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OUR LIGHT DUES.

THE important and interesting question as to whether or not our Coast Lights should be exhibited free of charge to the shipping of all nations has been recently discussed in the House of Commons. It is an important question, seeing that the amount paid annually by British and Foreign vessels entering the ports of the United Kingdom reaches the sum of 325,000*l.*, and it is also an interesting one—both in a national and international sense.

Under the old system of international commerce,—when, instead of consulting chiefly the interests of their own populations by enabling them to purchase the necessaries and luxuries of life in the cheapest market, it was thought by the rulers of the civilized nations of the world, that the aggrandizement and welfare of their own countries were best advanced by taxing all foreign products—the idea of making the night illumination and the buoying and beaconing of our coasts self-supporting, by levying a toll on all vessels, whether of our own or foreign nations, using our ports and harbours, was a consistent one. The question, however, now arises whether such a system, under the altered circumstances of the times, may not be inconsistent and short-sighted.

In a Conservative nation like our own, which is not Conservative from timidity, but rather from solidity of character, from caution, and from a natural veneration for a “great past,” it is not surprising that national customs, habits, and institutions should often continue for a longer or shorter

time after they have become unsuitable or inconvenient.

And the greater the importance and the larger the sphere of operation of any such institution or custom, the longer is it likely to maintain itself against the growing conviction of its unsuitability; the same law of inertia operating to produce that effect that in the case of natural objects causes a large or heavy body to continue to move for a longer time after having been set in motion than a smaller one, or to be with greater difficulty suddenly arrested in its course.

Not that it follows, however objectionable or unsuitable an institution or custom may have become, that it may not have been admirably adapted for its proper function or use during the proper term of its existence. A notable case in point, which at once suggests itself for illustration, is that of the late East India Company—the grandest corporate body that ever existed—which conquered and maintained an empire for more than a century, and whose officers, both civil and military, by their genius and prowess shed a lustre on their country and on the age in which they lived. Yet its armies and territories have, with advantage, been transferred to the British Crown, to be one of its brightest jewels.

In like manner the suitability of the present system under which our “Lights, Buoys, and Beacons” are now managed is questioned, on the ground: 1st. That the duty is a national one, and that the cost of its performance ought to be borne by the whole nation, and not by one class alone, the owners of ships and their cargoes. 2nd. That as most other maritime nations light and

buoy their coasts from their national funds, and ask no contributions from foreign nations to aid in their support, it is therefore unbecoming in this country to act less liberally towards them. 3rd. That the present system of placing the duty of lighting and buoying the coasts of the United Kingdom on three private corporations, viz., the Trinity House in England, the Commissioners of Northern Lights in Scotland, and the Ballast Board in Ireland, is as costly as it is inconvenient.

The whole question was brought before the House of Commons, on the 4th May last, by Mr. HEADLAM, the Member for Newcastle, when it was discussed by eminent men on both sides of the House; and although that gentleman was induced, at the request of members of the Government, to withdraw his motion, the further consideration of the question is undoubtedly only postponed.

In considering it, we will take the divisions of the subject in the order above enumerated.

1st. That our coast lights, &c., should be maintained at the cost of the nation, and not of a section of it only.

Those who advocate the change contend that, as a great maritime and commercial nation, and, moreover, being an island, or rather two islands, and therefore with no other ingress and egress to and from our shores than our great highway the sea, our commerce with the outer world is so manifestly for the benefit of every consumer in these islands, and therefore of every person living in them, that all works necessary to facilitate the approach to them is of so national a character, that the expense of providing the same should be borne by the whole community, and not by the shipping interests alone; the latter course being, they maintain, precisely as if a tradesman were to charge his customers for providing access to his own door.

They further state, that incidental evils arise from the present system, as, for instance, that vessels frequently sail in ballast in preference to taking in a profitable cargo, or partial cargo, in order to avoid the light dues. And thus foreign vessels are driven from our shores, remaining at Havre, or some other of the Channel ports, in-

stead of crossing to England for a return cargo, being deterred solely by the heavy dues which they would have to pay.

Another complaint of the present system is, that trading vessels alone are taxed, and that pleasure yachts and men-of-war have the benefits of the lights, buoys, and beacons, without contributing towards their maintenance. And again, they demur that, whereas there have been vast savings from surplus funds arising from the dues on merchant shipping, yet those savings, instead of being invested and the interest employed in lighting our coasts, have been expended on matters altogether unconnected with shipping.

The arguments on the other side, on this branch of the question, cannot be more clearly expressed than in the words of Mr. LOWE, the present Chancellor of the Exchequer, in reply to Mr. HEADLAM:—

“This payment is called a tax. It is not really a tax. It is a payment received for service conferred. The money spent on lighthouses, &c., is spent for the benefit of the shipping interest—to save the property and the lives of seamen. That being so, the next question is, who pays them? Of course, in the first instance, they are paid by the shipowner. This being an indirect tax ultimately paid by the consumer, the money must be advanced by some one, and the person advancing it is the shipowner. There is nothing harsh or unfair in that. These dues are not collected from persons whose ships are in ballast only. They do not apply unless freight is carried, and, therefore, the shipowner has them repaid to him in the freight.

“People talk of taking money out of the ‘Consolidated Fund,’ as if it found its way there of itself. But if you take 325,000*l.* out of the Revenue you must get it from some other quarter, and it would be exceedingly difficult to get that sum collected in a way that would operate more justly.

“There is also this practical advantage in this tax. Shipowners apply for lights, and the Government are willing to put them up if the shipowners are willing to pay the dues, and thus the Government have every security that the lights are needed; whereas, if the money to provide them came out of the General Revenue, it would be nobody’s interest to check unnecessary expenditure, and the Government, by misrepresentation, might often be induced to put up lights in wrong places.

“Then, as for its collection, nothing could be cheaper or more convenient, for it is collected at the end of the voyage, when there is a general settlement of accounts, and it therefore appears to me to realize all the elements of a sound tax.”

But, secondly, it is maintained that, inasmuch as most maritime nations provide lighthouses, &c., at the national cost, it is unworthy of the greatest and wealthiest maritime power in the world to act more

illiberally and inhospitably to other countries than they do to it; and that we ought rather, as we have already done in the matter of free trade, to have taken the lead of other countries in such a course, instead of lagging behind them.

Some of the arguments advanced under the last head apply also to this one, and, as already stated, foreign vessels are not unfrequently deterred altogether from entering our ports, in consequence of the dues levied on them; but, in addition, the advocates of the proposed change naturally take up the higher ground of looking to the honour and fair fame of our country in the eyes of the world, and demand that we should at least equal them in generosity.

Mr. HEADLAM, in the recent debate in the House of Commons, reminded the members that a Committee of their House, appointed as far back as 1845, on the motion of Mr. HUME, had recommended the same course as that now advocated; and that another Committee in 1860 affirmed the resolutions of the previous one, expressing the opinion that the lighting of the shores of this country was an Imperial duty, and recommending that the nation should take on itself the cost of the lights, &c., and assume their management. He also stated that Mr. REVERDY JOHNSON, the late American Minister in England, when invited, on a public occasion, to use his influence to promote free trade in the United States, replied by remarking on the manner in which this country treated the Americans with respect to light dues.

