run for Machrihannish Bay, where she let go both her bower anchors. Being considered to be in great danger, the Campbeltown life-boat was sent for, when she proceeded to her, and took off her master and crew, 13 in all, landing them in safety. The barque, however, held on to her anchors until the gale abated, when the life-boat again put the master and crew on board her.

On the 30th October the foreign barque *Providence*, of Dantzic, ran ashore at West Port, in Machrihannish Bay, Cantyre. The Campbeltown life-boat was brought to the spot from Campbeltown, a distance of 6 miles. Eight of the wrecked crew had been got to the shore by means of ropes; but the tide rising, the sea got up so high that no more could be saved in that manner; the life-boat was accordingly launched, and succeeded in taking off the remainder of the crew, 7 in all. The wind was blowing a gale from the west at the time.

THURSO.—On the 12th December the Thurso life-boat rescued the crew of 15 men from the barque *Graces*, of Shields, which was dragging her anchors in Thurso Bay, and had hoisted a signal of distress.

IRVINE.—On the 7th December the smack *Lewis*, of Campbeltown, went ashore off the entrance of Irvine Harbour, the wind blowing a gale from the westward at the time. The life-boat of the Institution stationed there quickly put off to the aid of the crew, whom they succeeded in rescuing, and conveyed them safely to the shore, the mate, however, being unfortunately severely hurt in getting into the boat.

BACTON, NORFOLK.—On the 22nd December the brigantine *Ellen*, of Jersey, drove ashore in a N.N.E. gale. The Bacton life-boat was launched, and, after three attempts, succeeded in reaching her, and in taking off her crew, 8 in number, landing them in safety.

NEWCASTLE, DUNDRUM BAY.—On the 2nd January, 1864, the barque *Hamilton Gray*, of Liverpool, ran ashore on Dundrum

Bar. The Newcastle life-boat proceeded to her, and took off 2 of her crew, when the boat was struck by a heavy sea, and got seriously damaged alongside the barque; some of her own crew being also washed overboard; she was accordingly obliged to return to the shore. The remainder of the barque's crew succeeded in landing safely in their own boat.

PALLING, NORFOLK.—On the night of the 5th January the sloop *Annette Cathelina* ran ashore off Palling Gap. The life-boat at once proceeded to her, and took off her crew of 3 men, landing them safely.

NEWBIGGIN, NORTHUMBERLAND.—On the night of the 10th January the Norwegian barque *King Oscar* ran ashore on the rocks off Newbiggin Point. The Newbiggin life-boat put off, and succeeded, with some difficulty, in getting on board the crew, 14 in number, and one woman, and landed them in safety.

WHITBURN, DURHAM.—On the night of the 12th January the steam-tug *Rob Roy*, of Sunderland, ran ashore on Whitburn rocks. On the alarm being given, the Whitburn life-boat was promptly launched through a high surf, and succeeded in rescuing her crew of 4 men and 3 other merchant seamen who were on board her. The vessel shortly after broke up.

BRIGHTSTONE GRANGE, ISLE OF WIGHT.—On the 19th January, at 10 P.M., the schooner *Thetis*, of London, foundered 5 miles off St. Catherine's Point, on the south coast of the Isle of Wight. Her crew, 4 in number, took to their boat, and on the following morning, between 8 and 9 o'clock, they were fortunately descried from the shore, when the Brightstone Grange life-boat was promptly launched through a heavy surf to their aid, and taking them out of their boat, brought them safely to the land. When rescued, they were in an exhausted state, and their boat soon afterwards capsized. They would undoubtedly have perished had they not been rescued by the life-boat from their perilous position.

HOLYHEAD.—On the 13th February the Holyhead life-boat performed a valuable service by proceeding to the Portuguese brigantine *Boa Nova*, and the English schooner *Britannia*, during a strong gale from W.N.W., and putting pilots on board them, by which means they were rescued

from perilous positions, and, together with their crews, were placed in safety. The *Boa Nova* especially, which had parted an anchor, and was fast driving towards the Cliper rocks, was in extreme peril, and would probably have been lost with all on board but for the aid thus afforded her.

REDCAR.—On the 17th February the brig *Brothers*, of Shields, was totally wrecked on the Redcar Rocks, near the mouth of the River Tees. On her perilous position being seen from the shore, the Redcar life-boat proceeded to her, and rescued her crew, 7 in number, landing them safely.

This is the oldest life-boat in the United Kingdom, she having been built in the year 1802. She has saved a large number of lives; and no accident until recently having ever happened to her, the boatmen of the locality had implicit confidence in her, and held her in high estimation. She is forthwith to be replaced by a new boat.

LITTLESTONE, DUNGENESS.—On the night of the 18th February the ship *Golden Age*, of Liverpool, 1,062 tons burthen, stranded on the "Roar Bank," off Littlestone, the wind blowing a fresh gale from the east. At daylight on the 19th she was seen from Littlestone, with her ensign hoisted "Union-down," as a signal of distress. The Littlestone life-boat was accordingly launched to her aid, and, after a hard row and sail, she succeeded in boarding her, and in taking off the master, mate, a pilot, and 10 of her crew, the remainder being rescued by the Dover Trinity pilot cutter No. 4. The whole service lasted several hours, and the life-boat's crew were much exhausted from cold, wet, and exposure. It was a very gallant and creditable performance.

CASTLETOWN, ISLE OF MAN.—On the 11th February the schooner *Water Lily*, of Pwllheli, dragged her anchors in Darby Haven, in a heavy gale from the N.W., and sprang a leak. A signal of distress being hoisted, the Castletown life-boat was sent for, and proceeded to her, taking off her crew, 4 in number, and landing them in safety. Soon after, the vessel foundered at her anchors.

LOSSIEMOUTH, SCOTLAND.—On the 11th March the sloop *Barbara*, of Hopeman, sprang a leak, and split her fore-staysail, in a heavy gale from the north. She accordingly ran for the sands to the eastward of

Lossiemouth, when the life-boat of the Institution stationed at that place proceeded to her and took off her crew, 3 in number. The vessel herself shortly after became a total wreck.

SWIMMING.

A RECRUIT, on entering the French army, is early taught to swim. Water, when it becomes familiar, is the best of friends. Soldiers have been known to march fifteen miles further (after a long march) under a sultry sun, when the officers have given them orders to bathe for half an hour. The recruit is enticed to the river on a sultry broiling day. There the fear of water naturally seizes him; but he is intrusted to the hands of a veteran swimmer, who gives him his first lesson, and, little by little, he becomes expert: he learns to dive, too, and ascertain the nature of a river bed, so that the engineer may judge from his report what sort of bridge may be thrown across a stream. He is taught how to swim a long time, how to rest himself, how to save a companion; he is trained to swim with his clothes on, to carry his musket dry, and to practice a thousand dodges, by which he may approach, unnoticed, the opposite bank of a river, where an enemy is encamped. The medical authorities of the French army recommend that men inclined to diseases of the chest should be frequently made to swim. The following are the effects (which M. Le Dr. DUDON attributes to swimming) on the organs of respiration:—"A swimmer wishing to proceed from one place to another, is obliged to deploy his arms and legs to cut through the liquid, and to beat the water with them to sustain himself. It is to the chest, as being the central point of sustentation, that every movement of the limbs responds. This irradiation of the movements to the chest, far from being hurtful to it, is beneficial; for according to a sacred principle of physiology, the more an organ is put in action, the more vigour and aptitude it will gain to perform its functions. Applying this principle unto natation, it will easily be conceived how the membranes of the chest of a swimmer acquire development—the pulmonary tissues firmness, tone, and energy."

We are glad to observe that this useful art is now rapidly becoming popular. A few years ago, not one in a hundred could swim—and such was particularly the case

amongst our seamen and fishermen. Observing this lamentable deficiency amongst a class of our countrymen whose vocation calls them to spend more than half their time on the water, induced the NATIONAL LIFE-BOAT INSTITUTION, six or seven years ago, to direct public attention to the subject. Cases had often been brought under its notice of persons perishing simply because they could not swim a few yards. Happily such a state of things is rapidly disappearing, and high and low are now practising the useful art with an assiduity becoming its importance; and we trust the day is not distant when it will become a part of the education of all classes of people.

It may here be mentioned as a fact not generally known, that when a person is drowning, if he is taken by the arm from behind, between the elbow and shoulder, he cannot touch the person attempting to save him, and whatever struggles he may make will only assist the person holding him in keeping his head above water. A good swimmer can keep a man thus above the water for an hour. If seized by any other part of the body, the probability is that he will clutch the swimmer, and perhaps, as is often the case, both will be drowned.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

PALLING.—A new 12-oared life-boat has been placed at Palling, on the Norfolk Coast, by the NATIONAL LIFE-BOAT INSTITUTION, in lieu of a smaller one previously there.

The cost of this boat and her carriage, together with a sum to provide for her future maintenance, amounting in all to the sum of 2,000*l.*, was munificently presented to the Institution by the firm of CAMA & COMPANY, Parsee merchants, of London and Bombay, in acknowledgment of their success in business since their establishment in London, in the year 1855, and in testimony of the uniform kindness and courtesy which they had received from the inhabitants of the British Metropolis. This life-boat has been named *The Parsee*, to perpetuate the generous act of the donors. It was conveyed, with its transporting-carriage, to Great Yarmouth, in January last, free of charge, by the Great Eastern Railway Company.

GREENCASTLE, LONDONDERRY.—A life-boat station has been established by the NATIONAL LIFE-BOAT INSTITUTION, at Greencastle, at the entrance of Lough Foyle, for the port of Londonderry. Wrecks have not been numerous in the locality; but as the dangerous "Tuns Bank" lies in the track of vessels at the entrance of the lough, it was considered that provision should be made to meet the possible contingency of accident to any of the numerous passenger-ships which are constantly entering and leaving the port.

The cost of this boat was presented to the Institution by J. D. ALLCROFT, Esq., of London. She was conveyed from London to Belfast, free of charge, in April last, by one of the Belfast Screw Steam Ship Company's steamers, and thence, by the North-Western Railway of Ireland, to Londonderry.

