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THE SALVORS OF PROPERTY ON THE ENGLISH COASTS.

"Oh! wad some Power the giftie gie us
To see oursels as others see us,
It wad frae mony a blunder free us."

Burns.

THERE is no community, and perhaps no single individual, who may not derive advantage from the study of the opinions which other communities and individuals entertain of them. Each community and each individual is so accustomed to survey its own acts solely or chiefly from its own platform and under the light of its own interests, that it is unable to take so comprehensive and impartial a view of them as to test their true value. Hence would be the great advantage, as one of Nature's true poets has, above, charmingly expressed it, of seeing ourselves as others see us.

Not indeed that it would be an advantage, either for communities or individuals, to allow others to think for them; for our moral perceptions and mental powers were given us to use for ourselves, and as our philosopher, Mr. MILL, tells us, we are, perhaps, only too apt to "run in grooves" already. We have also to remember that those who criticise our individual or collective acts are often imperfectly acquainted with them, and are just as liable to study them too exclusively from *their* own platform, and under the light of *their* own interests, so far as the latter are affected by them; and, therefore, that it is only as a corrective, to be used as a chemical test is used, to detect an alloy or an adulteration, that the opinions of others claim our attentive con-

sideration. This is perhaps more especially the case as regards international criticism, seeing that besides conflicting interests, difference of country, of language, of habits, and often of religion, with necessarily limited personal intercourse, foster and maintain too many prejudices and antipathies to enable the people of one country to criticise impartially those of another.

We have been led to these remarks by the publication of a pamphlet in Paris entitled *The Wreckers (Naufrageurs) of the English Coast*, which has been recently brought to our notice, and the statements of which we think we may advantageously bring before the beachmen and hovellers and others who earn their livelihood by saving endangered property on our coasts; believing that, although they may not be brought to see themselves altogether as their French neighbours see them, and may be able to show that they are something very different and much better than they may seem to be when seen through foreign spectacles, yet that a little wholesome and candid self-examination will do them no harm.

The object of the pamphlet to which we have alluded, is to show that the coast boatmen of England are much more exorbitant in their demands for payment of any services rendered to foreign vessels in distress than French boatmen are, and to demand the interference of the British Legislature for the protection of foreign vessels jeopardized or cast away on our shores.

It commences with the following statement:—"For some years the salvage insti-

tutions of Great Britain have been frequently brought to the attention of the French public.

"Every one knows the immense services which they render to the shipwrecked, but there is a fact which is not generally known: it is, that by the side of the life-boats and their valiant crews there exists a fleet of boats manned by greedy mariners roaming incessantly in the neighbourhood of banks or shoals to spy out vessels and to save them, willingly or unwillingly, from a peril often imaginary, and to obtain exorbitant payments from the shipowners, by the aid of a legislation which puts the latter at their mercy.

"Their own countrymen call these men wreckers, and it is their true name. Formerly they waited on the coasts for the strays that the tempest threw there, now they go to seek them out at sea. The evil has reached such a height that public opinion is stirred, and the English Government is assailed by complaints raised by their own countrymen, whilst French shipowners themselves are often victims of extortion and violence."

Now, here is a very serious charge brought against an important and useful class of our fellow-countrymen, and, as several cases of supposed exorbitant demands and payments are quoted in the pamphlet in proof of the above charge, and especially as the charge itself is accompanied by an acknowledgment of the valuable services rendered by men of the same class in saving lives, the accusation is deserving of candid and serious consideration.

The pamphlet referred to has, moreover, been brought to the notice of the National Life-boat Institution by the French Life-boat Society, "*Société Centrale de Sauvetage des Naufrages*," which has published it in their own periodical journal, thereby making it all the more incumbent on us to give it full attention.

To commence with the title: the word "wreckers" is not now applicable to any class of boatmen in this country, and is not in the English dictionary; its meaning would, however, be in general understood to be "robbers or pillagers of wrecked pro-

perty." In old times, indeed in times not so very old, the prevailing feeling, not only on our own coasts but on those of other civilized countries, was, that wrecked property was a "windfall" or "god-send," the previous possessors of which had lost or forfeited ownership by the mere fact of wreck, and which thereby became the property of the finder, or of the owner of the land on which it was cast away; and even in those cases where the rightful owners were on the spot to claim their own, it was often lawlessly taken from them by force. However, the establishment of the Coastguard and improved legislation, with a more general civilization, have greatly remedied that state of things in our own country, although we fear the old spirit still lingers here and there, and that, as in smuggling and poaching, it would again produce fruit if the strong arm of the law were withheld. We have not, however, now to do with those who deliberately pillage wrecked property, but with those who, according to the views of our French neighbours, and of many of our own shipowners, are only too assiduous in saving it, "who roam incessantly in the neighbourhood of banks and shoals" with a view to do so, and then make exorbitant demands for remuneration for services rendered, or even for pretended services.

The whole case is very fairly put in the pamphlet before us, and every allowance is made for the difference in the laws and customs of France and England on the subject, and for other distinctions; but still the charge remains, that the owners of French vessels are mercilessly defrauded by our coast boatmen, and, as we all know, nearly every master and owner of an English coasting-vessel that one meets brings the same charge against the boatmen in certain well-known localities, at the head and front of which, perhaps, stands Great Yarmouth and the adjacent parts of the Norfolk and Suffolk coast.

In the quotation from the pamphlet above given it is brought forward, apparently as an aggravation of the offence of these men, that they no longer wait for "strays" of the sea to be cast on the shore, but proceed to sea in search of vessels, &c. In a later

paragraph it is acknowledged that they provide themselves with costly boats for the express purpose, and that they perform valuable services with them; but still the implication remains, that they merely thus provide themselves with the best instruments for extortion, just as a burglar or a brigand provides himself with the most efficient weapon that he can obtain.

It would, however, be as unjust to this class of men to assume such to be the case, as it would be absurd to suppose that they pursue their calling from motives of philanthropy; the truth being, that on those parts of the coast where the work of assisting distressed vessels is followed as a profession, it is simply undertaken as a means of obtaining a livelihood; and the men who undertake it, as distinguished from fishermen or pilots, are denominated beachmen, hovellers, or 'long-shore men.

In former times, when trade was comparatively little, the demand for such service was not sufficient to encourage men to engage in it as a permanent occupation; but as our present enormous trade has gradually developed itself, the demand has arisen and has been naturally followed by the corresponding supply; whilst, for mutual convenience, and to enable them to procure efficient boats and machinery, the boatmen in these localities where wrecks most frequently occur, have banded themselves together in companies, working together and possessing a common fund.

In France, we believe, no corresponding class exists; that is to say, no class of men who obtain their livelihood exclusively by saving wrecked property and assisting vessels in distress, such services being casually performed by pilots and fishermen, and other classes of boatmen, as opportunities offer; the fact being, that neither is the amount of trade so great on the French coast, nor, fortunately, are the casualties so numerous as to be a sufficient inducement to the local boatmen to undertake the salvage of property as a profession.

There are then, in this country, two classes of salvors, the one casual, the other professional, which must be separately dealt with. We believe it is against the latter

chiefly, if not exclusively, that the charge of exorbitancy, and even of violence, is brought. The former may, therefore, be classed with their French congeners, and we believe that, as a general rule, they would be content, and even think themselves fortunate in obtaining any reasonable remuneration for casual aid afforded to vessels needing their services.

What, then, are the causes of the exorbitancy and insatiableness of the professional salvors? for there is no doubt whatever that their demands for remuneration are often altogether unreasonable.

The French writer naturally enough attributes it to avariciousness of character, fostered by an unwise legislation, and such may, to a great extent, be the case; but as the characters of all men are in a great degree formed, or at least modified, by the circumstances in which they are placed, it will be well to consider what other causes, if any, have contributed to produce this apparent defect.

1st. They, as a body, possess a monopoly; for, although they are often subdivided into different companies, and a keen competition exists amongst themselves, yet, as from the nature of the casualties to vessels there is ordinarily no time for delay to make bargains with rival parties, and as it is almost a universal rule with this class of men to give precedence to the party which first reaches the vessel needing assistance, a monopoly practically exists. These men have then the power, like all other monopolists, to make their own estimate of the value of their services, and are thus tempted to over-estimate them; or, to conclude, in accordance with the doctrines of political economy, that the highest amount they can legally obtain is the legitimate market value of their aid.

2ndly. The majority of the vessels which they are called on to assist are the colliers and other craft in the coasting trade, the masters and owners of which are often very penurious, and the former of whom frequently, after urgently demanding assistance, are no sooner out of danger than they commence to depreciate the service rendered, and expect to pay for it at no higher a rate

than they would for labour in the dock or on the wharfs. This treatment exasperates the men, who, in return, and knowing they will not get all they ask, acquire the habit of demanding much more than they expect to obtain, or would gladly receive. In this manner the two classes—owners and salvors—come to look at each other as naturally antagonistic and inimical, the one to the other; and, accordingly, it is very common to hear a ship-owner or master-mariner term the boatmen of certain localities pirates, robbers, and villains; whilst the boatmen, in return, speak of them as parsimonious, and mean, and as “grinders of the poor,” &c.

3rdly. Another reason is, that the avocation of a salvor is an uncertain one, the proceeds of a single service having to maintain the men and their families for many days or even weeks, especially in the summer months.

4thly. From the common tendency of a boy to follow the profession of his father, the sons of salvors, in too large numbers, take up the same occupation, and thus the profession becomes overstocked, and in bad times the men are reduced to poverty. They are also said to be an improvident class, and many of them in prosperous times apt to drink more beer than is necessary to quench their thirst, instead of saving their money for periods when out of work. But this habit is, unhappily, only too common with the labouring classes in general in these islands.

In how far, then, is the legislature to blame for the presumed impositions on the owners of rescued vessels and property, as stated by the French writer? With reference to this question it must be acknowledged that the legislature has a very important and difficult task to fulfil. On the one hand it has to prevent imposition on owners of ships and property, as far as practicable; and on the other, to take care that it does not drive a valuable class of men from our coasts, and thus, indirectly, cause the loss of a large number of human lives and of a vast amount of property.

Again, the difficulty is increased from the nature of the work, which is ordinarily per-

formed at sea at a greater or less distance from the land, with no witnesses but the parties immediately concerned, viz., the salvors and the masters and crews of the vessels saved, either or both of whom may take a partial view of the case, looking at it in the light of their own interests only, and may even be ready to make false or exaggerated statements, thus making it very difficult for any adjudicators to decide impartially on the merits of the case.

Then the work performed is of such varied character, so many elements having to be taken into consideration, as to make it very difficult to judge correctly regarding its value; and accordingly the English law, as laid down in the Merchant Shipping Act of 1854, after pronouncing that all parties saving, or assisting to save, property, &c., shall be entitled to a *reasonable* compensation, states that such services depend so much on the attendant circumstances, that it is impossible to do more than lay down certain general principles for the guidance of adjudicators, the amount of indemnity to depend—

1. On the extent of the danger incurred by the vessel and crew assisted.

2. On the value of the property saved.

3. On the danger incurred by the salvors.

4. On the value of the vessel effecting the salvage, and the risk it incurred.

5. On the skill evinced by the salvors.

6. On the time occupied in the salvage, and the labour bestowed in accomplishing it.

Nothing can be fairer than such a scale of remuneration, yet much must still depend on the judgment and impartiality of the arbitrators in each case.

In France the arbitration in cases of salvage rests with the Tribunals of Commerce. In England the receivers under the Board of Trade are the adjudicators, if mutually accepted both by salvors and the owners of the property saved. Failing such mutual agreement, any two local magistrates have the power to arbitrate if the amount in dispute be under 200*l*. Above that sum, the decision in disputed cases must rest with the Court of Admiralty, with ultimate ap-

peal, where demanded, to the Privy Council; and in cases below 200*l.*, the decision of the magistrates may be appealed against in the higher courts up to the Privy Council, at the risk of the salvors and owners concerned.