Another Member, in illustration, quoted the case of a firm trading between Baltimore and Bremen, who in 1868 paid no less than eighteen per cent. on their gross freight carried, as light dues, in consequence of calling at Southampton, and stated that he knew of two, if not of three companies, who now, in order to avoid the light dues, called at Havre instead of at Southampton.

In reply, on the other side, the Chancellor of the Exchequer, Mr. LOWE, acknowledged that by relieving foreign shipping from light dues a greater inducement would be held out to it to enter our ports; it, however,

seemed to him that the same argument would apply for giving foreign vessels free admittance to our docks, and he knew of no limit to such an argument, whilst such a course would be, in reality, a system of benefits to foreign commerce; adding, that he was unchivalric enough to think it a considerable advantage that nearly one-half of the expense of lighting our shores, &c., should be borne by foreigners instead of by ourselves. The President of the Board of Trade, Mr. BRIGHT, expressed the same opinion, and stated that on similar principles he should feel a difficulty in defending any tax.

Mr. SHAW LEFEVRE, after going over other ground and stating that tonnage dues were levied in France to an amount equal to, if not exceeding, our light dues, but were reduced in 1867, and would be still further reduced in 1871, admitted that the inducement thus offered to foreign vessels to go to a French port, instead of an English one, would at the latter period be deserving of serious consideration.

He further added that—

“Whatever might be the opinion of the House as to the policy of raising the means to maintain the lighthouses by light dues, and however desirable they might think it to throw the cost of the lighthouses on the country, he hoped they would not assent to the terms of the motion. When other nations did not treat us generously; when almost every other nation put protective duties on the import of our manufactures; when the United States charged 45 per cent. upon them, and thereby levied millions; while American shipowners did not pay more than 10,000*l.* of our light dues, he thought the House would not express the opinion that the practice of levying light dues was unworthy of us as a maritime nation. When other nations dealt with our manufactures as we dealt with theirs, then it would be time to put on record such a motion as this; but other countries could not throw stones against us, and therefore it was not right that we should commit ourselves to the declaration proposed.”

Thirdly, the present system of management by three private corporations is impugned.

Mr. HEADLAM, in introducing this part of the subject, remarked that—

“The history of the lighthouses was eminently characteristic of the country. It showed no forethought on the part of the Executive. The Government did nothing to contribute to it. They commenced by granting the privilege of erecting lights along the coasts to the LORD HIGH ADMIRAL. On its surrender by LORD HOWARD of EFFINGHAM, means were taken to vest it in one of the great City companies—the Trinity House. They had the power of putting up lights along the coast, and no doubt they did some valuable service, and they

spent their money like gentlemen; but they charged the shipping infinitely more than the cost; the surplus they employed partly in badly-administered charity, and partly in very magnificent hospitality. They were subject to no control; no account was taken of their funds, and they acted in the spirit of the times in which they lived. The Government never controlled or investigated the expenditure: but from time to time they made special charters to friends of their own for the erection of private lighthouses along the coast, with powers of indefinite taxation over the ships that passed them. Then came the question how these powers were to be got rid of, and Government, which had made such improvident grants, considered them as vested rights which ought to be bought up; and the unfortunate shipping interest had to pay not only for the *bonâ fide* work done, but for all the charities of the Trinity House, for all the improvident leases, and for all the hospitality of the Board. Such was the state of things down to 1834, when the subject was taken up by the late Mr. HUME, who well deserved a tribute of admiration for the sincerity, earnestness, and perseverance of his exertions in relation to the lighthouses of this country and the charges on the shipping interest. Mr. HUME grappled most successfully with the subject. He obtained the appointment of a Committee in 1834, which did eminently good service. Then first commenced the improvement of the system. They made a report well worthy of perusal. The lights in the different parts of the United Kingdom were conducted on an entirely different principle. There was a division between the public general lights and the local and harbour lights. He admitted the distinction made by that Committee, and it was with the public lights alone that he proposed to deal. The Committee recommended that improvident leases should be bought up and paid for out of the taxes imposed on shipping, and that power should be given to the Trinity House to buy up the private lights. During the interval between 1836 and 1845 the Trinity House had bought up many of the private lights, and brought things into a better state. The recommendations of that Committee were embodied in the Act of 1846, which gave ample powers to the Trinity House. Mr. HUME, not satisfied with the great boon which had been conferred on the trading portion of the community by the exertions he had made, returned to the subject in 1845, and got a most important Committee appointed to investigate the subject."

To that Committee we have already referred.

Another member, Lord BURY, whose opinion may be considered fairly to represent those of the advocates of a change in this department, stated that—

"He did not think the gentlemen who now administered the funds of our lights, buoys, and beacons were proper persons for discharging such duty. Although, in his opinion, the Trinity Board ought not to continue to be maintained simply on account of its antiquity, he felt bound to admit that, barring its wasteful expenditure of public money, that body had done its work very well, if not in a systematic manner. Formerly, he was told, the funds were administered with considerable malversation, but at the present day none of the old abuses existed, and he only imputed to the Trinity Board incapacity to carry out what it had

no machinery to carry out. He should like to see it converted into a great office of State, under the control either of the Board of Trade or of the First Commissioner of the Navy. At present it was certainly not a proper tribunal for deciding matters of this kind. There ought to be a large preponderance of the scientific element in the body which administered our lighthouses, but the Elder Brethren of the Trinity House consisted almost exclusively of merchant captains. He now came to Scotland, where the matter was under the Commissioners of Northern Lights, gentlemen who were by no means the persons to whom the administration of our lighthouses should be intrusted. They consisted of provosts, bailies, and the sheriffs of all the maritime counties of Scotland, who were not the persons to whom the people of that country would voluntarily intrust the management of their lights. So, again, in Ireland, the Ballast Board consisted almost exclusively of members of the Corporation of the city of Dublin. He next came to the authorities who administered the local lights on our coast. These were the Harbour Conservancy Boards on various parts of the coast, and each of those bodies did exactly what seemed right in its own eyes, not acting on any regular or uniform system, but making between them the whole thing one mass of confusion. In some instances, unless they happened to have a book with the sailing regulations of a particular harbour, it was impossible to tell when it would be safe to enter it. With all that uncertainty and confusion the clearness and simplicity of the French plan contrasted most favourably. When anybody approached a French harbour he saw before him a mast with a yard on it, and on the mast were one, two, or three balls, the position of which told him in a minute what the depth of water on the bar was, and whether it was safe to enter the harbour. That system was understood throughout the whole of France. The noble lord also contrasted the French system of buoys and beacons with our own, showing the former to be far superior to the latter. He pointed out that the signals of the Trinity House indicating safety and danger were exactly the opposite of those of the Commissioners of Northern Lights. The system adopted by the Board of Admiralty also varied in every one of its ports. His third point was that that most imperfect system, as at present administered, was most wasteful. The expenditure of the Trinity House, the Commissioners of Northern Lights, and the Irish Ballast Board was in round figures 278,000*l.*, to which had to be added the expense of maintaining steamers, 26,000*l.*, or in all about 304,000*l.* Then there were salaries of the home establishment, law charges, salaries and wages of the district establishment, and also salaries and expenses connected with the three central offices. These amounted to 64,807*l.*, or nearly one-fourth of the whole expenditure on lights. He thought everybody would agree that that expenditure would be enormously reduced if, instead of three distinct Boards—the Trinity Board here, the Ballast Board in Ireland, and the Commissioners of Northern Lights in Scotland—we had one compact Board, consisting of naval officers and scientific men, and sitting in London. What he wished particularly to impress on the House was this, that there ought to be one great central authority, that that central authority ought to be the First Lord of the Admiralty, or else the President of the Board of Trade, with a reconstituted Trinity Board under him, to which all those points relating to the buoyage and the lightage of our shores ought to be referred; and that the whole system ought to be conducted upon one great plan, worthy of our position as one of the first maritime nations of the world."