BERWICK-ON-TWEED.—A new 10-oared life-boat has been sent to Berwick-on-Tweed, to replace a smaller one previously there. The cost of this boat was raised for the Institution in Manchester, by ROBERT WHITWORTH, Esq., of that city. With the approval of H. R. H. the PRINCE OF WALES it has been named the *Albert Victor*, after the infant Prince of Wales. The boat and carriage were, with their usual liberality, conveyed gratuitously the whole distance to Berwick, by the Great Northern and North-Eastern Railway Companies, in April last.

FERRYSIDE, CARMARTHEN BAY.—A new 10-oared life-boat has been sent to Ferryside, to replace a 6-oared boat previously there, and which had shown symptoms of decay. The cost of this boat was also collected for the Institution at Manchester, by Mr. WHITWORTH. It has been named the *City of Manchester*. The boat and carriage were conveyed gratuitously to the Ferryside, in May last, by the Great Western Railway Company, with their accustomed liberality.

PADSTOW, CORNWALL.—A new 10-oared life-boat has been placed at Padstow, instead of a 6-oared smaller boat previously there. The cost of this boat was raised for the Institution at Bristol, by the exertions of Captain ROBERT TRYON, R.N. She has been named the *Albert Edward*, after H. R. H. the PRINCE OF WALES, the former boat, which had frequently been instrumental in saving lives, having borne that name. She

also was kindly conveyed to Bristol, in June last, by the Great Western Railway, free of charge, where she was publicly exhibited, and thence conveyed to Padstow by the Bristol and Exeter and South Devon and Cornwall Railway Companies, on similar liberal terms.

BLACKPOOL, LANCASHIRE.—The NATIONAL LIFE-BOAT INSTITUTION has established a new life-boat station at Blackpool, and placed there a 33-feet, 10-oared boat. The cost of this boat was presented to the Institution by the widow and daughter of the late R. W. HOPKINS, Esq., of Preston, and has been named, at their request, the *Robert William*, in his memory. A substantial and handsome boat-house has been erected; Sir BENJAMIN HEYWOOD, Bart., having given 100*l.* towards its cost, and the remainder being defrayed by local subscription. Miss ATHERTON, of Kersall Cell, also presented the cost of the transporting-carriage, viz., 100*l.* The boat, with her transporting-carriage, was conveyed gratuitously to Blackpool by the London and North-Western Railway Company. This station, which lies between Fleetwood and Lytham, completes the requirements of that part of the coast for the preservation of lives from shipwreck.

A WINTER GALE.*

By the REV. THOMAS GUTHRIE, D.D.

THE gale of the 3rd of December last was a destructive hurricane. It would appear, from observations made at Liverpool, that its utmost severity fell on that town and its neighbourhood; for, according to the anemometers in the Observatory there, its pressure, between 8 and 10 o'clock of the forenoon of the 3rd of December, was equal to 43 pounds on the square foot; and this is the highest ever registered at that Observatory, and considerably higher than the registers of this gale at London, or any other place. Interesting as that fact is, it will convey to many a very imperfect idea of the power of the wind to raise storms, before which the stoutest ships of oak or iron may be crushed like an egg-shell. One or two circumstances which have come under my own eye may convey to most readers a more distinct and vivid idea of the power of the sea in such a

* This graphic description of the heavy gale of the 3rd of December last appeared in *Good Words* of April, and we are indebted to the publishers of that valuable work for permission to republish it.

gale; and here I may give the copy of a letter which I sent from New Brighton to Edinburgh, on the afternoon of Thursday, the 3rd of December:—" On Tuesday, the 1st, Admiral FITZROY (who would have made a fortune two hundred years ago by selling winds to seamen, if he was fortunate enough to escape being drowned or burned as a warlock) had sent notice to all the seaports that on Wednesday and Thursday the wind would blow from the west, strong to a gale. Well, yesterday morning his prediction seemed as worthless as those of 'Moore's Almanac,' where we used to have the wind and weather given from the January of the one year to the January of the next. The sky was hazy, the air a dead calm, and the sea smooth as a mill-pond. But, as we took our forenoon saunter on the sands, the curtain which hid Waterloo—a suburb of Liverpool which stands facing us on the opposite shore—suddenly lifted; and though two or three miles of water lie between us and its houses, they stood out as distinctly as if they were not a third of the distance away: a pretty sure sign of a change; this was the pause before the battle—the gleam before the storm.

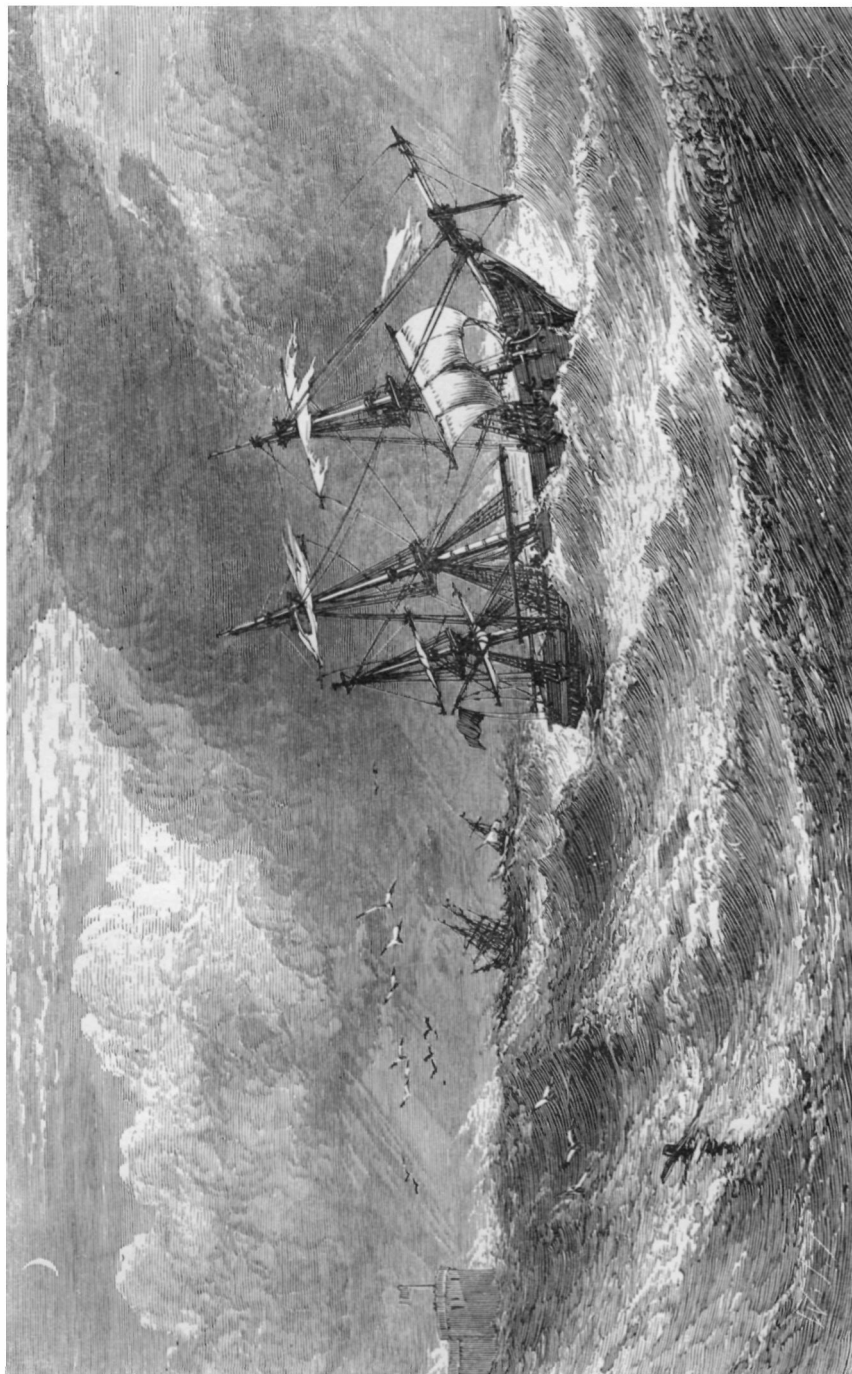
"A short while, and the sky began to darken and the wind to rise; and in less than an hour the heavens and earth were in wild commotion. The tempest roared; the sea foamed with rage; and the sand on its shore was blown as I never saw sand blown before—scudding along like a low mist, to form, wherever it encountered house or wall, great heaps, like wreaths of snow, only they were grey in place of white, and drifting landward in clouds, as if its purpose was to bury the town. So it continued all day long. We made some attempts to go out, but were glad to beat a retreat; for the wind was absolutely choking—the sand filled our nostrils, ears, and mouth—and, so far as the eyes were concerned, it was what the Scotch called a *blind drift*. As the night fell down, so did the storm—it seemed to have worn itself out and gone to sleep with the rest of the world: but, as if its exhausted energies had been restored by a night's repose, the gale returned with double fury on Thursday morning.

"No boat could leave our landing-stage for Liverpool, so that — was 'storm-stay'd,' and had to spend the day with us, instead of in his office. Some gentlemen, anxious to get to their places of business,

set off in a van for Birkenhead, intending to cross from thence to Liverpool, as almost no weather stops the ferry-boats so far up the river. It was a bold, but unsuccessful attempt. The hurricane capsized the van, and emptied its freight on the road—a disaster which also befell the milk-cart, to the detriment of our breakfast. You remember the storms we sometimes had at Lochlee; and how, roaring down into the glen from the peak of Cragmaskeldie, they blew the water in great sheets out of the river, and, falling in whirlwinds on the loch, whisked up clouds of spray as high as the neighbouring hills. Yet the storm to-day beat any we ever saw there. Blowing through every chink of doors and windows, it has coated chairs, tables, carpets—the whole interior of the house—with sand. And how it sounds!—whistling, howling, shrieking, yelling; and, in our bed-room, where it has found out some curiously-constructed crevice, humming with a noise like the thousand spindles of a mill, or such as you could fancy coming from the drone of a Highland bagpipe as big as the pipes of a church organ.

"The town, from which our servant who ventured out has just returned, looks like a deserted city—no shop open, and nobody in the streets. Such was the strength of the gale, that it took me, the two lads, and a servant, to shut our front door. The servant had incautiously opened it, and was at once laid on her back in the lobby.