It is open to question whether the local magistrates on our coasts are the most competent persons to arbitrate in such cases. They are oftentimes clergymen and country gentlemen unacquainted with maritime affairs, and perhaps, therefore, sometimes are too easily led by the opinions of others; and again, at some places, we have been told, they are themselves interested parties, holding shares in the steam-tugs or boats employed in salvage of property. We are inclined, therefore, to think that at least at all ports on our coasts there should be special Marine Boards, corresponding somewhat to the Tribunals of Commerce in France, appointed to decide in all disputed salvage claims, and that the expenses and delay occasioned by appeal to the Court of Admiralty should, as far as practicable, be reduced. On account, however, of the large number of persons in such places who own property in vessels and in salvage boats, it might sometimes be difficult under any arrangement to secure the services of persons with altogether "clean hands" to adjudicate.

The French pamphlet gives numerous quotations from our own Merchant Shipping Act, and quotes many cases of exorbitant demands, which we have not space to copy *in extenso*. It also contains many sensible and fair remarks, some of which we will copy.

Referring to the quoted instances of exorbitancy, it states—

"The facts just related reveal three kinds of abuses. Sometimes we see pilots claiming salvage dues when they have only fulfilled the duties of their profession, or Coast-guards speculating upon shipwrecks, when both are under administrative discipline. At other times they are salvors by profession, who, exaggerating the services rendered by them, claim an exorbitant indemnity. It appears, in short, that these same salvors, transforming themselves sud-

denly into veritable pirates, mount on the decks of vessels requiring no aid, and engage in a struggle with their crews, whom they overpower.

"We have spoken of salvors by profession. Some explanations on this subject may be useful.

"When a vessel is in distress, it suffices sometimes to have a reinforcement to the crew, an experienced pilot, or a steamer bringing a cable, or hawser, to save the ship and her cargo, independently of the crew.

"At some places the opportunities of rendering services of this nature are not very frequent. The salvage of property then becomes a thing somewhat exceptional, and partakes, like the saving of human lives, of the character of devotion and disinterestedness.

"In other places, on the contrary, there does not pass a week, especially in the bad season, without a number of mishaps more or less occurring. To be ready for such exigencies, there are required skilful and bold mariners, and an expensive material (boats and equipment, &c.) capable of conflicting with the tempest.

"That these men require payments equivalent to the dangers and fatigues they confront, and that the owners of such material, exposed to injury, should claim a high rate of reward for risk, assuredly nothing can be more just."

In France, the writer proceeds to say, "The indemnities granted being very moderate, owners and underwriters never oppose payment, but, on the contrary, are always disposed to recognize the services of the courageous men who save their property.

"In England things go on differently. Salvage is an occupation (*industrie*) of which the right is recognized by law.

"In the neighbourhood of the most dangerous passages, associations of boatmen are formed with the view of carrying help to ships in distress. Companies employing towing-vessels (steam-tugs) also interpose with the powerful means at their disposal.

"If we reflect that on the English coast occur each year, independently of vessels running aground, a minimum of 1,200 wrecks, which supposes a number, at least,

double of vessels in danger, and that in 1865 alone, 1,337 persons were saved by steam, and other vessels belonging to private individuals, it is easy to comprehend the extent to which maritime commerce is interested in the existence and prosperity of this calling, so long as it is exercised honestly."

After quoting various clauses of the English Merchant Shipping Act, the writer observes:—"The whole of these regulations reveal in the English legislature a double pre-occupation. On one part it wishes to shelter wrecks from the unjust claims of salvors, for which object it addresses most precise instructions to "receivers," as well as to Coastguard officers, to protect the former in all circumstances; and were not the facts which we have recited undeniable, it would assuredly be impossible to suppose the depredations committed in spite of such stringent directions.

"On the other hand, the clauses of The Merchant Shipping Act have in view, to create, by the desire of gain, an energetic stimulant to acts of salvage, and to encourage especially skilful salvors, knowing their trade.

"There is, then, as the basis of English legislation on this subject, a utilitarian object that we seek for in vain in our own; and we cannot equitably, without taking account of such divergence, establish a comparison between them."

After quoting an instance in illustration of French procedure in such cases, in which a pilot is awarded, by the "Tribunal of Commerce" of Cherbourg, 800 francs (32*l.*) for saving with his boat and crew, at the risk of their lives for two days, a vessel and cargo worth 20,000 francs (800*l.*), the former being one twenty-fifth part only of the latter, we find it stated:—

"In England, on the contrary, the indemnity sometimes exceeds the half of the value of ship and cargo, and one asks whether a rate of remuneration so high does not produce a very different result from the one in view. Whether, instead of procuring for vessels in distress help sought by themselves and really efficacious,

there are not thus developed feelings of avidity which cause the help to be distrusted.

"It is notorious that vessels in danger prefer sometimes to risk being lost rather than put themselves in the hands of English salvors; and that, in any case, they only readily accept the services of the latter in the greatest extremity, when it has become more difficult, if not impossible, to avoid disaster.

"It appears that a more moderate remuneration would sufficiently encourage Salvage Acts, without taking from them the motives of devotion which ought always to inspire them, and which alone renders help completely efficacious."

After some comparison of the laws of France and England on the subject, and criticism of the latter, the pamphlet proceeds to remark on the bad working of the appeal to the High Court of Admiralty.

"If there be disagreement, the parties have the right to appeal to the Court of Admiralty. This is a faculty which opens the door to manœuvres practised openly on a vast scale, and almost always with success; thus,—if they have to do with a foreign captain, whom they suppose not to be able to provide a deposit, still less able to find in the port any one consenting to be his surety; the salvors do not hesitate to claim over 200*l.*, even when they make no concealment of the exaggeration of their claim. In this manner they reserve the power of carrying the case to the Admiralty Court, which entails on the master the seizure of his vessel, the interruption of his operations during several months, and the accumulation of enormous expenses. The salvors, it is true, are exposed to pay these expenses if their claim be found groundless; but the expenses are not always charged to the defeated party, and, besides, in several ports the salvors being organized in societies, whose common fund supports the expense in case the suit be lost, they are then not restrained by any fear on this head, whilst the master has all to fear, and generally resigns himself to making a compromise with his spoilers: it is the wiser course.

"We would add that it is equally the

course for some time past adopted by French underwriters, in consequence of the considerable losses resulting to them by proceedings before the Court of Admiralty. In this respect the advice of the Committee of Underwriters of Paris is, that 'Even if the success of a suit in the Admiralty Court were certain, it would still be more prudent and more economical to effect a compromise, at whatever cost, rather than to have recourse to that tribunal.'

"In France, the intervention of the Tribunals of Commerce, of which the procedure is simple, prompt, and economical, would render impossible similar speculations to those now practised, if they were attempted.

"On this subject the Committee of Underwriters of Paris have lately issued, and circulated in large numbers the following notice :—

"We certify that it is of public notoriety in France, with all who are 'au courant' of matters of Navigation, that upon the English coasts the calling of salvage, or more correctly, of simple help rendered to vessels in peril, by boatmen, fishermen, pilots, and steamboats, is exercised upon oppressive conditions, which appear to us little worthy of a civilized nation, and of which we scarcely know the counterpart except among the 'wreckers' of the Archipelago of the Bahamas.

"Further, for some years, the situation of affairs has rather ameliorated on the Bahamas than upon the English coasts.

"A work, published in Paris in 1863, by M. A. de Couray, one of our Committee, under the title of 'An International Reform of Maritime Rights,' thus expresses itself :—

"At some leagues from our shores, upon the English coasts, is the inverse abuse. The least service rendered to a vessel in danger gives rise to exorbitant pretensions and degenerates into exaction. The pilot transforms himself into a salvor for having simply fulfilled an act of his profession. Thus our captains dread, almost as much as the rocks, the uncontrollable auxiliaries who would impose themselves on them, and the calling of salvage approaches to piracy.

"We certify that, within our knowledge,

there is nothing exaggerated in these accusations.

"The slow forms and enormous expenses of English procedure, during which the ship remains sequestered, are an additional evil.

"Those interested often resign themselves rather to undergo violence than to defend themselves. Thus, assistance in danger, which among mariners seems a duty of humanity and confraternity, results in spoliation and the pillage of property.

"We complain of this abuse, less in our own interest as insurers, as we are always able to apportion our rates to the degree of risk incurred, than in that of navigation itself, of morality, and of civilization. It is certain that salvage, as we see it practised on the English coast, is a remnant of barbarism. There is no doubt also that it is the smaller class of vessels doing the coasting-trade between France and England who are its principal victims. These little vessels very often are not insured, and we refuse to insure them precisely because we dread the English salvors. The poor mariners who man these vessels, and who have no other means of subsistence, after having carried to England, for its alimentation, our wheats and our fruits, return from it despoiled and ruined, under pretext that in a moment of peril they have received the assistance of an English salvor.

"These violent proceedings, as regards property, contrast singularly with those regarding the persons of shipwrecked sailors.

"We know that there exist in England admirable Life-boat Institutions and other measures of protection for the lives of the wrecked.

"The *Société Centrale de Sauvetage*, recently founded in France under the presidency of Admiral Rigault de Genouilly, has only been formed in imitation of an English Association having the same object. But if the lives of the shipwrecked are efficiently protected in England by this generous Association, property remains without protection, and is given up to all the excesses of cupidity.

"In France—we say it with legitimate satisfaction—things are done in quite a different manner. Our pilots content them-

selves with their tariff. There is only a salvage right of one-third value when a vessel is recovered that is abandoned by her crew. When it is a question of simple help, it is often given gratuitously, and for the sake of humanity. At the most, our Tribunals of Commerce, adjudging with very little cost, award moderate indemnity, which is usually proportionate to the benefit of the assistance received.

"We remark also, for its liberal spirit, the German Legislation, which distinguishes clearly the right to salvage from equitable remuneration earned by opportune help.

"We applaud, then, the efforts made in England herself to bring on a reform so desirable, and we ardently wish them success. A reciprocation of good procedure and effective assistance between mariners of the two nations is the necessary complement to the 'Treaty of Commerce,' and we know no question more worthy of the enlightened consideration of the British Government."

We entirely agree with the Paris Chamber of Commerce that this important question is deserving of the serious consideration of our Government, and, by all means, let the law be made more stringent, if need be, to prevent extortion and violence on the part of our professional salvors; but, on the other hand, let care be taken that in making it so, this class of men be not driven from their avocation to seek more profitable employment, in which case a vast amount of property and very many lives would, to a certainty, be annually lost for want of timely aid.

It may seem hard to the shipowner, after already suffering great loss from damage to his vessel and her cargo, and from delay in her voyage, to have to pay a further large sum, perhaps a large proportion of the remaining value; yet it is better to suffer a partial than a total loss, and it would be as unreasonable as chimerical to expect that this class of men, *in following their vocation*, should be actuated by chivalrous motives, or, as the French underwriters' notice expresses it, as a "duty of humanity and confraternity," in transactions which they regard as purely *matters of business*; and that they should proportion their demands for remuneration to the supposed ability of the shipowner to pay, or with reference to the duty of hospitality to strangers, rather than to the necessities of their wives and children at home. On the same principle, it might as well be expected of a tradesman to proportion the prices of his wares to the ability of his customers to pay for them.

Nevertheless, we believe that, rough and rude-mannered as some of these men may be, they not unfrequently do acts of generosity in this way in the cases of small vessels, owned by poor men, whose all is embarked in them.

Nevertheless, we believe that, rough and rude-mannered as some of these men may be, they not unfrequently do acts of generosity in this way in the cases of small vessels, owned by poor men, whose all is embarked in them.