On the other side, Mr. SHAW LEFEVRE observed—

“That, with reference to the management and expenditure of the Trinity House, his right hon. friend in his very able statement had entirely passed over the legislation of 1854. But in that year the Trinity House, as far as expenditure was concerned, was placed under the Board of Trade, and from that day to this not one single sixpence could be, or had been, spent by the Trinity House without the authority of the Board of Trade. Therefore, for any wasteful or injudicious expenditure, it was not the Trinity House, but the Board of Trade, that was to blame. The position of the Trinity House, however, in other respects remained the same. For example, it could appoint and dismiss its own officers; but as the conscience of such Boards was said to reside very much in their purse, and the Board of Trade had complete control of that, it had also full control over the conduct and actions of the Trinity House. In fact, the Trinity House had become a sort of department of the Board of Trade, though in some respects, perhaps, the connexion was not so close as might be desired. In the Report of 1861, which had been alluded to, he believed that more complaint was made of the economy of the Board of Trade in respect of lighthouses than of anything else. Since 1861, however, large sums had been expended in building new lighthouses and improving those which already existed. The hon. member for Liverpool was a member of the Royal Commission, and he believed that hon. gentlemen would allow that the Trinity House had brought up the lighting of this country to an equality with that of almost any other country in the world. Great credit was due to the present management of the Trinity House, and more especially to the Deputy Master; but his opinion coincided with that of his noble friend as to the present organization and relation of the Trinity House and the other Boards of Management. As he had stated, there were four bodies that had to do with lighthouses. The Scotch and the Irish Boards were independent bodies, but they were subject in some respects to the Trinity House, because they had no nautical men upon them; and if there were any difference between them and the Trinity House the Board of Trade acted as arbitrator; and as the Board of Trade had complete control over the purse of the Trinity House, it decided any financial question. It had always seemed to him that there was great perplexity in the present arrangements, and that it would be better if there could be an amalgamation of these bodies, and one Board appointed which should have authority over the lighthouses of the country. This had been the opinion of successive Governments, and attempts had been made at different times to remedy the evil; but it had been found difficult to do so, mainly on account of the jealousy displayed by the Scotch and Irish Boards when it was proposed to amalgamate them with the Trinity House. The constitution of the Trinity House Board must be admitted to be unsatisfactory. It was too numerous, consisting of twenty members, who received 300*l.* a year each; and it could not be doubted that it would be far better that there should be few members, that the lesser number should devote themselves wholly to the business of the Board, and that they should be better paid. The Board of Trade was now in correspondence with the Deputy Master of the Trinity House, and it was hoped that arrangements would be made which would to some extent remedy the existing evil. He had himself already pointed out that the accounts of the Trinity House were not sufficiently

explicit, nor rendered in an intelligible form; but he hoped the next accounts would be presented by the Board of Trade. At present dues were paid into the Mercantile Marine Fund, out of which the expenses of the lighthouses were paid; but it seemed to him that it would be much better that the dues should be paid directly into the Exchequer, and that the estimates submitted yearly by the Trinity House and the Scotch and Irish Boards should be submitted to the House and votes taken upon them. In that way the expenditure on the lighthouses would be subject to the direct control of the House instead of that of the Board of Trade.”

Mr. GLADSTONE, the Prime Minister, followed on the same side, endorsing the opinions expressed by the other members of the Government.

After thus quoting the statements of the very eminent men who have publicly discussed the question in their places in Parliament, and having already almost exceeded the limits of our space, we must curtail our own observations on it.

When such men as Mr. GLADSTONE, Mr. LOWE, and Mr. BRIGHT are opposed to the change which is now, not for the first time, advocated, it must be admitted that there is something to be said on both sides of the question, but we feel that in reality the Ministerial opposition arises from the difficulty and perhaps impossibility of providing, at the present moment, for so large an amount from any other less objectionable form of taxation.

We are, however, persuaded, as we have already mentioned, that the question is only postponed, for we consider the greater weight of the reasoning is on the other side.

It is not denied that the tax is ultimately paid by the consumers, for the same may be said of all taxes, yet very many taxes have been swept away, for similar reasons to those which make this one objectionable. It is inconvenient, it hampers commerce, it is unequal in its pressure, it is inconsistent with our amended commercial system, it is behind the age as compared with the custom of other maritime countries, and the management of the work is costly and more or less inefficient, from the division of authority and the anomalous constitution of the several Boards which control it in the three divisions of the United Kingdom.

We believe, therefore, that it is only a question of time as to when it will be abro-

gated, and that the whole provision and management of our "Lights, Buoys, and Beacons" will be provided at the national expense, and placed under the direct management and control of a renovated Trinity Board, with a responsible head under a suitable department of the Government. And we trust that the time is not far distant when this important change will be brought about.

A HINT TO SAILORS.

A REMARKABLE BEQUEST BY A MILITARY PENSIONER.

THE following account of a noble act, deserving of record and worthy of imitation, has been recently made known to the public through the newspapers of the day:—

At a meeting of the weekly board of the General Hospital at Nottingham, on the 19th May, Mr. MARTIN PRESTON attended as executor of the late Mr. FREDERICK ATTENBOROUGH with a copy of his will, by which he leaves to the hospital the sum of 4,200*l.* Consols. Mr. PRESTON stated that Mr. ATTENBOROUGH had been an in-patient of the hospital some fifty-three years since, and considered that to the skill and kindness there shown him he owed his life; and that to show his gratitude he wished to leave the hospital all the savings of his many years. Mr. ATTENBOROUGH, after leaving the hospital, enlisted in the 3rd Dragoon Guards, and served in that regiment as a private for thirty-three years and six months. On his discharge he was presented with a service of plate by the officers of the regiment "as a mark of their approbation of his conduct and character." Since his discharge he has been living a retired life in Nottingham, with a pension of 1*s.* 4½*d.* a day. The whole of his munificent legacy to the hospital has been accumulated by careful saving during a period of fifty-three years.