"The sea is in an awful turmoil, thundering on the shore; and ever and anon some great wave hurls itself against the fort, making grand explosions, if I may say so; throwing the most beautiful clouds of spray high in the air above the cannon which crown the massive walls. The gale has blown such a mass of water inshore, that had this been a time of spring instead of neap tides, the ground story of our house would probably have been afloat; and with sand in the upper story, without the sea in the lower, we have discomforts enough. But these have been little thought of. We have been thinking of the poor fellows who are fighting for life out on the stormy deep; and have also been rejoicing with them that do rejoice—with some whom we have seen come safe out of the battle. Sand, wind, rain, everything was forgotten, as another and another barque hove in sight, and we turned our glasses to see her as she came rolling, pitching, ploughing through the



Drawn by R. P. Leitch.

A WINTER GALE.

[From "Good Words."]

mist and foam to take the Mersey, and feel herself safe on passing the fort and light-house.

"Not more in all than three or four have ventured in; and these, perhaps, because the gale caught them so near shore that they could not beat out to sea. The sight of these vessels returning shattered, but safe, from a deadly conflict with the elements, carried me back nearly half a century, to the day when the whole of Edinburgh crushed into the High Street and Canongate to welcome the survivors of the 42nd Highlanders on their return from Waterloo. The spectators filled every window of the seven and eight storied houses—crowded every roof, and clustered, like swarms of bees, on the chimney tops; and it was a stirring sight to see that small band of gallant men marching up to the Castle, some with their arms in slings, patches still on the naked limbs that strode, and on the brave bronzed faces that looked upon, that bloody field, and waving over their heads, amid cheers that rent the air and seemed to shake out their folds, the torn colours which they had borne into the fight, and brought out of it with Highland honour. I had seen that grand sight when I was a boy; and it was recalled to my recollection as vessel after vessel came in, each bearing plain evidence of the struggle she had had for life. Save one low sail to steer by and keep them off shore, they did not show a bit of canvas, nor could they. All had been blown from the bolts or torn to rags; and their remnants were flying from the yards like ribbons—shreds of flesh on a skeleton—or, as in the case of some of their jibs, dragging from the bowsprit through the sea. As each went past, now showing her keel as she lurched over on the top of a wave, and then, as she went down into the trough of the sea, burying her hull and showing only naked masts—the waves now flying in clouds of spray among her yards, and now leaping bodily on her deck to sweep it fore and aft—we watched the scene with the deepest interest: we mentally congratulated the poor fellows; we thanked God that they were safe; and we would have sent forth a cheer had there been any chance of its reaching them; but human voices were lost amid the crash of the waves and the everlasting roar of the hurricane. . . ." So ran the letter.

On the morning of the day after the gale, which had entirely gone down during the

night, we turned our glasses on the shores and sand-banks. Three vessels lay stranded on the opposite beach; a fourth was fast on a bank on our side of the channel, the waves breaking furiously over her hull; and further out, the masts of a fifth, which had gone down in deep water, were sticking up like bare poles.

A welcome relief from the melancholy fancies of death and drowning struggles these sights produced—we had the satisfaction of looking at a ship's crew who had escaped the jaws of destruction but some hours before. Their schooner had gone on the banks some half mile off land, in the dead of night. We confess to sympathizing with their small, wiry, grey terrier, which, with canine sagacity, had also taken to the boat, and was now wheeling round us—ploughing the sand with his nose, barking and frisking about, as if he felt life all the sweeter for having been so nearly lost. The sad matter was that they were not all there; one was in the bottom of the sea—a fine young fellow, whom they left alone on the ship's deck with not an hour to live. When she struck and began to break up, they all took to their boat, hoping to make the shore; but the boat was still attached to the ship by the painter, as the rope is called. This should have been cut. In the confusion the lad who was lost leapt once more aboard to loosen it; and before he could return, an immense wave seizing the boat, swept it away, and left him standing alone on the deck. The shore and life were on this side, and that poor perishing man on the other; yet they would have run the risk of returning for him, but could not. The wave which swept them away, besides filling their boat almost to the gunwale and almost swamping her, carried off one of their two oars. They could do nothing. So, while they were drifted to the beach, he was left to die alone; and we were left to hope that God was with him in that terrible hour, and that the wave which swept him into eternity found him on his knees, and with his last breath washed a prayer for mercy from his lips.

Near by the scene of this catastrophe, and but a little way off shore, there floated, like a great black coffin, the hull of another schooner, bottom up. None knew where or how her crew had perished. But they were all drowned, six in number; and, with them, three Liverpool pilots, who, after conducting other ships safely out to

sea, went on board of her with the intention of returning to their port. With all these hands to work, and with the best of skill to guide her, down she went; for it is on the sea as on the land—"the race is not always to the swift, nor the battle to the strong." A sore battle indeed it had been, as many vessels showed, which, by help of a bit of a sail, or drawn by tugs, passed us that day and the next on their way to Liverpool. Some with bulwarks stove in or torn off flush with the deck; some with yards blown away, or the sails hanging from them like ribbons; some with the stump of a mast standing like a tree snapped by the middle, or every mast cut clean away by the board—they came, entering the river as the best of men, when life's storms are over, shall enter Heaven, "scarcely saved."

The ravages of this gale were felt all along our coasts. It was said that from eighteen to twenty-seven vessels had foundered in the harbour at Holyhead, and that as many as sixty-eight bodies had been washed ashore there. This was an exaggeration; but there is no doubt that hundreds of vessels were wrecked in this gale, and that the loss of life was terrible. For example, more than one hundred men and boys perished belonging to one seaport—Yarmouth; and hundreds more would have perished but for the brave and almost superhuman exertions of our life-boat crews. What these gallant men dare and do is beyond conception. Talk of courage! where is it to be found nobler, or in a nobler cause? We would hope that the services bravely rendered to humanity by life-boat crews in the late gale will secure a larger measure of support to the NATIONAL LIFE-BOAT INSTITUTION than it has hitherto received.

This gale brings out the perils and hardships to which our seamen are exposed; and who can think of these without feeling ashamed that so little is done by the nation on behalf of men whose life is one danger, on whose bravery our country has often depended for her safety, and on whose labours she depends for so much of her enormous and ever-growing wealth? Early removed from home and all its blessed influences; exposed to temptations greater even than the dangers of the deep; far from the kind and guardian care of parents, sisters, and brothers; enjoying no quiet Sabbaths, and strangers to the sound of the church-going bell; no sooner on shore, with

exuberant spirits and purses full of money, than they are assailed by crimps, land-sharks, harpies, who make them their prey, nor leave them till they are plundered of all their hard-earned wages—they should be the objects of our kind and Christian care. It is a scandal and a deep stigma on the wealth, humanity, and Christianity of our seaport towns that so little is done for our seamen—to bless them for this world and save them for the next.