We cannot therefore coincide with the Committee of Underwriters of Paris in considering that the avocation of salvors of property, like that of the life-boat service, should be undertaken as a duty of humanity rather than as a matter of business. We think it is expecting too much, and that the owners of foreign vessels trading with our ports must make up their minds that they will have to encounter certain dangers and difficulties which they must balance with their chances of profit. Amongst others they must calculate on having to navigate a dangerous coast, with outlying banks and shoals and strong and irregular tides; and if want of skill, stress of weather, or other cause should get their vessels into difficulty, they may expect the offer of prompt assistance, which they may avail themselves of or not as they please, but which, if they accept, they must expect to pay for.

Referring to the charge of violence on the part of our professional salvors, any such acts should undoubtedly be punished in the severest manner; we believe, however, that they are quite exceptional, and confined to a single locality on our eastern coast. They are very naturally bitterly complained of and resented by the masters of vessels who are the victims of them. As a set-off, however, to such unlawful acts on our side, although no excuse for them, we must in justice state that acts of violence on the part of French fishermen on our own N.E. coast, are of frequent occurrence, and have for many years past been bitterly complained of by our fishermen there. The French boats are larger than the English ones, and

much more numerous manned, the latter having only 5 to 7 men on board each. The crews of the former are reported to wilfully run over and damage or destroy the nets of the latter, and even to drive them from the best fishing-ground, whilst the crews of the English boats, being weaker, are unable to resist them.

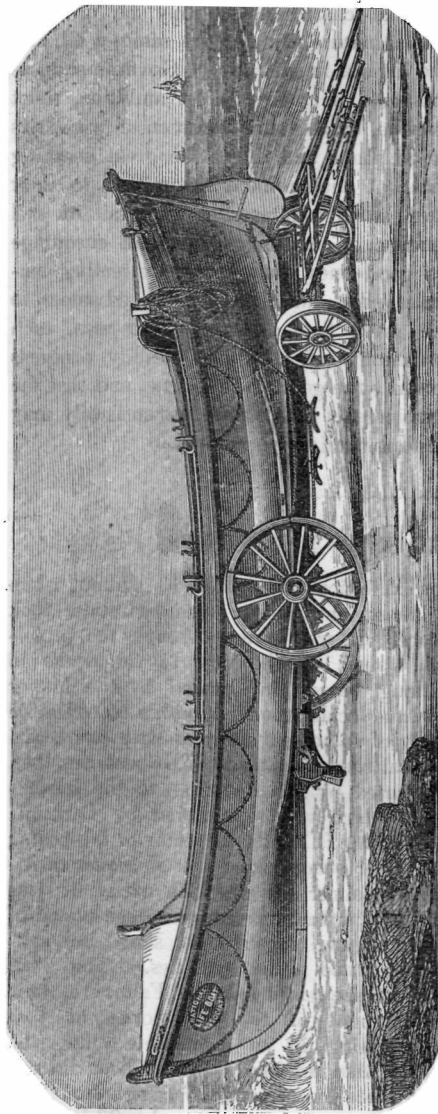
We fear that such lawless men exist in all countries, and that no monopoly of virtue, of forbearance, of self-denial, love of God and man, of honour, honesty, gentleness, goodness, truth, is possessed by any one country over others. The manners, customs, laws, and religion of countries differ one from another, but although

national characteristics may be different, human nature remains the same in all, and the highest function of all Governments, as it should be their highest ambition, must ever be, by the administration of wise laws so to shape and direct the great seething mass of human mind committed to their care, so to counteract and curtail its evil tendencies, and so to foster and encourage its good ones, that, as the retreating centuries pass, and time steadily advances to the great final destiny of our race, each community of men may steadily progress towards the good and the true, and that the happiness of the whole human family may be thus relatively promoted.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

FALMOUTH. — The NATIONAL LIFE-BOAT INSTITUTION has recently formed a life-boat establishment at this port. Although the harbour of Falmouth is of a land-locked character, yet there are occasions when disasters occur in its immediate vicinity, amongst the large and increasing number of shipping frequenting the port, when no other means of saving life than by a life-boat could be made available. Several wrecks had occurred at Falmouth during the heavy gale of March last, accompanied by sad loss of life, and the residents had since then been very anxious to have a life-boat in readiness for any future emergency. There is no other life-boat station between Polkerris, near Fowey, and Cadgwith, a line of coast upwards of thirty miles in extent of a most formidable and dangerous description. This boat will always have the advantage of the services of steam-tugs to tow it out, and it will thus probably be available for different parts of the adjacent coast. It is 33 feet long and pulls 10 oars double banked. It is provided with a transporting-carriage and the usual full equipment of stores, and a substantial and commodious boat-house has been provided in a suitable position on land belonging to the Dock trustees. The cost of the boat and carriage has been defrayed by the city and county of Gloucester, the fund having been mainly raised through the exertions of E. L. KENDALL, Esq., J.P., S. R. T. MAYER, Esq., Mr. V. S. MORWOOD, and other gentlemen. The life-boat was sent to Gloucester

for exhibition *en route* to its station, when a most enthusiastic demonstration took place. It was drawn through the principal streets of the city to the docks in a long procession, headed by the Mayor and the local authorities, with a considerable body of volunteers and yeomanry corps, and several bands of music. The boat was then presented by Mr. KENDALL to the Institution, which was represented by Capt. J. R. WARD, R.N., its inspector of life-boats; and, after being named the *Gloucester* in the usual manner by the Mayoress, it was launched in the presence of a large crowd of persons, and capsized to show its self-righting and other qualities. The boat was subsequently sent to Falmouth, but, on account of the boat-house at that place being in an incomplete state, the formal inauguration of the life-boat did not take place for some time afterwards. The boat-house was opened on the 28th Aug., and the occasion was celebrated by a demonstration on a grand scale, when it was calculated that about 15,000 persons assembled in the town from different parts of the county. The ceremonial was somewhat similar in character to the Gloucester one, and the enthusiasm was intense. RICHARD LEWIS, Esq., the Secretary, and Capt. WARD, R.N., represented the Parent Institution on the occasion. In the evening a public dinner, under the presidency of the Mayor, took place to celebrate the event. It should be mentioned that the Bristol and Exeter, and South Devon and Cornwall Rail-



way Companies readily, as usual, granted this boat and carriage a free conveyance over their respective lines.

BLYTH, NORTHUMBERLAND.—The NATIONAL LIFE-BOAT INSTITUTION has taken into connection with it the two life-boats at this port, which were formerly managed by a local life-boat association, unconnected with the Society, this being one of the earliest life-boat stations in the kingdom. One boat is kept in the town on the south side of the harbour, and the other about a mile to the north of it. The life-boat at

the first-named place was on the old Greathead model, and was very unwieldy. It has been exchanged for one of the self-righting boats of the Institution, which is 33 feet long, by 8 feet wide, rowing 10 oars double banked. It is provided with a transporting-carriage, and the house in which the boat and carriage are kept has been altered, lengthened, and thoroughly renovated. The cost of the new boat has been defrayed from the funds of the Manchester Branch of the Society, being the tenth boat provided for the coast by means of that Branch—this one being named the *Salford*. The Blyth and Tyne Railway Company readily granted a free conveyance to the boat over their line. The other life-boat at Blyth is on the plan of the Institution, and merely required to have some necessary gear supplied to it to render it efficient. On the 4th May, the first launch of the *Salford* took place at Blyth, with the customary ceremonies, in the presence of a large number of persons, who first escorted the boat through the town. After the launch, the boat was tried under oars and sails and then capsized to show its self-righting powers. The trial gave great satisfaction, the crew being much pleased with their life-boat.

NEWHAVEN AND EASTBOURNE, SUSSEX.

—These two life-boat establishments, which are adjacent to each other, have recently been completely renovated. A new 10-oared life-boat, 33 feet long, has been forwarded to Newhaven in the place of the former inferior boat on that station. This boat is named the *Thomas Chapman*, after the Deputy-Chairman of the Institution, in consideration of his long and most able services to the Society. The London Brighton and South Coast Railway Company, with their accustomed liberality, readily conveyed the two boats free over their line to and from Newhaven. The old house being too small for the new boat, and being also in a peculiar position, on the edge of a steep bank, this boat could not be got out of it expeditiously without risk of serious damage. A new and commodious boat-house is therefore now being erected on another and better site. The Eastbourne life-boat, which was a very good one, presented to the Institution by J. S. D., has been supplied with a new transporting-carriage in the place of a carriage on an old plan, and a handsome and substantial boat-house has also been built for them on an improved site.

A lady, who has withheld her name from the Institution, has, through Mr. BENJAMIN KERRIDGE, of Eastbourne, given it the munificent contribution of 1,000*l.* to defray the entire cost of carrying out these improvements, and readily allowed the Newhaven life-boat to retain the honoured name which, as we have before stated, it had previously borne.

BROOKE, ISLE OF WIGHT.—A more powerful life-boat has been sent to this station instead of the former one. Like the boat at the adjoining station of Brightstone Grange, Isle of Wight, it is 32 feet long, and pulls 10 oars, double banked. It is provided with a transporting-carriage, and is named the *George and Anne*. The cost of the new boat and carriage was defrayed by the relatives of a lady, lately deceased, who resided at Upper Clapton, and who had, for many years previous to her decease, been saving money to pay for a life-boat. Her savings were found to have reached 450*l.*, which amount was handed to the Institution.

BUDDON NESS and BROUGHTY FERRY, N.B.—The Institution has reorganized the life-boat establishment at Buddon Ness, near Dundee. It had been temporarily discontinued, that it might be seen whether two life-boat stations were needed in that neighbourhood, viz., at that place and at Broughty Ferry. When, therefore, the Buddon Ness boat became leaky and worn out in 1864, it was withdrawn, and not replaced. However, after this trial it was considered that a life-boat should be stationed at Buddon Ness; for, although there are no men there to form a crew, yet, in the event of wrecks on the extreme end of the Gaa or Abertay Sandbanks, a boat there would be in a very favourable position to go to them. The crew could get to the place by land from Broughty Ferry or elsewhere, quicker than by pulling their boat down the river, especially in an easterly gale, when wrecks mostly occur at the mouth of the Tay. As the boat will be subject to constant exposure to the sun and weather, consequent on the necessity for its being always kept moored afloat, it was thought a very appropriate station for an iron self-righting life-boat, and a boat of that class has accordingly been forwarded there. It is a 33-feet 10-oared boat. Two small boats are kept on shore in a boat-house in the vicinity to act as tenders and serve as a means of communication with the life-boat. The life-

belts and gear of the boat are also kept in that house. The cost of the boat and equipment was presented to the Institution by W. BANTING, Esq., on behalf of a lady, on the day of the Annual Meeting of the Institution, when H.R.H. the PRINCE OF WALES occupied the Chair. At the request of the donor the boat is named the *Eleanora*. The coxswain and crew have tried the boat in a considerable sea since it has been on its station, and they were much pleased with its behaviour. The Broughty Ferry life-boat has also been replaced lately by another boat, as it was found to be partly in a decayed state, and unfit for further service. The present boat is 33 feet long and 8½ feet wide, and rows 10 oars. It bears the same name as the former boat, viz., the *Mary Hartley*, after the benevolent lady who collected its cost amongst her friends and others. The Dundee, Perth, and London Steam Shipping Company kindly conveyed the two boats free from London on board their steamers.