Gratitude has been satirically defined as "a grateful sense of favours to come." Now, assuredly the gratitude of Mr. FREDERICK ATTENBOROUGH, late a private soldier in the British army, and fifty-three years ago an inmate of the General Hospital at Nottingham, was not of this order; seeing that ere his gift was made known he had passed away, beyond the reach of all human favour and human praise. So likewise to this last act of the old soldier, the sarcasm which has been often bestowed on the bequests of the rich—that they only

give away their wealth when they can no longer spend it on themselves—would be unjustly applied. For if the largeness of the amount, compared with the rank and position of the donor, be taken into consideration, it is evident that this was not a gift of that which was of no further use to the giver; but that for a long series of years, unmindful of the many comforts and little luxuries which help to enliven and make agreeable our sojourn on earth, this good man, day by day, and year by year, denied himself all such superfluities, as he probably deemed them, with the settled purpose ever before him of repaying a debt of gratitude in the noble form of conveying, in perpetuity, to other suffering men, the benefits that he had himself received.

All honour, then, to FREDERICK ATTENBOROUGH, of the 3rd Dragoon Guards, and may each and all of us who read of his noble self-denial and single-hearted generosity so cherish in our own minds a sense of gratitude for all benefits that are conferred on ourselves, first to God, who is the giver of all good, and next, to all our human benefactors, that our hearts may be warmed by the same desire to benefit others, and that, in accordance with our means and capabilities, our gratitude may bear fruit as practical as his.

We have, however, as implied in our heading, a special object in view in introducing Mr. ATTENBOROUGH'S bequest to the notice of our seamen readers—we present it as a hint to themselves. Let them not smile at the idea. We are not going to invite them, one and all, to lead a life of self-denial to the end of their days, and each to leave 4,200*l.* to a hospital or other charity. We admit, to a certain extent, that "charity begins at home," that God's gifts are granted to us to be enjoyed, and that wives and children, and parents, and near relatives, have the first claim on us all. We likewise desire to do justice to the thousands of our seamen who kindly and dutifully remit a large proportion of their hard-earned wages to "those they have left behind them."

We know, especially, how many a British mother receives substantial aid from her

sailor son, helping her, perchance, to clothe and feed, and educate a youthful family, or in her old age providing her with decent clothes and a warm bed; and more than this, enabling her to enjoy the priceless happiness of knowing that he whom she has borne is gratefully mindful of all she has undergone for him. We rejoice to know this, and we would not for the world divert one penny of a sailor's earnings from so sacred a use.

Neither indeed would we ask a seaman, dying in a foreign clime, who had aught to leave behind him, to leave the same to a charitable purpose, if he had relatives living who had any claim whatever upon him. As, however, it is a well-known fact that a large sum, amounting to many hundreds of pounds, the property of seamen dying at sea without known relatives, is annually paid into the Mercantile Marine Fund, we think it may not be amiss to remind our sailors, even in the interest of their own relatives,—1st, That in the event of their being aware of approaching death, it is sufficient, to be legally binding, for them to make a simple written declaration, in the presence of two credible witnesses, as to the manner in which they wish any property they possess to be bestowed. And 2ndly, to suggest to them, if they have no relatives known to them, that they could not do better than follow the example of the old soldier, and leave their property, however small, to one of the great charities instituted for the benefit of their class. They need be at no loss to find such, for there are probably but a small proportion of their number who have not at some period of their lives received direct assistance themselves from one or another of the four great institutions which have been founded for their benefit, or who have not had shipmates and friends that have done so. At the head of these bodies stands the NATIONAL LIFE-BOAT INSTITUTION, which has rendered to many thousand merchant seamen the greatest human benefit that can be conferred on man—the preservation of his life. Does not every individual of that great company of saved men owe as large a debt of gratitude to the society which has

rescued him from the very jaws of death as FREDERICK ATTENBOROUGH owed to the Nottingham Hospital?

So, again, the "Dreadnought Hospital" ship, in the Port of London, has rendered to very many thousands of afflicted seamen precisely the same service as that which warmed the faithful soldier's heart with grateful recollections that only ended with his life.

Again, how large a number of seamen, who have lost their all by shipwreck and found themselves penniless on the strand, have been fed and clothed, and sent free of expense to their homes, or to any seaport they may have selected, by the "Shipwrecked Fishermen and Mariners' Society?"

And, lastly, there are the Sailors' Homes, which at all our chief ports now offer a comfortable and respectable abode to the sailor ashore, and afford him a secure refuge from the army of scoundrels who, combining together for his destruction, and looking on him as their natural prey, dog his every footstep, and await him at every corner, from the moment of his landing on his native shore till he embarks again. Have not, we repeat, each and all of these admirable institutions the same claim to the gratitude of our sea-faring men that the Nottingham Hospital had on the hero of our story?

AN EVENING BY THE SEA.

It is a beauteous evening, calm and free;
 The holy time is quiet as a nun
 Breathless with adoration; the broad sun
 Is sinking down in its tranquillity;
 The gentleness of heaven is on the sea;
 Listen!—the Mighty Being is awake,
 And doth with his eternal motion make
 A sound like thunder—everlastingly.
 Dear child! dear girl! that walkest with me here,
 If thou appear'st untouch'd by solemn thought,
 Thy nature is not, therefore, less divine;
 Thou liest in Abraham's bosom all the year,
 And worshipp'st at the temple's inner shrine,
 God being with thee when we know it not.

WORDSWORTH.

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



[WE resume our Reports, which had been unavoidably postponed, of the Services of the Life-boats of the Institution.]

TENBY, SOUTH WALES.—On the 27th October, 1867, during a strong gale of wind, the *Florence* life-boat put off, in reply to signals of distress from the smack *Queen Victoria*, of Brixham, which was dismasted off St. Govin's Head, and, with the assistance of a shore-boat, succeeded in towing the disabled smack safely into port.

GIRVAN, N.B.—On the 26th October, the smack *Margaret Davis*, of Girvan, was totally wrecked on a reef of boulder-stones, a short distance south of the harbour of that place, during a gale of wind. The crew expected to get her off, but the gale increasing to a hurricane, the vessel became a total wreck. The *Earl of Carrick* life-boat put off and rescued, after great difficulty, the vessel's crew of 3 men. A pilot-boat made repeated attempts to reach the vessel, but was unable to do so; and it was only after two hours' exertion that the life-boat succeeded in saving the poor fellows: a very heavy sea struck the life-boat after leaving the wreck, and completely filled her; but she was all right again in a minute or two,

and those on board were highly pleased with her behaviour.

WINCHELSEA, SUSSEX.—On the 22nd October, during foggy weather, the ship *Michiels Loos*, of Antwerp, was stranded abreast of No. 35 Martello Tower. The *Solicitors' and Proctors' life-boat Storm Sprite*, stationed at Winchelsea, went off and remained by the vessel all night, and at daylight, with the assistance of two steam-tugs, the ship was got off in safety, and she afterwards proceeded on her voyage.

WHITBURN, DURHAM.—On the 29th October, the barque *Lord Collingwood*, of Newcastle, went ashore off Souter Point. The *Thomas Wilson* life-boat put off and remained all night by the vessel, which was towed safely into harbour the next morning.

On the night of the 30th November the same life-boat put off, during stormy weather, and brought safely ashore the crew of 6 men from the brig *Jenny*, of Whitby, which had struck on the rocks between Souter Point and Whitburn Steel, and soon became a total wreck.