As a class, those who have had to do with seamen say that they are kind, impressive, generous, tender-hearted, and very open to good influences. We have certainly met with some of the finest, noblest specimens of religion among them; and the most careless have often been found with such a respect for it, and sense of it, as gives us something to work on. We are shocked to hear them spoken of as a class, doomed by the terrible necessity of their circumstances to wasteful habits and a wicked life. Nor will this Paper have been written in vain if it move the sympathy of my readers for seamen, and awaken or increase an interest in schemes now afloat to further their temporal and spiritual welfare.

~~~~~ SAVING LIFE FROM SHIPWRECK.

In the Wreck Returns presented by the Board of Trade every year to Parliament, it is recorded that, from the very nature of the circumstances, the largest number of lives saved from foundering and collisions in the seas of the British Isles, must always be accomplished by ships, ships' boats, and fishing-smacks.

It not unfrequently happens indeed, in such cases, that the first tidings a life-boat's crew receives of a disaster is the safe landing of the shipwrecked crew.

Occasionally the noble services of our fishing-smacks at sea, during stormy weather, in saving shipwrecked crews, are attended with considerable danger, as the following account clearly shows:—

During the heavy gale that was experienced on our coast at the beginning of November last, the fishing smack *Edwin*, of Hull, Captain POUNDS, arrived at that port from the North Sea, having on board Captain W. GIBBONS and four seamen belonging to the schooner *Mark Breed*, of Whitstable. The schooner was on a voyage

from Seaham to Rochester, with a cargo of coal, when on Saturday morning she was overtaken off Spurn Point by the fearful gale which swept the North Sea on that day. On Saturday morning, 31st Oct., the vessel sprung a leak, and from that time until Monday morning, at 7 o'clock, the pumps were kept at work incessantly. Finding that the water was gaining rapidly, Captain GIBBONS ordered signals of distress to be hoisted. A short time afterwards the *Edwin* hove in sight, and soon bore down upon the sinking vessel. As soon as the smack neared the schooner, Captain POUND lowered his boat, which was rowed to the schooner, and soon the crew were safely on board the smack. There was a very heavy sea on at the time, and it was at great risk to his own life and those of his crew that the shipwrecked seamen were saved. The vessel was fast settling down when the *Edwin* bore up for Hull.

On 3rd Nov., the fishing-smack *Superior*, Captain HERITAGE, of Hull, landed seven of the crew of the schooner *Alpha*, Captain ENGLISH, at that port. The *Superior* fell in with the *Alpha* on the Dogger Bank during the fearful gale of Sunday, and at much risk succeeded in saving the lives of the whole of the crew.

On the 4th Nov. last the fishing-smack *Signal*, of Hull, Captain JONES, landed the crew, five in number, of the *Annie*, of Whitby, at Hull. The *Annie* foundered on the Dogger Bank on Monday morning, and in the evening they were picked up in their boat about 60 miles from land, by the *Signal*. They were in a very exhausted condition when taken on board the fishing-smack. The crews of all these vessels were forwarded to their homes by the agent of the Shipwrecked Fishermen and Mariners' Society at Hull.

About the latter end of October last, a collier brig from Newcastle entered Havre harbour, with a strange passenger on board. Twenty-one miles from land the sailors had discerned something floating on the waves. They put out towards it, and rescued from a miserable death a Newfoundland dog, floating on a plank. The poor dog, the sole survivor, probably, of some unfortunate vessel which went down at sea with all on board, could give no particulars of the fatal foundering, beyond such as his own preservation might convey to those who might recognise him as the favourite of some ship-captain. But who will tell the story of the

vessel that went down in the mid-channel and left this Newfoundland dog its sole survivor?

About the same period, there sailed from the Isle of Portland a schooner, of 150 tons, named the *Richard Pearce*, laden with stone for Dublin. Her master was one THOMAS COX, and her crew consisted of six men, together with a man and woman who were passengers. She had only been a day at sea when she encountered one of the late gales. The vessel was unseaworthy; the cargo so heavy that it was impossible to lighten her. In a few hours it was obvious that, unless the gale abated, she must go down. Its violence increased. In the midst of it the captain and crew felt that their only hope was in their boat. In endeavouring to get her out, they knocked three holes in her bottom. "These we stopped," writes THOMAS COX, "as well as we could, and we all got into her, seven men and one woman. The sea was running mountains high. The vessel foundered about a quarter of an hour after we left her, and in our perilous position we pulled and bailed, every wave threatening our destruction."

This was at 2 o'clock in the afternoon. The crew of the *Richard Pearce* pulled towards the coast, which they knew must be towards the north. The wind from the S.W., and probably the tide also, favoured them. But in a boat only 16 feet long, with three holes in her bottom, without a sail, and twenty miles from land, only consider the position of these nine castaways! It was, indeed, as THOMAS COX goes on to describe it, "a merciful interposition of Providence that saved their lives." About 9 o'clock at night, these poor creatures saw, as they believed, the reflection of a light. They pulled towards it. Without knowing where they were or whither they were drifting, at about half-past 9 o'clock on that tempestuous night, they were all cast ashore on the top of a monster wave; their boat thrown upside down, and they themselves cast high and dry—where may the reader suppose? Why, high and dry upon the Esplanade of Sidmouth; one of the most flourishing little watering-places on the south-west coast, and in close proximity to the house in which our beloved QUEEN was nurtured, and in which her royal father died.

But, perhaps, the most remarkable part of the story remains to be told. First of all, the Esplanade at Sidmouth, on which these

shipwrecked mariners were cast, is not above a mile long. At one extremity of it is a range of rocks, called the Chit Rocks, on which, if the boat had chanced to strike, every creature must have been lost. At the other extremity is a range of cliffs—so high, so bold, so rugged, and with such a shore, that had the boat struck there the miserable fate of those she contained was not less inevitable. It was only by the accident of her being cast, by a monster wave, upon the Esplanade that every life was saved, as happily occurred.

“Fatigued and exhausted, we lay there some time, scarcely able to move,” writes THOMAS COX. At length a baker of the town heard the cries of the boat’s crew, and, like a good Samaritan, led them to the nearest hostelry, where he obtained them food and beds. No sooner were the facts known than the inhabitants rallied round the poor shipwrecked party and treated them with the utmost kindness. “All I can say,” writes grateful THOMAS COX, “is, that what I feel I cannot find language to utter. Such kindness I shall never forget. It will live in my memory as long as my life shall last; and wherever I shall go in future, I shall speak with grateful feelings of the praiseworthy benevolence and noble hospitality of those who so kindly succoured us on that dreadful night.”

In commenting on the Wreck Statistics last published, the London *Times* made the following very appropriate remarks on the nature and peril of the Life-boat service, as distinguished from the assistance rendered to shipwrecked crews by other means:—

“Though we believe that recklessness lies at the bottom of more than half of these deplorable disasters, we cannot overlook the terrible power which the elements occasionally assert. Storms and tempests will sometimes try human skill and courage to the utmost; and it is at these critical periods that aid can be given to the endangered sailor. Life-boats are literally boats that save lives, and save them, too, under the most desperate circumstances. 327 lives saved by them were exactly those which, except for the life-boats, must inevitably have been lost. Every one of these persons was snatched from the jaws of death. In a great many instances the saving of a shipwrecked crew by fishing-smacks, ships, and ships’ boats, is by no means attended with danger. The sea may be perfectly

smooth—it may be broad daylight—the ship’s own boats may be available, and many vessels may be near at hand to lend assistance. This accounts for the fact that most of the lives saved are saved by such agencies; but whenever a life-boat puts out, the emergency is desperate: the wrecked crew have no other chance. Except for these boats their doom would be death; and to the services of these vessels during the past year we owe it that fewer than 700 lives were lost, instead of more than 1,000.

“We fear that it would be unsafe to build very confidently on the apparent evidence that these disasters are diminishing in fatality, or that the loss of life grows less. In so far as shipwrecks are the result of tempests, their frequency would depend on causes not easily measured—the storms, like epidemics, may suddenly produce terrible casualties after long intervals of rest. During the last year or two, gales have occurred in rapid succession, and with unusual force, so that we are not surprised to find that though the lives lost in 1862 are below the average, the number of wrecks is above it. But may we congratulate ourselves on the efficiency of our machinery for saving life, and assume that the losses, in this respect at any rate, are declining? We hope so; and, indeed, we are obviously justified in concluding that in proportion to the number and completeness of our life-boat establishments lives must be saved from shipwreck. Still, these calculations, like those of railway accidents, are liable to derangement from disasters fortuitously heavy. A wreck, for instance, like that of the *Royal Charter*, though counting for only a single accident in the *Register*, might double the tale of deaths for the year. In any case, however, our course is clear before us. We can see our duty without any difficulty. We must look to improvements in the practice of navigation for more than one half of the results which we desire to secure, while for the rest—for the succour and rescue of those helpless crews who do not owe their peril to any default of man—we cannot do better than support and encourage those life-boat establishments with which our coasts have been so benevolently provided.”

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

THE 25th Anniversary Meeting of this Institution was held at the United Service Institution, Whitehall, on Friday, 3rd June, His Grace the DUKE of MARLBOROUGH, President of the Society, in the Chair.