WEST WITTERING, SUSSEX.—The NATIONAL LIFE-BOAT INSTITUTION has recently formed a life-boat establishment near West Wittering at the entrance of Chichester harbour, circumstances having occurred which showed the necessity of placing an additional life-boat on this dangerous part of the coast, for service to vessels which might be wrecked on the shoals off the entrance to the harbour. A good crew can always be depended on for the boat, there being plenty of Coastguardmen on the watch-vessel at the mouth of the harbour, and at the adjacent coastguard station on shore. The boat sent is a small, handy one, 30 feet long and 6½ feet wide, pulling 6 oars only. It is provided with a transporting-carriage, and a commodious boat-house, built of wood, has been erected for them. The whole cost of the life-boat station is the gift to the Institution of RICHARD THORNTON WEST, Esq., and Mrs. WEST of London; and the boat at their request is named the *Undaunted*. The Brighton and South Coast Railway Company kindly granted it a free conveyance to Chichester; and on the 20th June last, fully manned by the crew, and mounted on its transporting-carriage, it was drawn in procession from that railway station to Bosham, where a great number of people had assembled to receive it. After a special service in the church, at which the Bishop of Chichester assisted, the boat was taken to

the quay, named by Miss GILBERT—the daughter of the bishop—launched, and tested in the usual manner, Capt. D. ROBERTSON, R.N., the Assistant-Inspector to the Institution, superintending the same. The Hayling Island life-boat had been rowed over to Bosham, and took part in the demonstration.

STROMNESS, N.B.—The Institution has recently organized a life-boat establishment at Stromness, in the Orkney Islands, it having been pointed out as a desirable place for a life-boat. Wrecks are rather frequent in that locality, and last year 10 persons were drowned from a wrecked vessel who might all have been saved had a life-boat been available. A Local Committee of Management was readily formed there, and a good crew can always be depended on for the boat. The Society accordingly sent a 33-feet 10-oared life-boat there in August last, the cost of the same having been munificently presented to it by TITUS SALT, Esq., ex-M.P. for Bradford, the boat being named the *Saltire*. A new boat-house is now in course of erection for the boat in a suitable position, the boat in the meantime being kept under cover in a secure place. The boat was conveyed free of charge to its station by the Aberdeen Steam Navigation, and Edinburgh, Leith, and Clyde Shipping Companies.

THE WRECK REGISTER AND WRECK CHART FOR 1866.

FOR many years past we have been in the habit of making a few remarks on the Wreck Register, prepared by the Board of Trade, and presented to Parliament; and we have done so principally with the view of directing attention to the loss of life from shipwreck on our coasts, and to the means employed in rescuing shipwrecked sailors.

We find, on examining this carefully-compiled register, that the number of wrecks and casualties from all causes on the coasts of the United Kingdom and in the surrounding seas reported in 1866, was 1,860. The number reported in 1864 was 1,390, and in 1865 it was 1,656. The annual average number of casualties during the five years ending 1866 was 1,611; and during the five years ending 1865, 1,538. The average number of shipwrecks on our coasts during the past ten years has been 1,466.

A recent statement by the Bishop of

London shows that the population of the metropolis increases at the rate of 40,000 a year, and that 10,000 houses have annually to be built to accommodate this increase. A similar progression is observable in our commercial and shipping interests. Seventy millions sterling often pass in one week through the bankers' clearing house in London. Of course this enormous transfer of money representing commercial transactions necessarily indicates the countless number of ships from all parts of the world that frequent our numerous ports, in addition to the thousands of British vessels engaged in the foreign and home-trade. Thus it is that the aggregate number of vessels entering inwards and clearing outwards from all our ports in 1866 was 403,598, the number in 1865 being 409,255. It is not surprising, therefore, that, considering the enormous number of voyages thus performed, the number of shipwrecks every year on our coast is necessarily proportionally large; although, of course, their number will depend very much on the violence of the gales of the year.

Thus in October, 1859, there was the *Royal Charter* gale, and a loss of 343 ships. In January, February, and November, 1861, there were north-east and south-easterly gales, which added 460 to the number of that year's casualties. In January, October, and December 1862, there were westerly gales, with upwards of 540 casualties; and in January, March, September, October, November, and December, 1863, there were westerly gales, with 930 casualties. In November, 1864, there were 264 casualties, with the wind chiefly in the south-south-east and south-west; but, owing to the absence of any special gales of remarkable duration and violence in 1864, the total number of casualties in that year was 274 below the number in 1863. In 1865 the gales of January, February, and March, and October, November, and December, gave 766 casualties.

During the gales of 1866, that is, when the wind was blowing at force 9 and upwards, 954 disasters occurred. The gales of that year were usually from the following quarters, viz.—January, from east-north-east, south-west and south-south-west; February, south-west, west-south-west, and south-south-west; March, south and south-south-west; October had no serious gales; November, west-south-west, south-west, north-west, and west; and December south-west, west-south-west, and south-south-west.

The number of ships lost or damaged in the 1860 casualties reported in 1866 is 2,289, representing a registered tonnage of upwards of 427,000 tons. The number of ships in 1866 is in excess of the number in 1865 by 277. The number of ships reported as lost or damaged is, as has been formerly stated, in excess of the number of casualties reported, because in cases of collision two or more ships are involved in one casualty. Of the 2,289 ships, 1,961 are known to have been ships belonging to Great Britain and its dependencies, with British certificates of registry, and 294 to have been foreign ships. Of the remaining 34 ships the country and employment are unknown. Of the British ships 1,409 were employed in the British coasting-trade, and 549 were employed in the (over sea) foreign and home trades; and of the foreign ships 15 were employed in the British coasting-trade.

Of the total number of casualties reported in 1866, 422 were collisions, and 1,438 were casualties other than collisions. Of these 1,438 casualties other than collisions, 562 resulted in total losses, and 876 in partial damage more or less serious. The whole number of casualties other than collisions reported in 1865 was 1,302, which is far in excess of all other previous years, excepting 1863, when the number was 1,333; but in 1864 the number was 1,039, which was less than the number reported in any year since 1858.

The annual average for ten years, including 1866, is for total losses 463, and for partial losses 668; as against this the numbers for 1866 are, for total losses 562, and for partial losses 876.

Of the 562 total losses from causes other than collisions, we are unable to find in the Register the details of the precise cause of the same; but we observe that, in 1865, 245 of the total losses happened when the wind was at force 9 (a strong gale) or upwards, and are chiefly included in the returns as having been caused by stress of weather; 38 arose from defects in the ship, or in her equipment (and of the 38 no less than 30 appear to have foundered from unseaworthiness); 99 appear, from the reports made by the officers on the coasts, to have been caused by inattention, carelessness, or neglect; and the remainder from various other causes.

Of the 832 partial losses other than by collision, we can find no details of the cause of the same in the Register; but we notice

that, in 1865, 501 happened when the wind was at force 9 (a strong gale) or upwards, and are included as having been caused by stress of weather, 137 arose from carelessness, 48 from defects in the ship or her equipments, and the remainder from various causes.

Surely a large number of these casualties are preventible ones. It is true that within late years the standard of qualification for masters and mates of our merchant-vessels has been considerably raised. We think it might with advantage be more generally extended, as of these disasters a large proportion can be clearly traced to the ignorance as well as carelessness of man rather than to the elements over which he has no control. It should, however, be remembered that good seamen cannot save a bad craft; and we certainly think that something ought to be done with the wretched rotten colliers that crawl along the coast at the mercenary instance of men who care more for money than for human life. Many of these vessels are so decayed and unseaworthy that Shipping Insurance Associations will not even admit them on their books. There is no law in existence to prevent them from putting to sea, and so they are navigated at such cost as the Wreck Chart which accompanies this Article too plainly indicates.

Again, let us remember that the total number of ships which, according to the facts reported to the Board of Trade, appear to have foundered or to have been otherwise totally lost on the coasts of the British isles, from unseaworthiness alone, in ten years, is 423; and the number of casualties caused through unseaworthy ships, unsound gear, &c., and resulting in partial damage, in the same time, is 586.

In 1866 there were 116 casualties to fishing-smacks alone. Excluding these 116, the number of vessels employed in the regular carrying-trade that have suffered from wreck or casualty during the year is 2,173. On this number being subdivided, we find that about half of it is represented by the unseaworthy, overladen, or ill-found vessels of the collier class chiefly employed in the coasting-trade.

Thus, then, amidst this dreadful havoc arising from rotten ships, and when the storm has shouted and raged in the bitter night, the wild despairing cry

"Of the strong swimmer in his agony"

has been borne on the fierce cold wind to straining ears in the life-boat, or at the

GENERAL WRECK CHART OF THE BRITISH ISLES FOR 1866.

Compiled in the Board of Trade
from their Wreck Register.
SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

• Signifies a Casualty
✕ Represents a Life Boat.

Scale of Nautic Miles.

10 0 50 100



rocket-station on the shore; many a cheek has been whitened, never to bloom again; many an eye has faded, never more to shine; and many a home has been made desolate for ever. Would it not be something, then, to save even one life, with all its hopes, and to keep the home of one poor woman and her children unclouded by the pangs of desolation? There is plenty of room here for those who wish to do good, for its own sake, through the NATIONAL LIFE-BOAT INSTITUTION.

We find that the number of wrecks amongst colliers, laden, and in ballast, was 855. In addition to colliers laden and in ballast, 141 vessels were laden with metallic ores, and 154 with stone. We all know, from long experience, that the colliers of the north-east coast have an established reputation as the rottenest and worst found vessels that leave our ports. Year after year we learn that the casualties which might be expected have overtaken them; but still the mischief goes on, neither the provisions of the common law nor the special acts which relate to shipping being sufficient to control it. There is only one thing that will remedy the evil: if the men who navigate these wretched craft had received the education that brings intelligence and self-respect, and which, in some other countries, is the birthright of the poorest citizen, they would be less disposed to permit themselves to be sent to sea in what are no better than floating coffins.

In the eight years ending in 1866, casualties to comparatively new ships bear a very high proportion to the whole number of casualties. We find that 1,135 casualties happened to nearly new ships, and 1,981 to ships from three to seven years of age. Then there are casualties to 2,506 ships from 7 to 14 years old, and to 4,185 from 15 to 30 years old. Then follow 1,528 old ships from 30 to 50 years old. Having passed the service of half a century, we come to the very old ships, viz., 283 between 50 and 60 years old, 127 from 60 to 70, 61 from 70 to 80, 19 from 80 to 90, 8 from 90 to 100, and 4 101 years and upwards. The age of 3,298 is unknown. The state of rottenness and want of repair of some of the coasting-ships above 20 years old often call for remark. Even at the age of 25 to 30 it occasionally happens that a ship is so rotten as to fall to pieces immediately on touching the ground, without giving the crew the slightest chance of getting out their boats.

Of the 2,289 vessels lost or damaged in 1866, 86 were rigged as ships, 150 were steam-ships, 631 schooners, 426 brigs, 249 barques, 257 brigantines, and 167 smacks; the remainder were small vessels rigged in various ways. Of the 2,289 vessels referred to, 977 did not exceed 100 tons burden, 939 were from 100 to 300 tons, 274 were from 300 to 600 tons, and 99 only were above 600 tons burden.

As usual, the greatest number of casualties has occurred on the east coast. The numbers are as follow:—

East coast . . .	953	Irish coast . . .	144
South coast . . .	274	Isle of Man . . .	18
West coast . . .	412	Lundy Island . . .	9
North-west coast of Scotland . . .	47	Scilly Isles . . .	3

As regards the loss of life, the returns show that the number of lives lost from shipwreck on or near the coasts of the United Kingdom, from all causes, in 1866, is 896.