On the 21st December this life-boat put off again, in reply to signals of distress

from the brig *John*, of Hartlepool, which, during a strong wind from S.S.E. and in a heavy sea, had run ashore near Cape Kerr Point. On arriving alongside, the life-boat men hailed the vessel, but receiving no answer, and observing that the long-boat had been hoisted out, they pulled out to sea in search of the shipwrecked crew. No trace of them, however, could be found, and the life-boat returned to the shore. The boat again went out later in the evening, but in consequence of the very heavy sea then running, she was unable to reach the vessel, and consequently returned to the shore. Subsequently, however, a messenger arrived from Sunderland, saying that the crew had landed there in the ship's boat, having left the master on board the stranded vessel intoxicated. The life-boat again put off and, after some difficulty, saved the Captain, who was found asleep in his cabin, with the water washing all round him.

CAISTER, NORFOLK.—On the 27th October the large life-boat on this Station went out in reply to signals of distress from the Newark Lightship. On arriving alongside, it was found that she had been in collision with a large steamer, and had been cut down almost to the water's edge. The steamer, which had sustained some damage herself, remained alongside until the arrival of the life-boat, and then went on to Yarmouth. Some of the life-boat's crew boarded the Light-vessel and assisted at the pumps, and the life-boat returned to Caister with a letter to the Trinity House Agent at Yarmouth. A steam-tug was afterwards sent out from the latter place, and the Light-vessel brought into Yarmouth to be repaired. It was very dark at the time, with a strong wind blowing from W. to N.W., with much swell in the offing.

On the 18th November, this life-boat again went off during a fresh wind to the Norwegian schooner *Polydesa*, which had stranded on the shoal of the Cross Sand, during a fresh wind from N.N.E. The life-boat, with the help of a steam-tug, succeeded in bringing the vessel and her crew safely to anchor in Yarmouth Roads.

On the 25th November, the small life-boat, the *Boys'*, at this place, put off to the help of the schooner *Assistant*, of Stavanger, which was stranded on the Barber Sands during a strong wind and hazy weather. She remained alongside the vessel and assisted to get her off the sand.

POOLE, DORSET.—On the 16th November, the brig *Contest*, of Guernsey, was stranded during a gale of wind from the East, on the Hook Sands. The *Manley Wood* life-boat at Poole went out three times and took off 46 men from the vessel. They consisted of the crew and 36 labourers, who had been employed in throwing overboard the cargo with the view of saving the vessel. When the life-boat first arrived alongside, those on board the brig would not leave, and the boat remained by the vessel for three hours, notwithstanding that the life-boat men were nearly perished with the cold and exposure. She then returned to the shore, but afterwards went off a second time; still the men on board would not quit the wreck, but said they would signal for the boat if they required her services. Accordingly after the life-boat had returned to her station some time, the signal was made and a third time she was launched, and on this occasion was towed out to the wreck by the steamer *Royal Albert*. The latter took a warp from the port bow of the brig with the view of getting her off, but the rope broke, and then those on board hailed the life-boat to take them off and put them on board the steamer. The life-boat crew went to their work in the most gallant manner. They first took off 12 of the crew and managed this very well, but the second time when the boat took off 24, she was struck by three heavy seas on her side and went under water, but soon relieved herself again and safely reached the vessel. On the third trip she took off the remaining 10 men. When all had been put safely on board the steamer, the life-boat was towed by her back to her station.

MUNDESLEY, NORFOLK.—On the morning of the 17th of November a vessel was seen burning a light as a signal of distress during a strong gale from S.S.E., and in a heavy sea. The *Grocers'* life-boat, stationed at Mundesley, was at once got ready, and launched. In the meantime the master had beached his vessel in the hope of saving himself and crew, but the ship being full of water, she remained fast on the outer bank, out of reach of the rocket apparatus. Owing to the heavy wind and sea, it was with difficulty the life-boat succeeded in reaching the wreck, and then only in time to save one man, for the vessel broke up within an hour after striking; and the mainmast, to which 6 men were clinging, falling over-

board, the poor fellows unhappily lost their lives. The man saved managed to cling to a small plank, and, as he was floating past the life-boat, WILLIAM JUNIPER, one of the boat's crew, leaped overboard with a line and caught him, and both men were then hauled into the life-boat. The vessel proved to be the brig *George*, of Sunderland, bound from that port to Rouen with coals. [It may be mentioned that the silver Medal of the Institution was given to JUNIPER for his gallantry and promptitude on this occasion.]

On the following day the same life-boat put off again, and brought ashore the crew of 6 men from the schooner *Restless*, of Peterhead, which was totally wrecked on the Hasborough Sands, during a fresh wind and heavy sea. The shipwrecked crew had succeeded in reaching the light ship on the sands, from which vessel they were taken off by the life-boat.

GREAT YARMOUTH.—On the 17th November, the smack *Plowman*, of Yarmouth, was seen making signals of distress in Yarmouth Roads during a heavy gale of wind from the N.E. The *Duff* small life-boat went off through a heavy sea, and after several attempts, some of her crew boarded the smack, slipped the cables, and took the vessel and the crew of 7 men safely into Lowestoft Harbour.

At 11 P.M., on the 24th January, 1868, guns were heard from the St. Nicholas Light Vessel, and lights of distress were seen in Yarmouth Roads. The large life-boat was at once got out, but the gale was so strong, and the weather so thick and snowy, that the vessel was not reached till 3 A.M. She was brought into a safe position by the crew of the life-boat, and assisted into Yarmouth Harbour the next morning. She proved to be the fishing-smack *Clipper*, of Yarmouth, with 6 men on board.

BEMBRIDGE, ISLE OF WIGHT.—On the 17th November, during a strong gale of wind from the E.N.E., the brig *Bessie*, of Sunderland, was observed to anchor in a dangerous position near this life-boat station, and the *City of Worcester* life-boat accordingly went out, and piloted her safely into Bembridge Harbour.

DOVER.—On the 17th November, the schooner *Remedy*, of Whitstable, was in a very dangerous position near the Admiralty Pier during a fearful gale of wind. The *Royal Wiltshire* life-boat put off, and re-

mained by the vessel till she was out of danger. Whilst proceeding out to her, in tow of one of the mail steamers of the London, Chatham, and Dover Railway Company, the life-boat was several times struck by heavy seas, which almost submerged her for a time, but she rose again buoyantly, and altogether behaved remarkably well.

PENARTH, SOUTH WALES.—On the 17th November, during a very heavy gale of wind and in a high sea, a Prussian brig was seen hoisting signals of distress off this place. The *Baroness Windsor* life-boat was promptly launched, and proceeded to her assistance. Three steam-tugs and two pilot-boats had failed to get near her, and it was with great difficulty the life-boat succeeded in boarding her. The crew were anxiously awaiting the arrival of the boat in order to leave the brig, their own boat being useless. Owing to the violence of the gale, the brig had lost her best bower anchor and seventy fathoms of cable, and ultimately drove on the Ranie Spit, a most dangerous part of the coast. The poor shipwrecked foreigners were taken off, and safely landed by the life-boat, which was eleven hours engaged in this service, the crew being quite exhausted, having suffered great exposure. The vessel proved to be the brig *Marie*, of Grieffswold, having a crew of 11 men on board.