We also observed, amongst the company present, Admirals the Right Hon. the EARL OF SHREWSBURY AND TALBOT, C.B. and V.P.; W. H. HALL, C.B., F.R.S.; H. C. DEACON and F. BULLOCK; Captains the Hon. FRANCIS MAUDE, R.N.; C. R. EGERTON, R.N., and many others.

The noble Chairman having opened the Meeting in an appropriate speech, the Secretary read the Report for the past year, from which it appeared that, besides the loss of 1,949 vessels on the coasts of the United Kingdom, the wrecks in the colonies had been unusually numerous, and the attendant loss of life proportionably great. The gross income of the Society in the year had been 16,308*l.*, or less than that of the previous year by 1,427*l.* The mariners and fishermen subscribing voluntarily 3*s.* a-year numbered 50,040, of whom 2,142 had been added since the last Annual Meeting. The flag of the Society continued to be carried by a large number of vessels, and served to maintain an *esprit de corps* among its maritime members. The shipwrecks continued to increase with the increase of tonnage employed. Shipwrecked persons to the number of 6,544 had been boarded, lodged, clothed, when necessary, and sent to their homes during the year, among whom were the crews of vessels belonging to other nations. Of widows, orphans, and aged parents 3,764 had been relieved, including 2,049 widows and orphans who had been previously relieved, but were considered fit objects for an annual grant for a few years. In 1863, 10,308 persons were relieved in all, making a total since the institution of the Society in 1839 of 131,200. Since 1851—the year it commenced giving rewards—the Committee had awarded 30 gold and 156 silver medals, and nearly 800*l.* in pecuniary rewards, besides various testimonials for heroic exertions in assisting at the saving of 4,863 lives from shipwreck on the high seas and in our Colonies. Donations of 25*l.* and upwards were announced, viz.:—from the Fishmongers' Company, 100*l.*; Marine Insurance Company, 52*l.* 10*s.*; Cholmondeley Charities, 25*l.*; Royal Exchange Assurance Company, 25*l.*; Mrs. THOMAS TENNANT, 50*l.*; Miss CAROLINE TURNER, 50*l.*; Society for the Relief of Persons Imprisoned for Small Debts, 200*l.*; MARQUIS OF WESTMINSTER, 200*l.*; Misses FRENCH, 30 Guineas; "A Grateful Offering," 50*l.*; EARL OF DERBY, 25*l.*; Committee of Lloyd's, 25*l.*; "A Friend to Seamen" by Elie Agent, 50*l.*; Collection on board Montreal Mail Steamers, per Messrs. ALLEN BROS. 75*l.*

Since the last Report the house and grounds at Belvedere-on-Thames, which belonged to the late Sir CULLEN EARDLEY, Bart., had been purchased by the Society on reasonable terms, and there the Committee contemplated the establishment of a home for worn-out and disabled seamen. They had also, during the past year, established a provident fund, to which seamen were at liberty to contribute, and from which the Managing Committee anticipate great advantages to all who might avail themselves of it as a means of providing against the necessities of age. The committee referred, with expressions of regret, to the decease during the year of Admiral Sir HENRY HOPE, their Chairman for many years. The claims of the Society on public support were

strongly urged by the EARL OF SHREWSBURY AND TALBOT; Mr. G. A. BROGRAVE; Admiral HALL; Captain the Hon. FRANCIS MAUDE, R.N., and others. A resolution was unanimously adopted recording the continued success of the Society in relieving human suffering under the harrowing circumstances attendant on shipwreck, and the Meeting pledged itself to renewed exertions in carrying on so beneficent and patriotic a work. A cordial vote of thanks was passed to his Grace the Chairman, for his courtesy in presiding on the occasion, and with that the Meeting terminated.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

Thursday, 3rd December, 1863. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance and Correspondence, and Wreck and Reward Sub-Committees.

Read letter from Mr. H. FECKLENBURGH of Bremen, of the 10th Nov., requesting the favour of the Institution to order a six-oared life-boat, with sails complete, to be built for their local Life-boat Society.—*Referred to the Life-boat Builders.*

Reported that two Musical Entertainments had been given on the 24th and 25th November, at Deacon's Music Hall, Clerkenwell, the proceeds of which, with other contributions collected in the neighbourhood, were to be devoted to the purchase of a life-boat to be presented to the ROYAL NATIONAL LIFE-BOAT INSTITUTION, the boat being named the *Sir Hugh Myddelton*. Various professional ladies and gentlemen had given their services gratuitously on the occasion. A sum of 100*l.* was afterwards handed to the Institution as an instalment towards the cost of the life-boat.—*To be thanked.*

Reported also the receipt of 100*l.* from a lady as "A Thank-offering for preservation at sea during the awful storm of the 31st October last."

Also that a Legacy of 10*l.* 10*s.* had been left to the Institution by the late BERIAH BOFFIELD, Esq., M.P.

Also the transmission of the Pembrey new life-boat to her station. This boat was to replace a smaller life-boat formerly stationed at Llanelly. The Great Western Railway Company had readily, as usual, given the boat a free conveyance over their line.—*To be thanked.*

Read letter from E. L. PENFOLD, Esq., Hon. Secretary of the Cardigan Branch, of the 17th Nov., stating that the Local Committee had decided that a new life-boat was required to replace the present life-boat at Cardigan. They were prepared to alter the present boat-house to make it ready for the reception of the new life-boat.—*Decided that a new life-boat be stationed at Cardigan.*

Paid 1,852*l.* 14*s.* 10*d.* for sundry charges on various life-boat establishments.

Voted 15*l.* 7*s.* 6*d.* to pay the expenses of the Hauxley life-boat in going off and saving the crew of 5 men from the brig *Theophilus*, of Aberdeen, which had struck on the rocks off Hauxley,

Northumberland, during a strong wind and heavy sea, on the 26th November.

Also 5*l.* 1*s.* to pay the expenses of the St. Ives (Cornwall) life-boat, in putting off and rescuing the crew of 7 men from a pilot-boat, which was observed in a dangerous position off St. Ives on the 11th Nov.

Also 8*l.* 6*s.* to pay the expenses of the Filey life-boat, in putting off and rescuing 2 fishermen whose boat had been capsized during a strong gale of wind and heavy sea, off Filey, on the 1st December.

Also 45*l.* 14*s.* 6*d.* to pay the expenses of the Blakeney, Tynemouth, Kingsgate, New Brighton, Penarth, and Holyhead life-boats, in going off in reply to signals of distress from vessels, which did not, however, ultimately require the services of the life-boats.

Also 7*l.* to a boat's crew of 7 men, for going off and saving the crew of 11 men from the brig *Lennos*, of Sunderland, which was wrecked on the Crusader Bank, near Blackpool, on the 29th Oct.

Also 10*l.* to the crews of two boats, for putting off and saving 11 men from the brig *Arthur Leary*, of London, which was on shore in Seaford Bay, during moderate weather, on the 7th November.

Also 4*l.* to a boat's crew, for going off and bringing ashore the crew of 7 men, belonging to the schooner *Heinrich*, of Strasland, which had foundered in the North Sea on the 1st Nov.

Also 3*l.* 5*s.* to JOHN KIRWAN and others, for wading into the surf, and rescuing, by means of ropes, &c., the crew of 9 men from the Greek brig *Marietta*, of Lisbon, which was wrecked during stormy weather at Turf Cove, in Tramore Bay, on the 19th October.

Also 1*l.* 10*s.* to a fishing-boat's crew, for rescuing 3 men from another boat, which was capsized, during stormy weather, off Killard, Coast of Clare, on the 19th September last.

Thursday, 7th Jan., 1864. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance, Correspondence, and Wreck and Reward Sub-Committees.

Read and approved the following copy of a letter addressed by the Chairman and Deputy Chairman of the Institution to the Daily Papers:—

“THE LATE GALES—LIFE-BOAT SERVICES.

“TO THE EDITOR.

“SIR,—We are induced to solicit your assistance to enable us to lay the claims of the NATIONAL LIFE-BOAT INSTITUTION before the British public during the present unprecedented stormy period.

“In consequence of the liberality of that public, the Institution has been enabled during the past twelve years to increase the number of its life-boat stations from 12 to 125.

“But this very extended field of the operations of the Institution has necessarily involved a large and increasing expenditure, not only in maintaining its great fleet of life-boats, but also in rewarding the gallant men who are ever ready to man them.

“But the Institution does more than reward the men who go into its own boats; it also grants liberal payments to persons who, either in their own boats or by any other means, are instrumental in rescuing shipwrecked sailors.

“Thus it is that between 600 and 700 wrecked persons are now saved every year by the life-boats of the Institution and other means, for which services it grants rewards.

“The perusal of the reports of the dreadful effects of the late storm, and happily also of the successful efforts of so many daring services of our life-boats, which saved during Thursday and Friday last 125 shipwrecked persons, cannot fail to excite the sympathy of every one.

“We will only add that contributions are received for the Life-boat Institution by all the London and county bankers, and by its Secretary, at 14 John-street, Adelphi.—We are, &c.

“THOMAS BARING, Chairman.

“THOMAS CHAPMAN, Deputy-Chairman.

“14 John-street, Adelphi, London, W.C., Dec. 8, 1863.”

Read letter from LADY COTTON SHEPPARD of the 5th Jan., forwarding a cheque for 250*l.*, to pay the cost of a life-boat. Her Ladyship had collected 50*l.* of the amount from her friends and others.—*To be thanked.*

Directed a Circular to be addressed to the Branches of the Institution, to inquire as to the desirability of making the services of Steam Tugs available, in conjunction with life-boats, at places where steamers could be had, and where they would be useful.

Reported that a Public Meeting had been held at Birmingham, under the presidency of the Mayor, to promote the collection of the cost of a life-boat station. The life-boat was to be named *The Birmingham*.

Read and approved the Report of Capt. WARD, R.N., Inspector of life-boats to the Institution, on his recent visit to the life-boats of the Institution on the west coast of England.

Also the Report of Capt. D. ROBERTSON, R.N., the Assistant Inspector of Life-boats, on his visit to the Society's life-boats on the Kent and Sussex coasts, the South Coast of Wales, and at Filey, in Yorkshire.

Reported that LADY CUNINGHAM-FAIRLIE had paid 300*l.* to the Institution to defray the cost of a life-boat, to be stationed at Dunbar, in Haddingtonshire, which she wished to be named *The Wallace*.—*To be thanked.*

Also that E. W. COOKE, Esq., R.A., had forwarded 200*l.* for a new life-boat, to be called *The Van Kook*, and to be placed at North Deal. He hoped to raise the whole cost of the life-boat establishment, and also a sufficient sum to assist in keeping up permanently the station in an efficient state.—*To be thanked.*