When it is remembered that the lives thus lost are taken from amongst probably half a million of persons who have visited our ports during the past year alone, the number may appear to the casual observer a comparatively small one. We are, however, of opinion that it is a very large number, and when we bear in mind the inestimable value of one life, we are convinced that no effort should be left untied which can in any way lessen the annual loss of life from shipwreck on our coasts. And here we may remark on the noble and great efforts that are being made to save life from shipwreck. During the last year and a half the NATIONAL LIFE-BOAT INSTITUTION has, by its life-boats and other means, contributed to the saving of upwards of 1,600 lives, in addition to bringing to ports of safety 46 vessels from threatened destruction. Again, this large number of 1,600 lives is entirely independent of the lives saved during the same period by other means, including the rocket-apparatus, which is worked by that valuable class of men the Coastguard, and which is provided for by the Board of Trade out of the Mercantile Marine Fund.

It is gratifying to observe how that Department continues to work cordially with the NATIONAL LIFE-BOAT INSTITUTION in carrying out the great and important work which it has undertaken to promote, and which has proved so completely successful on our coasts; when we take into account the fact that the Society has now a noble fleet of 183 life-boats on our shores requiring a large permanent annual income to main-

tain them in a state of thorough efficiency, no one can doubt that the Institution is deserving not only of the continued co-operation of the Board of Trade, but of the sympathy and support of the British public at large.

On further analysing this Wreck Register we find that the lives lost in 1866 were in 199 ships; 147 of them were laden vessels, 40 were vessels in ballast, and in 12 cases it is not known whether the vessels were laden or light. 161 of these ships were entirely lost, and 38 sustained partial damage. Of the 896 lives lost, the very great number of 324 were in vessels that foundered, 127 lives were lost on board vessels in collision, 393 in vessels stranded or cast ashore, and 52 in vessels lost or damaged from other causes.

While the greatest number of casualties happened on the east coast of England, it is clearly shown that the greatest loss of life during the seven years ending 1866 occurred in the Irish Sea. The number of lives lost in that sea during the seven years is more than double the number lost on any other part of the coasts. During the winter months hardly a week passes in which the

life-boats of the NATIONAL LIFE-BOAT INSTITUTION stationed on the Irish coast are not called out to render assistance to ships in distress on the Blackwater and other dangerous sandbanks on that coast.

The most fatal winds during the year were as follows:—N., 37; N.N.E., 38; N.E., 97; E.N.E., 92; E., 69; E.S.E., 41; S.E., 90; S.S.E., 69; S., 129; S.S.W., 157; S.W., 206; W.S.W., 174; W., 105; W.N.W., 101; N.W., 115; and N.N.W., 45.

It is thus shown that westerly gales are far more fatal than easterly gales, the most fatal being from south-west. Seven hundred and sixty-four casualties happened when the wind was at force 6 or under, that is to say, when it did not exceed a strong breeze, in which the ship could carry single reefs and top-gallant sails: 170 happened with the wind at forces 7 and 8, or a moderate to fresh gale, when a ship, if properly manned and navigated, can keep the sea with safety: and 926 happened with the wind at force 9 and upwards, that is to say, from a strong gale to a hurricane.

The numbers for the last eight years are shown in the following short table:—

Force of Wind.	1859	1860	1861	1862	1863	1864	1865	1866	Total.	Force of Wind.
0	21	8	10	23	15	21	20	17	135	Calm.
1	42	23	14	28	28	19	22	29	205	Light air. Just sufficient to give steerage way.
2	60	47	51	56	39	97	100	73	523	Light breeze
3	33	14	43	43	27	36	24	23	243	Gentle breeze
4	93	90	103	110	100	142	146	171	955	Moderate breeze
5	174	151	171	187	174	220	203	232	1,512	Fresh breeze
6	180	171	149	195	174	185	163	219	1,436	Strong breeze
7	71	90	66	75	57	35	47	84	525	Moderate gale
8	102	137	124	170	195	39	69	86	922	Fresh gale
9	209	193	230	199	269	221	552	586	2,459	Strong gale
10	182	168	311	218	224	221	120	129	1,573	Whole gale, in which she could just bear close reefed main-topsail and reefed foresail.
11	88	101	102	63	82	30	39	21	526	Storm. Under storm staysail.
12	87	139	52	69	205	42	99	119	812	Hurricane. Bare poles.
Variable.	7	5	20	6	1	9	2	2	52	Variable.
Unknown	67	42	48	46	74	73	50	69	469	Unknown.
	1,416	1,379	1,494	1,488	1,664	1,390	1,656	1,860	12,347	

This large aggregate of 1,860 casualties, leading to the loss or damage of 2,289 vessels, has, as a matter of course, thrown a vast amount of labour on the Wreck

Department of the Board of Trade, which is most efficiently administered. Their officers at the outports, and the officers and men of the Coastguard service, have also dis-

charged their duties in this important work in the most exemplary and zealous manner.

We should also state that the Statistical Committee of Lloyd's have issued a tabulated analysis of the wrecks and casualties reported in "Lloyd's List" for the year 1866. This is the first publication of the kind, and is intended to be repeated annually. It cannot fail to aid materially in concentrating public attention on Wreck disasters, and in leading to a thorough comprehension of their causes and their remedies.

The aggregate loss of life is enormous, and so is the aggregate destruction of property. The former is a species of woe inflicted on humanity; the latter is practically a tax upon commerce. While the art of saving life on the coasts is understood (thanks to the progress of science and to the stout hearts of our coast population), the art

of preserving property is as yet but imperfectly known amongst us, and still more imperfectly practised.

On reviewing this dismal record we are bound to take courage from the many gratifying facts it reveals in regard to saving life which, after all, is our principal object in commenting on this doleful Register. Noble work has been done, and is doing, for that purpose, which has not only elicited the admiration of the British public, but also that of many foreign nations. This fact was strikingly illustrated last July by the International Jury of the Paris Universal Exhibition awarding to the NATIONAL LIFE-BOAT INSTITUTION one out of their nineteen great gold medals in acknowledgment of the important services it had rendered to shipwrecked sailors of all nations—thousands of whom it had rescued from a premature grave, and many homes from the desolation of widowhood and orphanage.

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

CAISTER, NORFOLK.—Early on the morning of the 7th April, 1866, signals of distress were seen by the beachmen in the direction of the Cockle Sand. The weather was hazy, with a strong breeze blowing from E.N.E. The Birmingham No. 2 life-boat, the *James Pearce*, was soon launched, and proceeding in the direction in which the lights were seen, found the steamer *Corbon*, of Newcastle, bound from that port to Havre with coals, in an unmanageable state, and drifting about with the tide. She was totally disabled, as she was waterlogged, and her engines were damaged. The life-boat men boarded the vessel, and with the assistance of the Scratby beachmen, who had also put off to her assistance, the steamer, and her crew of 12 men, after many hours' exertions, were brought safely into Yarmouth Roads.

On the 30th November, the schooner *Coronation*, of London, was observed to strike on the Caister Shoal, or Inner Barber Sand, during a fresh breeze from S.E. by E. The beachmen went off in their yawl; but finding they could not reach the vessel in her, they returned, and launched the *Birmingham* No. 2 life-boat. The vessel was lying fast on the sand, in the midst of the breakers, and, from her position, the life-boat was unable to get within sixty or se-

venty yards of her, the water being very shallow on the lee side of the schooner. After great difficulty, however, they succeeded in rescuing 3 of the crew; but the master refused to forsake his vessel. The life-boat men, knowing that he must perish if they left him, would not leave the wreck without him, and, after waiting upwards of two hours, they persuaded him to fasten a rope round his body, and throw himself into the sea. He was then picked up by the life-boat, and afterwards safely landed with his crew. The schooner soon afterwards became a total wreck.

On the 28th December this life-boat again went off, in reply to signals of distress from a vessel which was observed to stop in her course near the shoal of the Barber Sand. On the life-boat arriving alongside, the vessel proved to be the brig *Kelpie*, of London, laden with coals, from Shields. She was aground on the sand, and very leaky. The life-boat remained by her all night, and ultimately succeeded in getting her off, and, with the assistance of a steam-tug, the vessel and her crew of 8 men were safely brought into Yarmouth.

On the 16th Jan., 1867, the services of this life-boat were again called into requisition. The schooner *Clyde*, of Yarmouth, was observed making for the shore, and with signals

of distress flying, the wind blowing at the time very strong from N.E. by E. The life-boat went out through a terrific sea, and succeeded in taking off the crew of 5 men, afterwards landing them in safety.

On the 8th February, this valuable life-boat went off again, and rendered the following very gallant service. The sloop *Telegraph*, of Sunderland, bound to London, with a cargo of bottles, was riding in Yarmouth Roads, when she parted from her cables by the violence of the wind, and drove upon the Barber Sands. The crew of 3 men immediately burnt signal lights of distress, which were seen about two o'clock in the morning, and the life-boat was at once launched to the vessel's assistance. The night was very dark, and the sea was very heavy. The life-boat, after some difficulty, succeeded in reaching the stranded vessel, and found that the sea was breaking over her, and that she was full of water. The men had lowered their small boat, but it was immediately caught by the sea, and carried away; and thus they were left utterly helpless. The life-boat men, after hailing the crew, got near enough to throw them a rope, and then, anchoring the boat, they veered down to the vessel, and the 3 men jumped into her, and were thus rescued from their imminent peril. While in the vicinity of the sloop in the midst of the darkness, and the south-east swell rolling in, the life-boat shipped a sea, and was driven against the vessel's stern, and was somewhat damaged, as she several times struck on the sand. The rescue was effected in about half an hour from reaching the stranded vessel. The next morning little was to be seen of the wreck but the mast.

WHITBURN, DURHAM.—On the night of the 30th November, the *Thomas Wilson* life-boat on this station went off through a heavy sea, and in a strong S.S.E. wind, and brought safely ashore the crew of 8 men from the barque *Margaret and Jane*, of Shields, which was totally wrecked on the White Steel rocks off Whitburn. The vessel began to break up a few minutes after the life-boat had taken off the crew.

On the following night the same life-boat again put off, in reply to signals of distress, and succeeded in saving the crew, consisting of 13 men, from the barque *Caroline Elizabeth*, of London, which had stranded on the South Steel rocks during hazy weather.

About midnight on the 24th January the *Thomas Wilson* life-boat put off in

reply to signals of distress, and brought safely ashore the crew of 6 men belonging to the brig *Benton*, of South Shields, which was totally wrecked, during foggy weather, on the Black Steel Rocks off Whitburn. The crew had abandoned the wreck in their own boat, and were drifting fast out to sea, when the life-boat happily overtook them in their dangerous position.

ORME'S HEAD, LLANDUDNO.—On the 7th December, during a gale of wind from N.N.W., the smack *Cymro*, of Amlwch, was observed at anchor in the bay, with a signal of distress flying. The *Sister's Memorial* life-boat was at once launched, and succeeded in bringing the vessel and her crew of 2 men to a place of safety.

WITHERNSEA, YORKSHIRE.—At daybreak on the morning of the 12th December a brig was observed on her broadside off this station, with her crew of 6 men in their boat, a short distance from the vessel. There was a heavy surf breaking on the shore at the time, and, fears being entertained that the crew might attempt to land, signals were made to warn them off; and the *Pelican* life-boat was then promptly launched to their assistance, and brought the shipwrecked crew safely ashore. The vessel's boat was swamped while being towed by the life-boat through the surf. The vessel proved to be the brig *George*, of Lowestoft, laden with coals.

PAKEFIELD, SUFFOLK.—On the night of the 12th December, during a gale of wind from S.S.W., the lugger *William and Mary*, of Yarmouth, was driven upon the Barnard Sand, between Lowestoft and Kessingland. At daylight, as soon as the perilous position of the crew was observed, the beachmen launched the Pakefield life-boat, and rescued 2 of the shipwrecked men, but one of them died immediately after being placed in the life-boat. A third was saved by the Kessingland life-boat; but the remainder of the crew, 8 in number, unfortunately perished.