LOWESTOFT, SUFFOLK.—On the morning of the 17th November, during a very strong gale from E.N.E., a torch-light was seen burning as a signal of distress from a vessel ashore on the Newcome Sand. The life-boat stationed at this place was at once launched, but in consequence of the wind being nearly full on the beach, the boat could not get off for some time. Ultimately she was enabled to proceed to the Sands, where the brigantine *Medora*, of Yarmouth, was found to have parted from her anchors. The life-boat succeeded in saving 2 out of 5 of the crew, the remainder having been washed overboard, and drowned before her arrival.

HUNSTANTON, NORFOLK.—On the 18th November, the *Licensed Victualler* life-boat put off, during a strong wind and hazy weather, and rescued from their boat the crew of 16 men belonging to the barque *Thetis*, of Gothenburg, which had gone on the Woolpack Sand, about seven miles from Hunstanton.

Again, on the 7th December the same life-boat went off and saved the crew of 15 men from the S.S. *Harmonia*, of Hamburg, which was totally wrecked on a sandbank near Brancaster. There was a heavy gale blowing from the N.E., and a high sea running, at the time. The steamer's own boats had landed the passengers, but, owing to the increased strength of the gale, the boats could not return to the ship for those left on board.

DONNA NOOK, LINCOLNSHIRE.—On the 1st December, the coxswain of the *North Briton* life-boat, and 6 other men, with 2 horses, proceeded at midnight along the coast upwards of four miles in the direction of Gramthorpe Haven, and there found a schooner on the sands, and her crew of 3 men preparing to leave her. She proved to be the *Mary Ant*, of Whitby, in ballast. They assisted the crew ashore, and brought them back on the horses to Donna Nook. They afterwards returned to the vessel, and safely moored her, and, whilst thus engaged, discovered another vessel throwing up signals of distress, and burning tar-barrels. It was then about 5 A.M., and the coxswain at once returned to the life-boat station, and sent messengers to call up the life-boat crew. Soon all was ready, and the life-boat was launched; through the heavy gale holding up the tide, the horses had to go a mile and a quarter, belly deep, before reaching the outer bank of sand, so as to get to windward of the schooner; and the tide running so rapidly, the launching men, being up to their armpits in water, could not stand to pull the boat off her carriage, and were obliged to get into the boat, when the crew pushed her off and over the bank with their oars. With great difficulty the vessel was at last reached. She proved to be the *Esk*, of Montrose. After making fast the life-boat by anchor and ropes, 6 of the vessel's crew were taken off, and the life-boat then made her way back, and grounded on the bank. All hands (except the vessel's crew) then got out, and, up to their waists in water, dragged the life-boat as far as they could; but not being able to get her clear, they got out, except the coxswain, and waded upwards of a mile to the life-boat house. All were so frozen and exhausted, that it was necessary to send for a medical man to restore them. The coxswain remained with the life-boat and carriage on the bank, to secure them from loss or damage. He afterwards waded to the shore, but none of the

farmers would again lend their horses to get the boat back. The coxswain and a coastguardman then waded back to the life-boat, and soon afterwards discovered another vessel with signals of distress flying about eight miles away. The two men again returned to the shore, and called up the crew and launchers, but not being able to procure horses, they were obliged to abandon the effort to get the life-boat off to the vessel. The horses had been so injured by exposure to the severe cold on the first occasion, that it was difficult to keep life in them for a time. The life-boat was afterwards got safely back to her station.

PORTRUSH, IRELAND.—On the 1st December, during a terrific gale, the brigantine *Vitruvius*, of Liverpool, was seen to anchor in a very dangerous position in the Skerries Roads. The *Zelinda* life-boat was at once launched, but, after proceeding some distance, it was thought the shipwrecked crew had left the vessel in their own boat, and the life-boat was signalled to return, which she did. Subsequently she was launched a second time, but was driven back by the fury of the gale. Again, a third time, she was taken afloat, and happily succeeded in rescuing the brigantine's crew of 6 men, and in bringing them safely ashore, amid great rejoicing.

ST. IVES, CORNWALL.—On the 2nd December, the French brig *Courrier du Nord* went ashore on the ridge outside St. Ives Pier. She was first seen in the offing at ten o'clock A.M., standing to the westward in a very heavy sea, the wind blowing a strong gale at N. by E., and the ship labouring heavily. When she struck, the sea was breaking with fearful violence. The *Moses* life-boat was in readiness, under the lee of the new pier, when the vessel struck, and at once proceeded to the rescue of the crew. She was, however, beaten to leeward of the ship by the heavy sea and strong current. Three other attempts were then made by the life-boat to reach the vessel, and twice the men succeeded in grappling the rigging; but the Frenchmen seemed afraid to trust themselves to the rope. Eventually the life-boat succeeded in saving one of the crew. Two others left the vessel in their own boat, which was capsized, and only one succeeded in gaining the shore, and he was in a most exhausted state. The remainder of the crew were unfortunately drowned. The life-boat lost

several of her oars, and was manned by four different crews in her gallant attempts to save the shipwrecked men.

BUCKIE, N.B.—On the 2nd December, the crew of the *Miriam* life-boat assembled and got everything in readiness for launching to the assistance of the sloop *Hellens*, of Alloa, which was observed in the offing, off Buckie, during a severe storm from the N.E. It being impossible that she could keep the sea any length of time, signals were made for the crew to run the vessel ashore, so that she might avoid the rocks. The captain steered as directed, and the sloop came forward on the top of the waves, only the spray breaking over her, and struck the ground a short distance from the beach. The life-boat was then quickly launched, and after some difficulty, succeeded in saving the crew of 4 men.

HOLYHEAD.—About nine P.M. on the 1st December, the barque *Bajadere*, of Rouen, parted from her anchors, and struck on the rocks near the lighthouse, at Holyhead. It was blowing at the time a most terrific gale from the N. The *Princess of Wales* life-boat was soon launched in the face of all difficulties—heavy sea and lee shore—and brought safely ashore the crew of 12 men. The vessel soon afterwards became a total wreck. The life-boat then went out three separate times to the ship *Lydia Williams*, of Liverpool, which had sunk near Salt Island, and brought 34 persons on shore. The crew of the ship were in the rigging, and among them a lady passenger, with an infant seven months old. After two trips, 2 men were found to have been left in the fore-rigging, so they again had to return. At 5 A.M. on the 2nd, the life-boat was again manned, and sent off to save the crew of the schooner *Seotland*, of Chester. The men were, however, saved by means of ropes from the breakwater. On this occasion the boat beat off in the most wonderful style to the breakwater, through some terrific squalls of snow and hail, her sailing powers proving very great. The last time the life-boat went off in reply to a signal of distress, she brought ashore 7 persons from the schooner *Elizabeth*, of Liverpool, making 53 in all saved—a good 24 hours' work. Six separate times the boat was manned and did good service with her veteran coxswain, ROWLAND, over 70 years of age.