Also that W. N. RUDGE, Esq., of the Stock Exchange, had collected 609*l.* 17*s.* 6*d.* amongst the Members of that establishment, in aid of the funds of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Also that a legacy of 300*l.* had been bequeathed to the Institution by the late Miss EMMA KEATE, of Kensington.

Also that 3*l.* 6*s.* had been received on behalf of H. SELWYN SMITH, Esq., of Melbourne, being a sum paid to him for conveying shipwrecked seamen on board one of his vessels.—*To be thanked.*

Also the transmission of the Eastbourne new life-boat to its station over the line of the London, Brighton, and South Coast Railway Company, free of charge, and the return of the old boat on

the same liberal terms. A satisfactory trial of the new life-boat took place on the 17th Dec., under the superintendence of Capt. D. ROBERTSON, R.N.—*The Railway Company to be thanked.*

Also the arrival of the Arklow new life-boat at its station. The Great Western Railway Company took the boat free to Milford Haven, whence she was sailed to her station in company with the Revenue Cruiser, *Royal Charlotte*, by the kind permission of Commodore A. P. RYDER, R.N., Contoller-general of the Coast-guard.—*To be thanked.*

The Arklow old life-boat was brought from Dublin to London, free of charge, by one of the Steamers of the British and Irish Steam Packet Company.—*To be thanked.*

Decided that the thanks of the Institution, inscribed on vellum, be presented to Archdeacon JONES, of Bangor, in acknowledgment of his long and valuable services. During a period of nearly thirty years, he occupied the office of Honorary Treasurer of the Anglesey Branch of the Institution, in succession to his late father, the Rev. H. WYNNE JONES, who was one of the founders of the Branch in 1828.

Reported that a Sermon had been preached by the Rev. F. READE, in St. John the Baptist's Church, Hove, near Brighton, on the last Sunday in 1863, when a collection of 20l. 3s. 9d. was made on behalf of this Institution.—*To be thanked.*

Also that the Rev. J. N. M'CHEANE had appropriated to the LIFE-BOAT INSTITUTION, after a sermon on Christmas Day in Holy Trinity Church, Leeds, 8l. 10s. 10d. as its portion of the collection made on the occasion.—*To be thanked.*

Paid 1,422l. 17s. for sundry charges on various life-boat establishments.

Voted 174l. 13s. 6d. to pay the expenses of the under-mentioned life-boats of the Institution in going off and saving the crews, consisting of 188 persons, of the following wrecked vessels:—

Barque *Ina*, of North Shields, and Brigantine *Ellen*, of Jersey: 22 men saved by the Bacton life-boat.

Fishing boat, of Tenby: 3 men saved by the Tenby life-boat.

Schooner *Economy*, of Whitehaven, and her crew of 5 men saved by the Portmadoc life-boat.

Lugger *Vigilant*, of Peel, Isle of Man, and her crew of 7 men saved by the Skerries life-boat.

Barque *Duke of Northumberland*, of London: 18 men saved by the Swansea life-boat.

Schooner *Margaret Jane*, of Dublin: 5 men saved by the Barmouth life-boat.

Schooner *Elizabeth*, of Whitehaven; Barque *Confiance*, of Liverpool; barque *Elizabeth Morrow*, of Glasgow, and schooner *L'Esperance*, of Nantes: 48 lives saved by the Holyhead life-boat.

Ship *David White Clinton*, of New York; 8 men saved by the Southport life-boat.

Schooner *Maria* of Amlwch: 4 men rescued, and the schooner *Harry Russell*, of Barrow, and her crew of 8 men, saved by the Llanddwyn life-boat.

Brig *Mary Ann*, of Scilly, and her crew of 7 men, saved by the Aberystwyth life-boat and shore boats.

Smack *Lewis*, of Campbeltown: 3 men saved by the Irvine life-boat.

Schooners *Caledonia*, of Preston, and *Fame*, of Maryport, and 5 men, saved by the Lytham life-boat.

Barque *Graces*, of Shields: 15 men saved by the Thurso life-boat.

Fishing boat, and 3 men saved by the Aldborough life-boat.

Carmarthen Bay life-boat, assisted to save from destruction the ship *British India*, and her crew of 27 hands. Making a total of 188 lives and 7 vessels saved by the life-boats of the Institution during the fearful gales of December last. The particulars of these services will be found detailed in the Annual Report of the Institution published in April last.

Voted also 122l. 11s. 8d. to pay the expenses of various life-boats of the Institution in putting off in reply to signals of distress from vessels which did not, however, ultimately require the assistance of the boats.

Also the Silver Medal of the Institution to Inspecting Lieut. ARTHUR KENNEDY, R.N., Coast-guard, Ballyheige, Co. Kerry, and 8l. to 4 Coast-guardmen, in acknowledgment of their gallant services in putting off in a boat and rescuing, at risk of life, during a strong gale of wind, the crew of 5 men from the schooner *Gleaner*, of Cardigan, which was wrecked off Ballyheige on the 1st Dec. last.

Also the Silver Medal of the Society to ISAAC JARMAN, Coxswain of the Ramsgate life-boat, and the thanks of the Institution to Mr. JOHN SIMPSON, Acting-master of the Steam Tug *Aid*, in acknowledgment of their gallant services in assisting to save a large number of shipwrecked persons during the heavy gales of December last. The crews of the life-boat and the steamer were paid by the Board of Trade.

Also the thanks of the Institution inscribed on vellum to Mr. ROBERT REES, and 3l. 10s. to four other men, for wading into the surf and assisting to save the crews, consisting of 28 men, from several vessels which were driven on shore at Porthdinllaen, on the Carnarvonshire coast, during a heavy gale of wind on the 3rd Dec. last.

Also 3l. to six men for wading into the sea and rescuing the crew of 3 men from the sloop *Swan*, of Swansea, which, during a strong gale of wind, was wrecked in Porthcawl Bay, on the 3rd Dec.

Also 2l. 10s. to a boat's crew for going off with the view of rendering assistance to the schooners *Jerome*, of Belfast, and *Mary Agnes*, of Preston, which had struck on the Burbo Bank, Liverpool, during a strong gale of wind on the 4th Dec.

Also 2l. to two men for going off in a boat and rescuing, at some risk of life, the crew of 4 men from the smack *Four Brothers and Four Sisters*, of London, which was wrecked during a gale of wind off Shanklin, Isle of Wight, on the 9th Dec. last.

Also 14l. to a yawl's crew of 7 men for putting off during a very heavy gale of wind and rescuing, at much risk of life, the crew of 4 men from the Hanoverian galliot *Cornelia*, which was totally

wrecked on the south end of the Goodwin Sands on the 3rd Dec. last.

Also 1*l.* to Mr. CHARLES BACON, for wading into the sea and saving the life of one of the crew of the sloop *Tredegar*, of Newport, which had foundered off Walton, near Clevedon, on the 3rd Dec. last.

Also 2*l.* 15*s.* to 5 fishermen, for rescuing one man from a boat which was capsized during squally weather off Aghada, on the Irish coast, on the 30th Oct. last.

Also 9*l.* to the crew of the Scratby beachmen's life-boat, for going off and saving the crew of 15 men from the barque *Fifth of May*, which was wrecked on the Haisborough Sands during a gale of wind on the 2nd Jan. last.

Thursday, 4th Feb. THOMAS BARING, Esq., M.P., F.R.S., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance, Correspondence, and Wreck and Reward Sub-Committees.

Read and approved the Report of Capt. WARD, R.N., the Inspector of Life-boats of the Institution, on his visit to Lincolnshire to attend a Meeting of the Central Committee of the Lincolnshire Shipwreck Association, and to inspect the four life-boats on that coast.

Produced copies of the Resolutions passed at the Meeting of the Lincolnshire Committee, relative to the union of the Association with the NATIONAL LIFE-BOAT INSTITUTION, which Resolutions required to be confirmed at the Annual Meeting of the County Association on the 15th March.

Read the Report of Capt. D. ROBERTSON, R.N., Assistant Inspector of Life-boats to the Institution, on his visit to the Institution's life-boats on the coasts of West Sussex, the Isle of Wight, and Guernsey. He found them all in excellent order, and reflecting much credit on the Local Committees and coxswains.

Read letter from Captain DE LA ROCHE KERANDROON, of the French Imperial ship *Bisson*, of the 2nd February, asking, on behalf of the French Minister of Marine, for information relative to life-boats for men-of-war.

Also from Capt. E. G. HORE, R.N., of the British Embassy, Paris, of the 27th January, requesting information for the guidance of the French Minister of Marine, relative to the best coast life-boat, its price, &c.—*Ordered the necessary information and plans to be furnished.*

Reported the receipt of a legacy of 450*l.* from the Executors of the late T. A. VENABLES, Esq., of Worcester; and 107*l.* 18*s.* 11*d.* from the Executors of the late DAVID CAMPBELL, Esq., of Rothesay, N.B.

Also that 100*l.* had been received from a friend, "in gratitude to God for the preservation of his Wife for another year."

Also that the Norwich Musical Festival Fund had appropriated, through F. J. BLAKE, Esq., Hon. Secretary of the Norfolk Branch of this Institution, a donation of 25*l.* to the Branch.—*To be thanked.*

Also that the late RICHARD SPENCE, Esq., of

Gower Street, had left a legacy of 200*l.* to the Institution.

Paid 692*l.* 2*s.* 8*d.* for sundry charges on various life-boat establishments.

Voted 16*l.* 10*s.* to pay the expenses of the Newbiggin life-boat, in going off and saving 14 men and one woman from the barque *King Oscar*, of Norway, which had struck during stormy and thick weather, off Newbiggin, on the night of the 11th January. *The owners of the vessel forwarded to the crew of the life-boat a reward of 5*l.* for their services. The men generously handed the amount to the Hon. Secretary of the Branch, towards defraying the expenses of the life-boat establishment.—To be acknowledged.*

Also 15*l.* 5*s.* to pay the expenses of the Whitburn life-boat, in going off and rescuing 7 men from the steam-tug *Rob Roy*, of Sunderland, which was totally wrecked in a heavy sea on the Steel Rocks, off Whitburn, on the night of the 13th January.

Also 6*l.* 14*s.* to pay the expenses of the Brighstone Grange, Isle of Wight, life-boat, in putting off and saving 4 men from a small boat belonging to the schooner *Thetis*, of London, which had foundered off St. Catherine's Point, Isle of Wight, on the 19th ult.

Also 8*l.* 2*s.* to pay the expenses of the Newcastle (Dundrum) life-boat, in putting off and saving two of the crew of the barque *Hamilton Gray*, which had gone on shore in Dundrum Bay during a strong gale of wind on the 2nd January.

Also 17*l.* to pay the expenses of the Palling life-boat in going off and saving the crew of 3 men from the schooner *Annette Cathalina*, of Groningen, which was in distress off Palling, on the 5th January, in a gale of wind.

Also 28*l.* 13*s.* to pay the expenses of the Scarborough, Porthcawl, and Tyrella life-boats, in going off, in reply to signals of distress, with the view of rendering assistance to several vessels; but their services were ultimately not required.

Also 5*l.* to the mate and a portion of the crew of the steamer *Duke of Cambridge*, for rescuing 14 men from the barque *Barbara Campbell*, of Glasgow, which had foundered during stormy weather on the Irish Coast, on the 16th September last.