WHITBY, YORKSHIRE.—On the 31st December the schooner *Lion*, of Goole, laden with wheat, was observed making for this harbour. There was a heavy gale of wind blowing from E.N.E. at the time, with snow showers. There being very little water on the bar, signals were made to the vessel to run for the beach. In the meantime the *Lucy* life-boat was promptly manned and

launched, and, upon the schooner striking, she took off the crew of 4 men and a boy, and afterwards landed them in safety.

PALLING, NORFOLK.—On the 1st January, 1867, the brig *Chase*, of Shields, was observed near this place with signals of distress flying. The life-boat *Parsee* was conveyed along shore, and launched abreast of the vessel, which had grounded upon Horsey Beach. After some difficulty, the life-boat succeeded in taking off 5 of the crew, the remaining 3 men were rescued by means of the rocket-apparatus.

WICKLOW, IRELAND.—On the 5th January the sloop *Shanrock*, of Liverpool, was seen at anchor in a distressed state in Wicklow Bay. There was a heavy gale blowing at the time, and she had lost some of her spars. The life-boat *Robert Theophilus Garden* was quickly launched, and brought safely ashore the crew of 2 men and a boy.

RAMSGATE, KENT.—On the morning of the 5th January, the wind blowing fresh from E.S.E. with thick fog, guns were heard at intervals of five minutes, apparently from the North Sand Head and Gull light-ships; and the life-boat *Bradford* and the harbour steam-tug *Aid* were immediately manned, and left the harbour. Upon arriving in the Gull Stream, the life-boat fell in with a ship's boat with 8 men on board. They reported that their vessel, the schooner *Mizpah* of Dartmouth, had struck on the North Sand Head the previous evening. They were taken on board the life-boat, and afterwards safely brought into Ramsgate.

The life-boat again put off in tow of the tug about eleven o'clock at night, in reply to signal guns and rockets from the Gull light-ship. It was then blowing a heavy gale of wind, and a high sea was running. Upon arriving at the light-ship, they were told that a large flaring light of distress had been observed in a south-easterly direction. It being very dark and thick with snow, it was agreed to keep about the sands till daylight; but about three o'clock A.M., it was so intensely cold that the life-boat and tug were forced to return to the harbour. As, however, it was probable that the services of the life-boat would be required to some distressed vessel, she was again taken out at eight o'clock in a strong gale and tremendous sea. It being now light, they discovered a vessel ashore close to the Trinity

Beacon. After attempting no less than six times to veer the life-boat alongside the vessel through the very heavy sea and broken water, they at last succeeded in taking the crew, 10 in number, from off the wreck, the life-boat losing both anchors and cables in the service. The crew, when taken off, were very much exhausted. The vessel proved to be the Danish barque *Aurora Borealis* of Rebe. The coxswain of the life-boat reported that he never encountered such terrific weather, intense cold, and heavy seas, in all his experience. The crew could not have been saved without the assistance of the tug.

TRAMORE, CO. WATERFORD.—On the 6th January the French schooner *Anemone* was embayed off this station. It was blowing a hurricane from the S.W., and very squally at the time. The vessel had lost her mizen mast, and all her canvas was in shreds. While endeavouring to weather the headland of Brounstown, she was struck by a tremendous sea, which completely disabled her, and she came to, near the headland, where she dropped anchor—every sea breaking over her, and forcing the crew to take to the rigging. The life-boat *Tom Egan* was promptly launched, and fortunately succeeded in saving the crew of 5 men, and afterwards landing them in safety.

TYNEMOUTH, NORTHUMBERLAND.—On the morning of the 6th January, during a terrific gale of wind from the S.E., the *Pontefract* and *Goole* life-boat went off through a very heavy sea, in reply to signals of distress, and rescued the crew of 6 men from the brig *Emanuel Boucher*, of Whitby, which had struck on the Black Midden Rocks.

CARDIGAN, SOUTH WALES.—On the morning of the 6th January the Manchester life-boat, the *John Stuart*, went off and succeeded in rescuing the crew of 3 men from the sloop *Oliver Lloyd*, of Cardigan, and 3 men from the smack *Turtle Dove*, of Aberystwith, which had dragged their anchors and drifted out into the bay. Owing to the violence of the gale the life-boat had great difficulty in finding a safe place for landing.

On the 8th this life-boat again put off to the assistance of the smack *Coronation*, of Bideford, which was observed in the bay with two anchors down and labouring heavily. On arriving alongside, the

master gladly accepted the services of the life-boat, and he and his crew of 3 men were safely brought ashore through a heavy ground sea. He stated that his crew were so much exhausted that they were unable to hoist any signal of distress; but as he had heard much of the Cardigan life-boat, he felt sure she would come to his assistance.

PLYMOUTH, DEVON.—During a terrific gale of wind, on the night of the 8th of January, the look-out-man at Stonehouse Point observed signals of distress from Mount Batten. The *Prince Consort* life-boat was at once launched, and proceeded to the bay. Owing to the extreme darkness and the heavy sea running, they had some difficulty in finding the vessel in distress. They at last found the schooner *Teazer*, of Ipswich, with coals, and having dropped their anchor, they veered down, and saved one man, who jumped from the bowsprit into the boat. The life-boat then attempted to near the vessel again, but failed in doing so, and was twice filled with the heavy sea, the vessel being so near to the shore. Under these circumstances the boat returned to land for the purpose of getting a steam-tug to assist; but unfortunately, before she could return with this additional aid, the remaining two poor fellows had perished.

ABERDOVEY, NORTH WALES.—At midnight on the 20th January, during a heavy gale from E.S.E., the schooner *Jane Ellen*, of Aberystwith, was observed dragging her anchors, in a very dangerous position off this place. The *Royal Berkshire* life-boat was immediately manned and launched, and soon reached the vessel. Some of the life-boat men boarded her, and assisted to bring her to a better anchorage. At the request of the master the life-boat remained by him all night, and at daylight succeeded in bringing the vessel safely into harbour.

On the 28th Feb. this life-boat again went out in reply to signals of distress from the schooner *Gratitude*, of Aberystwith, which, while attempting to cross the bar in a heavy ground sea, had struck on the edge of the North Bank. It was blowing strongly at the time from the S.E., and the vessel was right in the midst of the breakers, which could be seen sweeping over her. The life-boat went out in tow of a steamer, and conveyed a hawser from her to the vessel in order to tow her off the bank if possible, but this was found quite impracticable. The sea continued very heavy, making a com-

plete breach over the vessel, each wave threatening to wash the crew of 3 men and a boy overboard. The deck, too, was opening, so it was determined to take the crew off, and after some difficulty this was safely accomplished. Though under the lee of the vessel, the life-boat was several times half filled with water, as she shipped several seas in getting alongside and in leaving. The life-boat was brought back in tow of the steamer, and safely landed the shipwrecked crew.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

Thursday, 4th April. The Right Hon. EARL PERCY, P.C., President, 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 the following letter from the Rev. C. D. MARSTON, Rector of Kersall, near Manchester:—

“KERSALL RECTORY,

“DEAR SIR, “3rd April, 1867.

“I beg to enclose a cheque for 100l. as a donation to the funds of the NATIONAL LIFE-BOAT INSTITUTION.

“The sum has been collected by my son, a blind boy, of thirteen, who was interested in the work of the Life-boat crews, by hearing read one of Mr. Ballantyne's books for boys on the subject.

“He begs me to offer to your Institution this effort of his to promote its noble objects.

“Will you be good enough to enter the donation on your list as a collection by Herbert Marston.

“I am, &c.,

“C. D. MARSTON.

“To the Secretary of the

“NATIONAL LIFE-BOAT INSTITUTION.”

Decided that the thanks of the Institution, inscribed on vellum, accompanied by a Life-boat photograph, be presented to Master MARSTON.

[On the 31st Aug., Master MARSTON most kindly entertained at tea the crew of the *Royal Wiltshire* life-boat, stationed at Dover. He afterwards sang to them with much feeling the Song on the Life-boat, the words of which were composed by his Father, the Rev. C. D. MARSTON, and which was published in the July Number of the *Life-Boat Journal*, page 461. Since then, Master MARSTON called with his Father at the Institution, and handed to it an additional sum of 100l., being the proceeds of a sale of some useful and fancy articles at the School-room, Kersall Moor, Manchester, in aid of his Life-boat Fund.]

Reported that Capt. WARD, R.N., the Inspector of Life-boats to the Institution, had succeeded in making satisfactory arrangements for the exhibition of the Life-boat of the Institution at Paris, and for the display of the models of the Institution in the Exhibition Building.

Also that the life-boat, carriage, and equipment had been forwarded on the 15th inst., *via* Boulogne, and had safely arrived at their destination. The General Steam Navigation Company had kindly taken them free to Boulogne.—*To be thanked.*

Read and approved the Report of Capt.

D. ROBERTSON, R.N., Assistant Inspector of Life-boats, on his visit to the following life-boat stations on the coasts of Norfolk and Suffolk:—Aldborough, Thorpeness, Southwold, Pakefield, Lowestoft, Gorleston, Yarmouth, Caister, Winterton, Kessingland, Palling, Hasborough, Bacton, Mundesley, Cromer, and Sheringham.

Reported the receipt of 17*l.* from the North London Life-boat Fund, per Mr. H. BLIBE; 50*l.* from Mrs. BLAKISTON HOUSTON; 10*l.* from His Grace the DUKE OF ST. ALBANS; 7*l.* 8*s.* from Penny Readings at All Saints, Dalston, per Mr. E. H. PANTON.—*To be severally thanked.*

Also the receipt of legacies to the Institution by the late RICHARD DALTON, Esq., of Wighton, 100*l.*; and the late JOSEPH BLUNDELL, Esq., of Kingston-upon-Hull, 15*l.*

Reported that the secretaries at Lossiemouth and Peterhead had given very encouraging accounts of the trials their respective life-boat coxswains had made with the two safety fishing boats now on the fishing grounds. Produced a photograph of one of the boats.

Also that the Rev. E. HEWLETT, M.A., the Secretary of the Manchester Branch, had recently given most interesting lectures on the Life-boat with the aid of dissolving views, in that neighbourhood.—*To be thanked.*

Also that Messrs. ROTHSCHILDS had promised to increase their annual subscription to the Institution from two to ten guineas. Also that the Rev. W. B. STANFORD had, through A. H. MAY, Esq., the Hon. Sec. of the Bridport District Branch, forwarded an annual subscription to the Institution of 2*l.* each for the years 1866-7.—*To be thanked.*

Reported that a collection of upwards of 620*l.* had been made in Burton-on-Trent, through the kind exertions of Mr. JAMES NICHOLS, to defray the cost of a life-boat; and that it was the wish of the local committee that the Redcar Life-boat Station should be appropriated to them.—*To be thanked and approved.*

Paid 2,167*l.* 3*s.* 9*d.* for sundry charges on various life-boat establishments.

Voted 151*l.* 17*s.* 6*d.* to pay the expenses of the following life-boats of the Institution in going off, during heavy gales of wind, and saving the crews, consisting of 80 persons, from the following distressed vessels:—

Schooner *Spire*, of Yarmouth, 4 men saved by the Donna Nook life-boat.

Schooner *Devonia*, of Padstow, 5 men saved by the Fowey life-boat.

Schooner *Mary Lewis*, of Aberystwith, 5 men saved by the St. Ives life-boat.

Brigantine *Sarah Ann*, of Jersey, 6 men saved by the Selsey life-boat.

Barque *Centurion*, 18 men saved by the Theddlithorpe life-boat.

Schooner *Mary*, of Dublin, 3 men saved by the Drogheda life-boat.

Barque *Wild Horse*, of Windsor, N.S., 10 men saved by the Tramore life-boat.

Sloop *William*, of Paimpol, 6 men saved by the Tyrella life-boat.