RAMSGATE.—During a strong gale from the S.W., on the morning of the 1st December, signal-guns were fired from the Gull Light Ship. The *Aid* steam-tug and the *Bradford* life-boat were immediately got ready, and in the course of twenty minutes proceeded to the Goodwin Sands. When in the Gull stream a vessel was observed on shore on the high part of the sands, on her beam-ends, with the crew clinging to the rigging. The life-boat was slipped, and run on the sand about a quarter of a mile from the wreck, a heavy surf breaking over the sand and over the boat. Three of the life-boat men waded through the surf to the vessel, boarded her, and assisted the crew of 8 men out of the rigging, in an exhausted state, as they had been there about eleven hours. The 11 men then proceeded to the life-boat, and after much difficulty, on account of the heavy sea, the anchor of the boat was weighed, and she was taken in tow of the steamer, and all returned safely to Ramsgate Harbour. The wrecked vessel was the brigantine *Amor*, of Elsfleth, bound from Newcastle to Genoa, with a cargo of coals and coke.

The captain of the *Amor* subsequently expressed, through the public Press, the thanks of himself and crew to the men who manned the *Bradford* life-boat and the steam-tug *Aid*, for their services on the above occasion.

On the 3rd December, in a fresh gale and heavy swell, with falls of snow and sleet, a brig was observed, apparently near the Goodwin Sands, with a signal of distress in the main rigging, and soon afterwards she was seen to cut away both masts. The Ramsgate tug and life-boat immediately proceeded off to the vessel, and on arriving there very heavy confused seas were breaking all around her, and she was riding to only one anchor, the other having previously parted. The life-boat was slipped from the tug, and made fast to the vessel, but broke adrift in consequence of the violence of the wind and sea; and it was only after great difficulty that her crew were enabled to put their tow-line on board the brig. The vessel's anchor was then slipped, and she was towed safely into Ramsgate harbour. She proved to be the brig *Cruiser*, of Hartlepool, having a crew of 6 men, and was bound to that port from London, in ballast.

About midnight, on the 24th of January, 1868, the life-boat and steam-tug *Vulcan* proceeded to sea in answer to signal-guns from the Gull Light Ship. They cruised

along the edge of the sand during a heavy gale, with snow, sleet, and rain, till about 6 A.M., when they discovered a brig on shore on the South Brake. Under circumstances of very great danger the life-boat took off the crew, 8 in number, and placed four of her own in the vessel, whose crew afterwards also returned to their ship. With the aid of the tug she was then dragged off the sand, and brought into Ramsgate Harbour about 10 A.M. She proved to be the brig *Britain's Pride*, of Falmouth. The life-boat sustained some damage in this arduous service.

PAKEFIELD, SUFFOLK.—On the 3rd December, during a strong N.E. gale, the brig *Queen Victoria*, of South Shields, was totally wrecked on the Barnard Sand. The life-boat put off, and succeeded in saving one of the crew from the rigging. The remainder, 7 in number, had unhappily perished before the arrival of the boat.

SKEGNESS, LINCOLNSHIRE.—On the 2nd and 3rd December, the *Herbert Ingram* life-boat went out during a strong gale, in reply to signals of distress from the schooner *Elizabeth*, of Louth, and the sloop *Ant*, of Boston. She brought ashore the captain of the first-named vessel, and saved the crew of 2 men from the sloop.

SUTTON, LINCOLNSHIRE.—On the 3rd December, the brig *Clarinda*, of Sunderland, was seen drifting along the coast to the northward of Sutton. A very heavy gale of wind was blowing, and the vessel appeared in a very distressed condition, with her mainmast gone, and all her sails blown to atoms, and fluttering in the wind. The Sutton life-boat was quickly manned and launched through a tremendous sea. It was a long and arduous task pulling through the surf, but it brought out the good qualities of both men and boat in a most admirable manner. So heavy were the seas that the boat was often completely lost to sight. At last sail was got on her, and she then started gallantly in pursuit of the brig. It was a most anxious sight to the spectators on shore to watch the chase—a race truly of life and death. The vessel at last struck on a jutting point of land off Ingoldmells, about ten miles distant from Sutton, just as the boat overtook her. A communication was then effected between the ship and the life-boat, and the crew of 7 men were rescued, and afterwards brought safely

ashore in a very exhausted state. The vessel was subsequently driven out to sea, and completely lost sight of from the shore. The crews of the life-boats at Theddlethorpe and Skegness also assembled with the view of going off to the same vessel.

SHERINGHAM, NORFOLK.—On the 3rd December, during a fresh wind from the N.E., the schooner *Hero*, of Maldon, anchored in distress on a lee shore. Soon afterward she slipped her cables and took the ground. The *Duncan* life-boat, stationed at Sheringham, was quickly launched, and gallantly made her way amongst the heavy breakers to the vessel, and saved 3 of the crew. The mate had been rescued by means of the rocket-apparatus. The behaviour of the life-boat amidst the heavy breakers elicited the admiration of her crew, who expressed the greatest confidence in her.

WINTERTON, NORFOLK.—On the 3rd December, the *Anna Maria* life-boat on this station put off, during a strong gale, and rescued 2 men from the rigging of the schooner *Phæbe*, of Goole, which was stranded about a mile north of Winterton. The captain's wife and a lad were unfortunately drowned before the arrival of the life-boat.

NEW BRIGHTON, NEAR LIVERPOOL.—On the 6th December, the ship *Thornton*, of New York, was stranded on the West Middle Sand off Liverpool during a fresh gale of wind, and subsequently became a total wreck. The *Willie and Arthur* life-boat went off, and brought ashore the crew of 13 men. Owing to the strength of the gale, two steam-tugs which had gone out were quite unable to get near the vessel.

CROMER, NORFOLK.—On the morning of the 3rd December, the life-boat at this place put off, and rendered assistance to the brig *Wild Rose*, of Brixham, which was observed to be in a dismantled state off Cromer during stormy weather. When the life-boat arrived alongside the vessel was in a very disabled state, with nothing but mainmast and maintopmast standing, and her sails blown to ribbons. Being a strong-built ship, however, she did not make much water; and, with the assistance of two steam-tugs, she was afterwards towed into Yarmouth.

BALLYWALTER, IRELAND.—On the 6th December, the ship *Annie Gray* was in

distress during stormy weather off this place. The *Admiral Henry Meynell* life-boat was quickly launched, and remained alongside the vessel some hours until she was out of danger.

ST. ANDREWS, N.B.—On the 6th December, during a gale from N.N.E., with heavy squalls of rain and hail, the sloop *Christian and Charlotte*, of Peterhead, was stranded off St. Andrews. The *Annie* life-boat was promptly manned and launched, and soon succeeded in taking off and landing in safety the vessel's crew of 4 men.

PADSTOW, CORNWALL.—On the 8th December, the sloop *Telegraph*, of Port Isaac, was seen stranded on the Doom Bar Sands. While a strong gale was blowing from the N., with heavy squalls, the "City of Bristol" life-boat, the *Albert Edward*, was quickly launched, and proceeded to the Bar, which she reached, after being driven back three times by the tide and heavy sea. She then dropped down to the vessel, and effected a communication with her, but the rope unfortunately broke, and some difficulty was experienced in getting another line on board. Ultimately, however, this was effected, and the crew of 3 men were rescued, and brought safely ashore. The life-boat shipped several seas, and once the whole of the starboard oars were knocked out of the men's hands, and would have been lost but for the lanyards attaching them to the boat.