Thursday, 3rd March. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance, Correspondence, and Wreck and Reward Sub-Committees.

Read letter from His Grace the DUKE OF NORTHUMBERLAND, K.G., President of the Institution, of the 14th February, expressing his satisfaction with the Draft Report of the ROYAL NATIONAL LIFE-BOAT INSTITUTION for the year 1863, and his regret that, owing to his absence from London, he could not take the Chair at its forthcoming Annual Meeting.

Decided that the Right Honourable Sir JOHN J. S. PAKINGTON, Bart., G.C.B., M.P., be invited to take the Chair at the Annual Meeting.

Approved of the Draft of the Annual Report, and the proposed List of Officers of the Society for the ensuing year, and ordered the same to be laid

before the Annual Meeting, to be held at the London Tavern on the 15th March. (*Vide* April Number of the *Life-boat Journal*.)

Read and approved the Report of Capt. WARD, R.N., on his inspection of the Life-boats at New Brighton and Dundee, and his visit to various other places on the coast, to select eligible sites for new life-boat houses.

Reported that the late JOHN FARNELL, Esq., of Isleworth, who had been a liberal contributor to the Institution, had left it a legacy of 1,000*l.*, free of duty.

Read letter from J. D. ALLCROFT, Esq., of Wood Street, of the 20th February, forwarding a cheque for 250*l.*, to pay for the Greencastle (Co. Londonderry) life-boat and equipment.—*To be thanked.*

Decided to form a Life-boat Station at Blackpool, Lancashire.

Read letter from Mrs. HOPKINS, of Preston, of the 18th February, transmitting, on behalf of herself and daughter, a cheque for 250*l.*, for the life-boat to be stationed at Blackpool, which they wished to be called "*The Robert William*, in memory of the late R. W. HOPKINS, the gift of his Widow and Daughter."—*To be thanked.*

Reported also that Miss ATHERTON, of Kersall Cell, had, through WILLIAM BANTING, Esq., of Kensington, paid the cost (100*l.*) of the transporting-carriage for the Blackpool life-boat; and that Sir BENJAMIN HEYWOOD, Bart., had given 100*l.* in aid of the cost of its boat-house.—*To be thanked.*

Also that Capt. R. TRYON, R.N., of Bristol, had collected in that city nearly 500*l.* towards forming a life-boat station on the shores of the Bristol Channel.—*To be thanked.*

Also that Capt. N. J. REED, R.N., of Marlborough, was making efforts to raise the cost of a life-boat, to be called *The Royal Wiltshire*.—*To be thanked.*

Also the transmission of the Palling new life-boat and transporting-carriage to their station over the line of the Great Eastern Railway Company, who readily gave the new and old boats a free conveyance to and from Great Yarmouth.—*To be thanked.*

Also that, at the request of the Italian Ambassador, information and papers had been furnished to him relative to the character of the operations of the Institution, for the use of the Italian government.

Reported that the Secretary of the Institution, Mr. LEWIS, had recently delivered lectures on "*The Life-boat and its Work*," at York and Birmingham.

Paid 303*l.* 11*s.* 2*d.* for sundry charges on various life-boat establishments.

Voted 6*l.* 5*s.* to pay the expenses of the Holyhead life-boat, in going off, in reply to signals of distress, and rescuing, during a heavy gale of wind, from very perilous positions, the brigantine *Boa Nova*, of Oporto, and the schooner *Britannia*. The life-boat crew also received salvage for these services.

Voted also 27*l.* 16*s.* to pay the expenses of the Redcar life-boat, in putting off and saving the

crew of 7 men from the brig *Brothers*, of South Shields, which was totally wrecked, during a storm, on Redcar Rocks, on the 17th inst.

Also 13*l.* 3*s.* to pay the expenses of the Dungeness life-boat, in going off in reply to signals of distress, and saving 13 persons from the ship *Golden Age*, of Liverpool, which was wrecked during a gale of wind and heavy snow-storm, on Roar Bank, off Dungeness, on the 19th February. The owners of the ship also sent a gratuity to the crew of the life-boat for their valuable services on this occasion.

Voted the Silver Medal of the Institution to WILLIAM C. BUCK, Esq., R.N., Chief Officer of the Coastguard at 36 Tower, Winchelsea, and 4*l.* to 4 Coastguard-men, in acknowledgment of their gallant services in putting off in a boat, and rescuing, at risk of life, one man from the smack *Thetis*, of Jersey, which was stranded near Rye, during a heavy gale of wind, on the 13th of Feb. Whilst returning to the shore, one of the Coastguard-men was washed overboard and unfortunately perished. Voted 10*l.* in aid of a local subscription for the poor man's widow.

Also 5*l.* to pay the expenses of the New Brighton (tubular) life-boat, in going off and rendering important services to the ship *Contest*, of Liverpool, which was in distress off that place during a gale of wind on the 1st of February.

Voted also 2*l.* to two police constables for wading into the surf, at considerable risk of life, and saving a boy from the schooner *Harmony* of Drogheda, which was wrecked off Penrhos Battery during a heavy gale of wind on the 3rd Dec. last.

Also 5*l.* to 5 fishermen of Shetland, for going off in a small boat and saving a shipwrecked crew of 15 men from a boat belonging to the ship *Royal Victoria*, of Liverpool, which they had abandoned in the Western Ocean, five days previous to that on which they were rescued.

Voted the thanks of the Institution to Mr. W. STEPHENS, shipbuilder, Messrs. R. and A. STRACHAN, and Mr. R. GEDDES, Pilot, and 3*l.* to some other men, for saving, by means of ropes, &c., the crew of 7 men and a pilot from the schooner *Anna Maria*, of Cronstadt, which had struck on some rocks near Peterhead, during a gale of wind on the 15th January.

Also 3*l.* 10*s.* to Commissioned Boatman Mr. JOHN AIKEN and 5 others, for putting off in a boat and saving the crew of 4 men from a fishing-boat which had become unmanageable during a heavy gale of wind off Port Stewart, Co. Antrim, on the 11th January.

Also 5*l.* to the crews of two fishing-boats, for going off and rendering assistance to the crews of two boats which were in distress off Staithes, near Whitby, during a heavy gale of wind on the 13th February.

Tuesday, 15th March.—The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the London Tavern, Bishopsgate Street. The Right Hon. Sir John S. PAKINGTON, Bart., G.C.B., M.P., in the absence of his Grace the DUKE of NORTHUMBERLAND, President of the Institution, took the Chair.

The Chairman having opened the Meeting with some remarks, the Secretary read the Annual Report of the Committee.

Various Resolutions were afterwards moved, seconded, and carried unanimously, pledging the Meeting to renewed exertions on behalf of the benevolent and national objects of the Institution.

The Resolutions will be found in the preceding Number of the *Life-boat Journal*, p. 379.

Thursday, 7th April. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

Read and approved the Minutes of the previous Meeting, and those of the Finance, and Correspondence, and Wreck and Reward Sub-Committees.

Elected the Members of the Sub-Committees for the ensuing year.

Read letter from the Rev. E. HEWLETT, of Manchester, of the 5th April, stating that the following communication had been received by the Local Life-boat Committee in that city in reply to their application to His Royal Highness the PRINCE of WALES for permission to allow the Berwick-on-Tweed new life-boat to be called the *Albert Victor*, after the infant Prince:—

"Sandringham, King's Lynn,
2nd April, 1864.

"SIR,—I am desired by the PRINCE of WALES to inform you that His Royal Highness is much gratified by the proposal of the South Manchester Branch of the ROYAL NATIONAL LIFE-BOAT INSTITUTION that their new boat shall be associated in name with the infant Prince, and that he wishes her all success—I have, &c.

"HERBERT FISHER.

"To the Rev. E. HEWLETT, Manchester."

The cost of this and three other life-boats had been collected in Manchester by ROBERT WHITWORTH, Esq., and the Rev. E. HEWLETT.

Read letter from ALEXANDER KAY, Esq., Insurance Broker, Royal Exchange, Glasgow, of the 5th April, forwarding 400*l.* to pay the cost of the Girvan new life-boat and transporting-carriage.—*To be thanked.*

Also from Capt. L. BARSTOW, R.N., and JAMES RAMSDEN, Esq., of Barrow-in-Furness, stating the necessity of a life-boat at Piel, Lancashire, where several wrecks had occurred during the past twelve months. The locality would probably raise the whole cost of the life-boat establishment.—*Decided that a life-boat station be formed at Piel.*

Read and approved the Report of Capt. WARD, R.N., Inspector of Life-boats, on his visit to the life-boat stations on the coasts of Norfolk and Suffolk, and to Kingsgate and North Deal.

Reported the receipt of the following Legacies: The late W. WEBSDALE, Esq., of Ipswich, in aid of the Aldborough, Yarmouth, Lowestoft, and Pakefield life-boats, 79*l.* 16*s.*: the late MILBORNE WILLIAMS, Esq., of Whitchurch, 45*l.*: the late Mr. SAMUEL CLARKE, of Huddersfield, 14*l.* 10*s.*: the late Mrs. DUROURE, of Blackheath, 50*l.*; and the late NEWMAN SMITH, Esq., of Great Cumberland-place, 45*l.*—*The Executors to be thanked.*

Read letter from the Rev. R. W. CRACROFT, Hon. Sec. of the Lincolnshire Shipwreck Association, of the 15th March, stating that at its Annual General Meeting, on that day, the preliminary Resolutions of its Committee to unite the Associa-

tion with the ROYAL NATIONAL LIFE-BOAT INSTITUTION had been unanimously confirmed.

To be acknowledged, and ordered the four life-boat establishments on the Lincolnshire coasts to be completely renovated, including new life-boats, transporting carriages, and boat-houses.

Ordered new life-boat houses to be built at Bridlington, Yorkshire; Porthdinllaen, Carnarvonshire; and Dunbar, Haddingtonshire.

The Committee presented a beautiful model of the life-boat and transporting carriage adopted by the ROYAL NATIONAL LIFE-BOAT INSTITUTION to Capt. JOHN ROSS WARD, R.N., its Inspector of Life-boats, as a permanent memorial of the Committee's high appreciation of his ability, and of his long and valuable services in that position, and especially in aiding to perfect the self-righting life-boat, the life-belt, and the transporting-carriage.

Paid 341*l.* 6*s.* for sundry charges on various life-boat establishments.

Voted the thanks of the Institution, inscribed on vellum, to H. C. GILL, Esq., Hon. Sec. of the Castletown, Isle of Man, branch of the Society, in acknowledgment of his valuable services in going off in the Castletown life-boat and assisting to save the crew of three men and a boy from the schooner *Water Lily*, of Pwllheli, which, during a very heavy gale of wind, was totally wrecked off Fort Island, Isle of Man, on the 11th March last. Also voted 17*l.* 11*s.* to pay the expenses of the life-boat on the occasion.

Also 14*l.* 8*s.* to pay the expenses of the Campbelltown life-boat in putting off and rendering important services to the barque *Iris*, of Stavanger, Norway, which, during a terrific gale of wind, was observed with signals of distress flying in Machrihannish Bay, near Campbelltown, on the night of the 13th of February last.