Barque *Loretto*, of Liverpool, 14 men and vessel saved by the Wexford No. 2 life-boat.

Brig *Harmony*, of Bideford, 3 men saved by the Appledore life-boat.

French schooner *La Prudence*, 6 men saved by the Palling life-boat.

It was also reported that the Caister life-boat was the means, on the 7th March, during a strong wind, of assisting to a place of safety the Prussian schooner *Louise*, and her crew of 7 men, which vessel was in a dangerous position in the Wold, off Winterton.

It was likewise reported that the Holyhead life-

boat went off in reply to signals of distress, on the 30th March, during a gale of wind, and brought ashore 14 men who were at work on the stranded schooner *Nicolo*, which was aground near Penial, Anglesea.

Voted also 126*l.* 11*s.* 6*d.* to pay the expenses of the life-boats stationed at Brooke, Poolbeg, Penzance, Plymouth, Howth, Donna Nook, Sutton, Selsey, Pembrey, Aberystwith, and Cromer, in putting off, with the view of rescuing the crews of various vessels which had been observed in dangerous positions, with signals of distress flying, during the heavy gales of last month.

Also 5*l.* 5*s.* to 7 men, for putting off in a whale-boat belonging to the Howth coastguard station, and, after repeated attempts, saving 6 men from the schooner *William Henry*, of Barrow, which, during a heavy gale, had stranded on Baldoyle Bank, on the 18th March.

Also 2*l.* to five men for putting off in a boat and rescuing 7 other men from drowning on the occasion of their being capsized from their boat near Bulls-mouth, Ireland, on the 12th Feb. last.

It was reported that His Majesty the King of Denmark had granted 200 rix dollars (21*l.* 5*s.*) to the crew of the Ramsgate life-boat, in addition to what the Board of Trade had previously given them, for the noble services which they rendered to the crew of the Danish barque *Aurora Borealis*, on the 6th Jan. last.

Thursday, 2nd May. 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.

Also the Report of the Inspector of Life-boats on his visits to Gloucester, Falmouth, Mullion, Cadgwith, Porthleven, Penzance, St. Ives, Exmouth, and Bembridge, Isle of Wight.

Reported the receipt of 1,000*l.* from a lady, through Mr. B. KERRIDGE, of Eastbourne, which amount was to be appropriated in renovating the life-boat establishments at Eastbourne and Newhaven, Sussex.

Ordered the special thanks of the Institution to be conveyed to the donor through Mr. KERRIDGE, who was also to be thanked.

Read letter from GEORGE MARTEN, Esq., and Miss MARTEN, of Upper Clapton, of the 9th April, stating that the late Mrs. ANNE MARTEN had wished to present a life-boat to the Institution, and had for many years been saving money for that purpose. On her decease these savings were found to amount to 450*l.*, which was handed to the Society, with a request that the boat might be named the *George and Anne*.

Decided that Mr. and Miss MARTEN be thanked, and that the life-boat be placed at Brooke, Isle of Wight, instead of the present small life-boat on that station.

Reported the receipt of the following additional special contributions:—150*l.* from the Plymouth Branch, per THOMAS STEVENS, Esq.; 20*l.* additional donation from JOSEPH GOFF, Esq.; 180*l.*, portion of the residue of the property of the late Dr. BROWNIGG, R.N., of Keighley, York.

Produced extracts from wills, in which the following legacies were bequeathed to the Institution:—Miss CAROLINE N. OXENHAM, of Kensington, 200*l.*; and CHARLES WALKER, Esq., of Southport, 100*l.*

Reported the transmission to their stations of the Falmouth, Exmouth, Blyth, and New Brighton life-boats during the past month, the boats having in most cases been conveyed by the several Rail-

way Companies over their lines free of charge.—*To be thanked.*

The Falmouth life-boat was taken to Gloucester en route to its station, and a grand demonstration took place there with the boat on the 9th ult. The boat was named the *Gloucester* by the Mayor, Mrs. ROBINSON. A large concourse of persons assembled to witness the ceremony.

Reported that Capt. C. R. EGERTON, R.N., Col. FITZROY CLAYTON, and R. V. GORHAM, Esq., had recently delivered lectures on life-boats.—*To be thanked.*

Reported also the transmission to the Paris Exhibition of four additional model life-boats. A model of RICHARDSON'S tubular life-boat had been kindly lent to the Institution for the purpose, by the Council of the United Service Institution.—*To be thanked.*

Read letter from the Rev. R. TYACKE, Hon. Secretary of the Padstow Branch, of the 23rd ult., transmitting copies of resolutions by the Local Committee relative to the disposition of the fund, amounting to 2,188*l.*, received on behalf of the sufferers by the Padstow life-boat accident. He also enclosed a cheque for 45*l.*, in repayment to the Institution, of the sum expended by it on the funeral expenses of Messrs. SHEA and VARCOE, who unhappily perished by the accident.—*To be thanked.*

Reported that the DUKE of SUTHERLAND, K.G., had ordered a safety fishing-boat on the plan of the Institution, to be built at Wick for the use of some of his tenants.

Read letter from Mr. JOHN COWELL, of Ware, of the 8th April, forwarding a model of his auxiliary steam-tug or life-boat.—*To be acknowledged.*

Also from R. B. FORBES, Esq., of Boston, U.S., of the 16th March, calling attention to some improvements which the Massachusetts Shipwreck and Humane Society had made in the use of the mortar-apparatus.

Decided that the best thanks of the ROYAL NATIONAL LIFE-BOAT INSTITUTION of ENGLAND be presented to R. B. FORBES, Esq., in testimony of his valuable and zealous services, extending over a long period of years, in the cause of humanity, and as the much-respected Chairman of the sister institution, the Humane Society of the Commonwealth of Massachusetts, U.S.

Read letter from the Honorary Secretary of the Statistical Committee of Lloyd's, of the 24th April, forwarding a copy of a tabulated analysis of the wrecks and casualties reported in Lloyd's List during the year 1866.—*To be thanked.*

Also from Mr. R. DONALDSON, of Newcastle-on-Tyne, of the 11th April, calling attention to his plan for fitting the deck or round-house of ships as a boat.—*To be acknowledged.*

Paid 2,068*l.* 17*s.* 4*d.* for sundry charges on various life-boat establishments.

Voted 6*l.* 10*s.* to pay the expenses of the Lytham life-boat in putting off in a gale of wind, and bringing safely into harbour the barque *A. L. Routh*, of New York, and her crew of 14 men. The vessel was found in a dangerous position on the Salthouse Bank on the 11th April.

Also 6*l.* 10*s.* to the crew of the Blackpool life-boat, for wading into the surf on the 11th April during very tempestuous weather, with life-belts and lines, and saving the crew of 5 men from the schooner *Clyde*, of Killough, which had stranded off Blackpool, and was in imminent peril of becoming a total wreck.

Also 17*l.* 5*s.* to pay the expenses of the Blackpool life-boat in putting off on the same day, in reply to signals of distress, and bringing safely ashore the crew of 14 men of the barque *Susan L. Campbell*, bound to Weighmouth, Nova Scotia,

which vessel, during a gale from the W.N.W., had become a total wreck on the south-west spit of Salthouse Bank.

Also 20*l.* 10*s.* 6*d.* to pay the expenses of the Ilfracombe life-boat in going off on the 20th April during a strong gale of wind, and bringing safely ashore 5 persons from the ship *Nor Wester*, bound from Cardiff to Monte Video, which had stranded off Ilfracombe. The life-boat afterwards returned to the ship, and remained by her, at the captain's request, during the whole night, when the wind having somewhat abated, the vessel returned to Cardiff for a refit.

Also 14*l.* 4*s.* to pay the expenses of the Swansea life-boat in putting off, on the 14th April, in reply to signals of distress from the brig *Wellington*, of Aberystwith, which, during a strong gale of wind from the S.W., had stranded in Swansea Bay. With the assistance of a steam-tug the life-boat took the vessel and her crew of 9 men safely into harbour.

It was reported that the Holy Island life-boat was instrumental, during a strong wind and in a heavy sea on the 28th April, in bringing a fishing-coble and her crew of 4 men safely into harbour.

Voted also 130*l.* 13*s.* to pay the expenses of the life-boats of the Institution at Fowey, Skerries, Porthcawl, Sutton, Winterton, Piel, Southport, Blackpool, New Brighton, Tyrella, Great Yarmouth, Fakenfield, and Lytham, in either assembling or putting off, during the recent heavy gales, in reply to signals of distress from various vessels, which fortunately, however, succeeded in getting out of their dangerous positions, and did not require the services of the boats.

Also 4*l.* to seven men forming the crew of the smack *Royal Oak*, for rescuing and bringing safely ashore the crew of 6 men from the brig *Ark*, of West Hartlepool, which, during a fresh wind from the S.S.E., and in foggy weather, was found water-logged on Hasborough Sands, Norfolk, on the 23rd March.

Also 3*l.* to 3 men forming the crew of the pilot skiff *Vixen*, for saving 3 men from the brig *Oscar*, of Plymouth, which was in a sinking state, after having parted from her anchors, and been in collision with another vessel during a N.W. gale and heavy sea, about three miles from Lundy Island, on the 21st April.

Also 17*l.* 5*s.* to 5 fishermen for putting off in a coble in reply to signals of distress, and bringing safely ashore 2 men from the sloop *Wellington*, of Whitby, which, during strong winds, had stranded off Runswick, Yorkshire, on the 24th April.

Thursday, 6th June. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

Mr. CHAPMAN, before taking the Chair, expressed to Mr. LEWIS, on behalf of the Committee, their individual and united sympathy and regret at the recent bereavement which had taken place in his family by the sudden death, from heart disease, of his only child, a young lady who had only recently married.

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

Reported that Lady HILLARY had, through Sir EDWARD PERROTT, Bart., V.P., presented to the Institution a portrait of her Father-in-law, Colonel the late Sir WILLIAM HILLARY, Bart., who was one of the original Founders of the NATIONAL LIFE-BOAT (then Shipwreck) INSTITUTION in 1824.—*To be thanked.*

Read and approved the Inspector's Report on his visit to the following life-boat stations:—

Newhaven, Brighton, Eastbourne, and Rhyl; also to Leeds and to Burton-on-Trent.

Read and approved also the Report of the Assistant Inspector on his visits to Piel, Fleetwood, Blackpool, Lytham, Blyth, Donna Nook, Theddlethorpe, Sutton, Skegness, and to the Paris International Exhibition.

Read letter from Sir FRANCIS OUTRAM, Bart., of the 24th ult., calling attention to the recent loss of the *Prince Consort* steamer near Aberdeen, and stating how desirable it would be if all passenger-vessels were compelled by law to carry a supply of life-belts for the use of the crew and passengers.—*To be acknowledged.*

Reported the receipt of the following special contributions:—94*l.* 4*s.* 7*d.* from the Lancaster Branch, per S. ROSS, Esq.; 50*l.* additional from the Bristol Histrionic Life-boat Fund, per E. AUSTIN, Esq.; 1*l.* 7*s.* 6*d.* from the Basingham Penny Readings, per Mr. T. KNIGHT; 1,000*l.* Legacy of the late Mrs. GEORGE SMITH, of Greenwich; 1,485*l.* residue of the estate of the late Miss MARTHA BEBB, of Bootham.

Reported also that Legacies had been left to the Institution by the late WM. JOHN HALL, Esq., of Trinity Square, 1,000*l.*; and the late MARTIN LANE, Esq., of Cheltenham, 10*l.*

Also the transmission to their stations of the Newhaven, Brooke, Buddon Ness, and Youghal new life-boats. Free conveyances had been given by several of the Railway and Steam Packet Companies to the boats.—*To be thanked.*

The Youghal life-boat (the *William Beckett of Leeds*) had been taken to that town on the way to its station, and had been exhibited there and publicly presented to the Institution by the MAYOR of LEEDS on the 29th May.