Also 11*l.* 10*s.* to pay the expenses of the Lossiemouth life-boat in going off and saving the crew of three men from the sloop *Barbara*, of Wemyss, which had sprung a leak, and which was afterwards totally wrecked during a heavy gale of wind off Lossiemouth, on the night of the 11th March last.

Also 7*l.* 16*s.* to pay the expenses of the Scarborough life-boat in putting off and saving one man from the cutter *Howard*, of Grimsby, which was totally wrecked off Scarborough on the 27th March last.

Also 93*l.* 14*s.* to pay the expenses of the life-boats at Kingsgate, Caiator, Rosslare, Carnsore, Arklow, Castletown, and Winchelsea, in going off with the view of rescuing the crews of several vessels which were observed in perilous positions, with signals of distress flying, during heavy gales of wind in March last.

Also a reward to the crew of a fishing-smack for saving, at some risk of life, two men from the schooner *Britannia*, of New Quay, which had foundered, after having been in collision with another vessel in Redwharf Bay, Anglesey, on the 10th March.

Also a reward to the crew of a fishing-boat for rescuing two men from the sloop *Shamrock*, of Wicklow, which had foundered during a fresh wind off Kingstown, Ireland, on the 7th March.

Also a reward of 10*l.* to the crew of the Sheringham, Norfolk, life-boat, for going off and saving the crew of five men from the French lugger *Chasseur*, which had struck on some rocks near the village of Sheringham, during a strong easterly wind, early on the morning of the 7th March.

Also 7*l.* to the crew of a fishing-yawl of Great Yarmouth, for putting off through a heavy surf at some risk of life, and saving the crew of seven men from a boat belonging to the brig *Palladium*, of Shields, which vessel had sunk on the Scroby Sands on the 29th February last.

Also 12*l.* to the crew of a Scratby yawl for putting off and rescuing, at risk of life, the crew of six men and one woman from a boat belonging to the brig *Undaunted*, of London, which vessel had sunk during squally weather on the Cross Sand, Norfolk, on the night of the 7th March.

Also 15*l.* to the crew of a Caistor yawl for going off and rescuing the crew of nine men from a boat belonging to the brig *Alice*, of Newcastle, which was wrecked on the Cross Sands during a strong westerly wind on the 14th March.

Also 12*l.* to the crew of the Scratby life-boat, belonging to the beachmen, for putting off with the view of saving the crew of the brig *Alice*, of Newcastle, mentioned in the preceding case.

Also 12*l.* to the crew of a yawl for putting off and saving, at much risk of life, the crew of three men and two boys from a small fishing-boat, which had been overtaken by a strong gale of wind off Hilton, Fern, Ireland, on the 13th February.

Also a reward to four fishermen for going off and saving two other men from a boat which was capsized off Coningsburgh during squally weather on the 15th February.

Also 2*l.* to a boat's crew for saving the crew of another boat which had been stove in by striking against the anchor of a vessel which was making for Lerwick Harbour, during a strong southerly wind on the night of the 16th March.

Also a reward to five fishermen, for wading into the sea and rescuing the crew of seven men from the smack *Mary Anne*, of Portaleene, near Londonderry, which had capsized during a strong gale of wind off that place on the 1st February.



THE FISHERMAN'S WIFE.

Will the storm ne'er blow over? How the blast sweeps by the door!
 Broader and broader grows the line of white foam around the shore.
 I sit cowering by the window, too sick at heart to pray;
 Will the great God change his purposes for anything I can say?

Still from out of the black darkness new waves leap into the light,
 But on all that stormy water there is ne'er a sail in sight.
 There are many tens of thousands of those cruel white-crested waves;
 Not too many for white headstones to mark brave sailors' graves.

I have heaped the fire for his welcome—it shines on the sanded floor;
 And my ears grow weary with listening for his footstep at the door;
 While my darling may be lying dead on some bleak storm-beat shore,
 Or far down in the deep calm water, where no storm can reach him more.

On the winds come wailing voices, mourning as they pass by me,
 For brave men struggling for dear life far out on that wild sea.
 There is One alone can help them. Bring my darling safe to land,
 O Thou that dost hold the waters in the hollow of thine hand!—*Chambers's Journal.*

Royal National Life-Boat Institution,

(Incorporated by Royal Charter.)

Patroness—HER MOST GRACIOUS MAJESTY THE QUEEN.

President—ADMIRAL HIS GRACE THE DUKE OF NORTHUMBERLAND, K.G., F.R.S.

Chairman—THOMAS BARING, Esq., M.P., F.R.S., V.P., Chairman of Lloyd's.

Deputy-Chairman—THOMAS CHAPMAN, Esq., F.R.S., V.P.

APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the past year, the ROYAL NATIONAL LIFE-BOAT INSTITUTION has expended 13,819l. on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period the Life-boats of the Institution have also been instrumental in rescuing the Crews of the following Wrecked Vessels:—

1863.

Ship <i>Louisa</i> , of Bristol	20	Schooner <i>Sir Colin Campbell</i> , of Whithy—Saved vessel and crew ..	6	Schooner <i>Economy</i> , of Portmadoc—Saved vessel and crew	5
Barque <i>Rubin</i> , of Liverpool	12	Ketch <i>Strip</i> , of Amsterdam—Assisted to save vessel and crew	5	Lugger <i>Vigilant</i> , of Peel—Saved vessel and crew	7
Schooner <i>Emily</i> , of London—Saved vessel and crew	3	Brigantine <i>Arion</i> , of Workington ..	4	Schooner <i>Maria</i> , of Amlwch	4
Smack <i>St. Patrick</i> , of Bangor	3	Schooner <i>Gulika</i> , of Palermo—Saved vessel and crew	10	Schooner <i>L'Espérance</i> , of Nantes ..	2
Barque <i>Bonnie Dundee</i> , of Dundee ..	13	Schooner <i>Northern Lights</i> , of Preston ..	4	Schooner <i>Harry Russell</i> , of Glasgow—Saved vessel and crew	8
Smack <i>Elizabeth</i> , of North Berwick ..	4	Smack <i>Gipsy</i> , of Drogheda	4	Schooner <i>Elizabeth</i> , of Whitehaven ..	4
Schooner <i>Kesia</i> , of Sunderland	5	Italian Brig <i>Camogliano</i> —Assisted to save vessel and crew	8	Barque <i>Elizabeth Morrow</i> , of Glasgow	19
Schooner <i>Mary Anne</i> , of New Quay ..	5	Brig <i>Tamworth</i> , of Skien, Norway ..	17	Barque <i>Confiance</i> , of Liverpool	23
Schooner <i>Pandema</i> , of Plymouth ..	8	Brig <i>Providence</i> , of Dantzic	7	Brig <i>Mary Ann</i> , of Selly—Saved vessel and crew	7
Schooner <i>Betsy</i> , of Brixham	5	Smack <i>Saucy Jack</i> , of Inverness	1	Smack <i>Lewis</i> , of Campbelltown	3
Brig <i>Regalia</i> , of Whithy	7	Pilot Boat, of St. Ives	7	Schooner <i>Caledonia</i> , of Preston—Saved vessel	1
Brig <i>Levant</i> , of Bristol	10	Brig <i>Theophilus</i> , of Aberdeen	5	Schooner <i>Fame</i> , of Maryport—Saved vessel and crew	5
Smack <i>Britannia</i> , of Ramsgate	4	Barque <i>Ina</i> , of North Shields	14	Brig <i>Graces</i> , of Shields	15
Ketch <i>Neuha</i> , of Berwick	3	Ship <i>David White Clinton</i> , of New York	8	Brigantine <i>Ellen</i> , of Jersey	8
Brig <i>Florence Nightingale</i> , of London	6	Fishing-boat of Tenby	3	Ship <i>British India</i> , of Liverpool—Assisted to save vessel and crew ..	27
Schooner <i>Azores Packet</i> , of Falmouth	4	Schooner <i>Margaret and Jane</i> , of Dublin	5	Fishing-boat of Aldborough	3
Schooner <i>Vulcan</i> , of Lyme Regis—Saved vessel	14	Brig <i>Duke of Northumberland</i> ..	18		
Schooner <i>Vigilant</i> , of Kirkcaldy	6	Fishing-boat of Eiley	2		
Barque <i>Diadem</i> , of St. John's	1	Ship <i>Jupiter</i> , of London—Assisted vessel and crew of eight men, after a collision.			
Ship <i>Conflict</i> , of Plymouth	4				417
Barque <i>Wm. Bromham</i> , of Gloucester	5				
Schooner <i>Cestrian</i> , of Chester	5				
Barque <i>St. Lawrence</i> , of Liverpool—Saved vessel and	14				
Brig <i>Marietta</i> , of Lisbon	1				

During the year the Society has granted rewards to the Crews of Shore-boats, &c., for saving the following Shipwrecked Persons:—

Brigantine <i>John and Edwin</i> , of Whitstable	4	Sloop <i>Francis</i> , of Cardigan	3	Shore-boat of Carlingford Lough, Killoven	2
Barque <i>Pudycora</i> , of Glasson Dock ..	17	Fishing-boat of Faha, Co. Cork	6	Ship's-boat capsized off Deal	3
Fishing-boat of Castletown, Ireland	1	Brig <i>Phoenix</i> , of Teignmouth	5	Fishing-boat of Thurso, N.B.	1
Schooner <i>Immanuel</i> , of Hanover	7	Sloop <i>Swiss</i> , of Tralee	2	Shore-boat of Hurst Castle, Hants ..	6
Barque <i>Sea Swallow</i> , of Sunderland	7	Fishing-boat of Great Yarmouth	1	Brig <i>Antigua Packet</i> , of Liverpool ..	10
Schooner <i>Shelah</i> , of Wexford	5	Brig <i>Genoa</i> , of Liverpool	11	Customs' boat of Shields harbour ..	5
Shore-boat of Arranmore, Co. Donegal	3	Brig <i>Albi</i> , of Helsingfors	14	Brigantine <i>Arthur Leary</i> , of London ..	7
Brig <i>Maid of Kent</i> , of Rochester	5	Ketch <i>Helena</i> , of Newport	4	Schooner <i>Henrich</i> , of Stralsund	7
Barque <i>Henri Sorensin</i> , of Bordeaux	12	Fishing-boat of Skibberen, Co. Cork	2	Fishing-boat of Killard, County Clare	3
Ship <i>Bois Rouge</i> , of Nantes	6	Brig <i>Alabama</i> , of Gloucester	6	Brig <i>Lemnos</i>	11
Ship <i>John H. Elliot</i> , of New York ..	55	Brig <i>Pelican</i> , of Drogheda	5	Brig <i>Marietta</i> , of Lisbon	9
Ship <i>J. S. Parsons</i> , of New York ..	21	Fishing-boat of Kenmare, Co. Kerry	2		
Fishing-boat of Greencastle, Co. Donegal	3	Fishing-boat of Yarmouth, Isle of Wight	4		
Brigantine <i>Ganymede</i> , of Ipswich	6	Schooner <i>Wanderer</i> , of Londonderry	5		
		Fishing-boat, Queenstown, Ireland ..	1		
					297
					714

Total number of lives saved in 1863.....714

For these joint numerous services in saving 714 lives from shipwreck, the Institution has granted rewards amounting to £1,297, in addition to 15 Silver Medals.

The number of lives saved either by the Life-boats of the Society, or by special exertions, for which it has granted rewards, since its formation, is 13,870; for which services 82 Gold Medals, 733 Silver Medals, and £18,370 in cash, have been paid in rewards. The Institution has also expended nearly £100,000 on Life-boats, Life-boat Transporting-carriages, and Boat-houses.

The Committee desire to express their grateful sense of the generous support which they have received from the British Public during the past few years, a support which has enabled them to establish their present magnificent fleet of 137 life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain their fleet in a thoroughly efficient state, and its crews practised in the management of their boats, which can only be effected by a large and permanent annual income, they earnestly appeal to all classes of their countrymen to aid them in upholding and perpetuating so great and truly national a work.

Donations and Annual Subscriptions will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, PERCIVAL, and Co., 76 Lombard Street; Messrs. COURTS and Co., 59 Strand; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's Street, London; by all the Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Office of the Institution, 14 JOHN STREET, ADELPHI, London.—W. C.

July, 1863.