Reported that JOHN HARGREAVES, Esq., of Broad Oak, Accrington, had presented 500*l.* to the Institution for the purpose of paying for a life-boat, to be called the *Grace and Lally of Broad Oak*.—*To be thanked, and decided that the boat be stationed at Kessingland, on the Suffolk Coast.*

Reported also that W. H. WEISS, Esq., the celebrated vocalist, had beautifully set to music some words on the life-boat, composed by THOMAS PLUMMER, Esq., entitled "There's Music in the Hurricane," and that Messrs. BOOSEY had published the same.—*To be severally thanked.*

Mr. WEISS had sung with much éclat the song at Messrs. BOOSEY's Ballad Concert, at St. James's Hall, on the 10th May last.

Also that Capt. C. had composed and published a Life-boat Song, with music, for one shilling, and had intimated his intention of devoting the profits arising from the sale of the same to the NATIONAL LIFE-BOAT INSTITUTION. Capt. C. had on previous occasions published some small pamphlets on the "Life-boat," and kindred subjects.—*To be thanked.*

Read letter from the Rev. E. G. HARVEY, Honorary Secretary of the Mullion Branch, of the 4th ult., stating that T. J. AGAR-ROBARTES, Esq., M.P., had promised to contribute 50*l.* in aid of the expense of that life-boat station.

Decided that the best thanks of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, accompanied by a model of its life-boat, be presented to T. J. AGAR-ROBARTES, Esq., M.P., in acknowledgment of his munificent and continued support to the life-boat cause on the coast of Cornwall.

Paid 4,088*l.* 5*s.* 3*d.* for sundry charges on various life-boat establishments.

Voted 8*l.* 13*s.* to pay the expenses of the Wexford life-boat, in putting off on the 9th May, during a fresh breeze, and, in conjunction with a steam-tug, taking safely into harbour from the Long Bank, the brig *Ayrshire Lass*, of Ardrossan, and the 4 men who were on board.

Also 20*l.* to pay the expenses of the Caister life-boat, in putting off on the 21st May, during blowing weather, to the rescue of the crew of 3 men of the schooner *New Whim*, of Portsmouth, which was observed to be a complete wreck on the West Scroby Sands. The life-boat, on its return to Caister with the shipwrecked crew on board, also rendered good service to the brig *William and Sarah*, of South Shields, by taking her safely into harbour. The life-boat likewise brought ashore the crew of 7 men from the wrecked brig *Union*, of Cowes.

Also 30*l.* 10*s.* to pay the expenses of the Lowestoft and Pakefield life-boats, in putting off, on the 23rd May, and rescuing the crew of 14 men from the rigging of the brig *Amicizia*, of Genoa, which was totally wrecked during a strong breeze on the Bar of the Stanford Channel.

Also 8*l.* 6*s.* to pay the expenses of the Scarborough life-boat, in putting off on the 21st May, during a strong wind, in reply to signals of distress, and rescuing 3 out of 5 of the crew of the smack *Choice*, of Hull, which drove from her anchors on to the beach at Scarborough.

Also 17*l.* 9*s.* to pay the expenses of the Carnsore life-boat, in going off on the 26th May, during squally weather, and saving the lives of the whole of the crew, consisting of 36 men, of the ship *Blanche Moore*, of Liverpool, bound from that port to Calcutta, which was observed to be in distress, and afterwards became a total wreck on the Long Bank off Wexford.

Also the Second Service Clasp of the Institution to Mr. JAMES BARRETT, Chief Officer of the Coast-guard, in admiration of his gallant conduct in the Carnsore life-boat on the above-mentioned occasion.

Voted also 78*l.* 7*s.* to pay the expenses of the life-boats of the Institution at Penarth, Rosslare, Holyhead, Margate, Cahore, Pembrey, and North Deal, in either assembling or 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 WILLIAM HUGHES, fisherman, of Pittenween, N.B., in acknowledgment of his brave services in wading into the surf, at the peril of his life, and bringing safely ashore, through a very heavy sea, 2 men who had taken refuge on a rock, after having been, during a gale of wind, wrecked off Pittenween in a fishing-boat of that place, on the 7th March last.

Also 2*l.* 15*s.* to 7 men, for assisting to save the lives of 12 other men, forming the crews of three small boats which had come into collision on Bunbeg Bars, Ireland, on the 17th April, while returning home from gathering seaweed.

Also 2*l.* to 4 men for proceeding off in a boat and saving some women and children who were overtaken by the tide, and were in a very dangerous position while gathering shell-fish on a bank off Crugar Beach, Cardigan Bay, on the 18th April.

Also 2*l.* to 4 men, forming the crew of a fishing-boat, for saving 4 other men whose boat had been capsized during squally weather whilst under sail off Broom Hill, Ireland, on the 9th April.

Also 1*l.* 10*s.* to 3 men for putting off, during squally weather, in a curragh, and attempting to save the lives of 3 other men who were capsized from their boat while trying to land at Doogagh, Ireland, on the 29th April.

Also a reward to 2 men for putting off in a boat, during a moderate breeze, and saving 2 other men whose boat had filled with water while gathering seaweed in a dangerous channel on the 8th April.

THE EMPRESS OF THE FRENCH.

BUT a few days since the British public were startled by the intelligence that the Empress of the French and her royal son, the Prince Imperial, had nearly lost their lives by drowning, on the coast of France. We will venture to say that there were but few of our countrymen who read that intelligence in the newspapers of the day who did not shudder at this narrow escape from so terrible a calamity.

A calamity indeed would it have been, not only to that great but mysterious man whom Providence has placed over the French nation, and who, even if his dynasty were to end to-morrow, would have so largely aided to mould the future of the whole of Europe, but to the world at large.

But apart from the political aspect of such a misfortune, so much has been done by the Emperor to win the regard and respect of Englishmen; whilst the noble-mindedness, Christian charity, and womanly devotion to duty of his royal companion have likewise so won for her a greater admiration, and larger amount of personal affection from people of other nations than it has been often the lot of hereditary queens or empresses to command, that we feel sure, even viewed in a domestic light, that the warmest sympathies of the majority of the people of these islands were stirred up by this unexpected incident, and that the thanks of very many will have ascended to Heaven for the protection from harm thus vouchsafed to this eminent lady and her child.

The many virtues and amiable qualities of the Empress Eugenie are very generally known, at the head of which may perhaps be placed her noble courage in visiting the cholera and fever hospitals of Paris, regardless of the personal risk thereby incurred, and we now learn that when attempting to land in a small boat from the French steamer *Chamois* at the port of St. Juan de Luz, in a gale of wind, the boat in which were the Empress and Prince Imperial struck on a rock and filled with water—that a pilot who was in the boat was drowned; but, though presently the Empress was sitting in the water up to her waist, and the young Prince was nearly out of his depth, that “neither mother nor child lost their courage,” and that, happily, both were landed in safety, and we have not now to mourn an irreparable European loss!

Generally known, however, as are the

merits of the Empress, the connecting link which invites us now to notice briefly this interesting event is not known to many: it is, that Her Majesty is the Patroness of the French Life-boat Institution “*La Société Centrale de Sauvetage des Naufrages*,” which society was founded in the year 1865, on the model of the NATIONAL LIFE-BOAT INSTITUTION of England—a society in which the committee and members of the latter Institution will, we feel sure, always take a lively interest as a co-partner in a great and noble work. We may add that the English Institution has just been enabled to show its regard to the French sister Society by presenting to it the first-class life-boat, carriage, and equipment which have been exhibited since May last at the International Industrial Exhibition at Paris. It is probable the life-boat will be stationed at Calais, a city which, besides being visited by many French and English vessels, is also one of the great ports of inter-communication between the two countries.

“GOD HELP THE POOR FELLOWS AT SEA!”

FAR away inland, when tempests blow
Wild through the dark’ning night,
We list to the roar of the winds as they go,
On their hurricane steeds to the fight;
For the hosts of the Storm King are gathering fast
Where the white-crested waters flee,
And our hearts breathe this prayer, as he rushes
past,
On the wings of the howling northern blast—
“God help the poor fellows at sea!”

We wake in the night with a shivering fear,
For our dream-ears have thrilled to the shriek
Of the drowning seaman, and many a tear
Gathers fast on the whitening cheek;
For the light of the mind’s swift lightning flash
Seems to show us the rock-bound lea,
And we pray to our God as the billows dash,
And in thunder the iron breakers lash—
“God help the poor fellows at sea!”

In many a home there are fainting hearts,
Sorely stirred by the moan of the wind,
Fainting down when the light of the day departs,
Leaving darkness and clouds behind;
For the loved ones are out on the foam-capped
wave,
Where the tempests hold revelry,
And they breathe up this prayer, for the loved and
brave,
To the Infinite Grace that can succour and save—
“God help the poor fellows at sea!”

So He moves to grand deeds many noble souls,
That His love may be known on earth,
And the fruit of that love, where the storm-wave
rolls,
Giveth hope in men’s heart new birth;
For the life-boat away to the sinking bark
Flies swiftly to save, and we
Pray God speed the lightly-bounding ark,
With its precious freight, o’er the waters dark,
From the perilous paths of the sea. C. J.

Royal National Life-Boat Institution.

Supported by Voluntary Contributions.

Patroness—HER MOST GRACIOUS MAJESTY THE QUEEN.

Vice-Patron—HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G.

President—HIS GRACE THE DUKE OF NORTHUMBERLAND, P.C.

Chairman—THOMAS BARING, ESQ., M.P., F.R.S., V.P.

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

Secretary—RICHARD LEWIS, ESQ., of the Inner Temple, Barrister-at-Law.

Life-boat Inspector—Capt. J. R. WARD, R.N.

Assistant Life-boat Inspector—Capt. D. ROBERTSON, R.N.



APPEAL.

THE COMMITTEE OF MANAGEMENT have to state that, during the past year (1866), and the first nine months of the present year, the ROYAL NATIONAL LIFE-BEAT INSTITUTION has expended £50,812 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 1,680 persons from various shipwrecks on our coasts. Every winter that comes and goes has its black record of wrecks, and its terrible list of lost lives. How many would have been ready to give all the wealth they possessed last winter to behold a Life-boat putting off to their stranded vessel? Perhaps it was the first time that some of them had ever seriously thought of a Life-boat, and it was too late.

GENERAL SUMMARY OF THE WORK OF THE INSTITUTION DURING 1866 AND 1867 (TO 30TH SEPTEMBER).

		£.	s.	d.
Number of Lives rescued by Life-boats, in addition to 46 vessels saved by them	917	..	..	..
Number of Lives saved by Shore-boats, &c.	763	..	..	..
Amount of Pecuniary Rewards for Saving Life . . . . .	..	4,257	16	6
Honorary Rewards :—Gold and Silver Medals	28	..	..	..
Votes of Thanks on Vellum and Parchment	39	..	..	..
Total	67	1,680	4,257	16 6

The Committee desire to acknowledge with gratitude the liberal support which they have received from the British Public during the past few years,—a support which has enabled them to establish their present great fleet of 183 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 continue to aid them in upholding and perpetuating so great and truly national a work.

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 16,660; for which services 83 Gold Medals, 778 Silver Medals, and £25,498 in cash have been paid in rewards. The Institution has also expended £185,028 on its One hundred and Eighty-three Life-boat Establishments.

The expense of a Life-boat, its equipment, transporting-carriage, and boat-house, averages £620, in addition to £50 a-year needed to keep the station in a state of efficiency.

Donations and Annual Subscriptions are earnestly solicited, and 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 other 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.—15th October, 1867.