ABERDOVEY, NORTH WALES.—On the 10th December, the schooner *Jane Sophia*, of Aberystwith, whilst attempting to cross the Bar before the tide served, struck on the South Bank. It was blowing very hard from N.N.W., and a heavy sea was running at the time. A pilot-boat, finding it impossible to reach the vessel, returned for the *Royal Berkshire* life-boat, which was promptly launched, and soon reached the schooner, which was found very leaky from the continued and heavy thumping she had had on the sand. The life-boatmen boarded her, and, after great exertion, succeeded in bringing her and her crew of 5 men safely into harbour.

The services of this valuable life-boat were again called into requisition on the evening of the 23rd December under the following circumstances:—A light being observed on the South Bank while it was blowing fresh from the S.W., the life-boat was at once launched,

and proceeded to the spot, and found that the smack *Hope*, of Aberystwith, from Newport to Aberdovey with coals, had got ashore there. The assistance of the life-boat was offered and refused, and the boat consequently returned to her station; but, as the weather still bore a threatening appearance, the crew of the smack were told to hoist two lights in case the services of the life-boat should ultimately be needed. About midnight this signal was shown, and the life-boat again went down to the vessel, and found that she was rolling heavily, the sea running high, and occasionally sweeping completely over her. Several of the life-boat's crew then went on board, and assisted in throwing about fifteen tons of the coal out of the vessel into the sea, to lighten her, after which she was successfully brought into the harbour the next tide, which would not have been the case without the aid of the life-boat.

PORT LOGAN, N.B.—On the night of the 16th December, the barque *Strathleven*, of Glasgow, was wrecked, during a strong wind W. by N., half a mile North of Float Bay, about seven miles from Port Logan. The vessel was under double reefed topsails when she struck, and the night was very dark. An attempt was made to communicate with the land, and a boat was lowered for that purpose, but it immediately broke adrift with two men in it, who were thrown upon the rocks, and after great exertion, succeeded in gaining the shore. Information was at once forwarded to Port Logan for the *Edinburgh and R. M. Ballantyne* life-boat, which was quickly launched and on her way to the wreck. She found the shipwrecked crew, 15 in number, clinging to the rigging on the starboard quarter, which was nearly under water, with the sea constantly washing over them. They were safely got into the life-boat, and brought ashore in a very exhausted state early in the morning. They said they could not have held on much longer, and expressed great gratitude for the services of the life-boat, and spoke in high terms of the manner in which she was handed.

[As recorded in No. 70. of the *Life-boat Journal* for October last, p. 740, a most remarkable coincidence occurred in connection with this service. The life-boat was exhibited in Glasgow on the 16th Dec., 1866, before being sent to her station, and the wife of the master of the *Strathleven*, accom-

panied by her children, went to see the boat and put an offering into the subscription-box. *Exactly* one year after, as above narrated, the captain's vessel was wrecked, and on the following morning he and his crew were providentially rescued by the very boat which his wife had contributed to support!]

NORTH BERWICK.—On the 29th December, the brig *Woolgast*, of Woolgast, Prussia, was observed in distress near the South Scarr Rocks, during stormy weather. The *Caroline* life-boat was quickly launched, and succeeded in getting the vessel out of her perilous position.

PALLING, NORFOLK.—On the night of the 30th December, signals of distress were seen burning from a vessel off this place. The wind was blowing fresh from the East, and a heavy sea running. The *Parsee* life-boat put off and assisted, after ten hours' exertions, in getting the vessel out of her dangerous position. She proved to be the schooner *Naiad*, of Colchester, bound from Sunderland to Colchester, with coals. The neighbouring life-boat at Hasborough, the *Huddersfield*, was likewise got in readiness and conveyed along the shore, but she was not required to be launched.

TRAMORE, IRELAND.—On January 12th, 1868, a large iron ship, the *Oasis*, of Liverpool, struck on the rocks west of the Metal Man, Newtown Head, in a south-easterly gale. The Cambridge University life-boat, *Tom Egan*, was launched, and reached the wreck about midnight. Twenty men were taken off on the seaward side of the vessel, which was found to be the most suitable. The wind increased very much, and the work of reaching the shore was difficult. In this situation the drogue was of great advantage. Captain J. W. PIM, then Hon. Secretary of the Tramore Branch, joined the crew as a volunteer, and showed conspicuous gallantry. At daybreak it was discovered that a man still remained in the rigging, and the life-boat was again despatched to rescue him. The man was on the cross-trees of the foremast, where he lay motionless. He was roused by the cheers of the spectators on shore and descended to the deck, where he fell forward. In this crisis it was necessary to board the vessel, and this was done by JAMES NORRIS, who succeeded in catching a rope that was hanging from the bowsprit. He lashed a rope round the body of the sailor, and threw one end to the life-

boat crew and kept the other himself. He then threw him into the water, from which he was soon hauled into the life-boat. NORRIS's presence of mind and success were greeted with deafening cheers by the spectators. He got safely back to the boat, which then returned to land. Seven of the crew, who had launched the ship's life-boat soon after she struck, got safely into Slade Harbour. The captain of the vessel had been washed off and drowned before the life-boat was got out, and two or three other men who were sick were drowned in their berths.

LIFE-BOAT PERILS IN MOUNT'S BAY.

(BY EYE-WITNESSES.)

THE magnificence and terror of a gale on the rock-bound coasts of Cornwall can scarcely be exaggerated. The long impetuous swell of the great Atlantic, flinging itself on the rugged granite cliffs which guard the shores, is by its own violence broken into seething foam, and wakens up a wild roar of deepest diapason, full of majesty and strength. In the many sandy bays and coves which stud the seaboard, the scene though somewhat different loses none of its fearful power. There the Ocean billows, mountain above mountain heaped of foam-capped wave, come rolling on, until, with sound of thunder, they burst upon the beach, bearing all before their mighty onset.

When to the tumult of the elements is superadded the struggle of some labouring ship, who, with her anxious crew in the very grip of death, strives for life, the excitement indeed becomes intense; the briny tear may then be seen to course down many a weatherbeaten furrowed face, whilst the earnest prayer, "God save the sailor!" rises from many an anxious heart. Another prayer, too, have we listened to in scenes such as these—"God save the life-boat's crew!" As we have seen the life-boat flying to the rescue of drowning men—a thing of beauty and a thing of power, manned by brave hearts, driven by strong hands, grappling with furious waves and beating tempest, now rising on the toppling crest and then diving into the bosom of the water-floods—we have both heard and joined in the prayer, "God save her crew!" and have felt at once the magnificence of manly power, the sublimity of Divine Providence!

On the 6th December, 1868, during a

fearful gale from S.S.W., a horse, reeking with foam, galloped into Penzance, bearing a messenger with intelligence to Mr. DOWNING, the active and intelligent Hon. Sec. of the Life-boat Institution in the town, that a barque was embayed and in peril. The Sabbath bells were ringing, and congregations were assembling to worship Him whose voice was sounding on the waters; but on the news, "Life in danger!" the quiet of the sanctuary was exchanged for the pelting of the storm, and hundreds of anxious glances peered through the mist, to catch sight of the devoted ship so that help might be afforded. "There she is!" cries one. "No, 'tis the mist." Again and again are the watchers deceived: until at length a momentary lifting of the cloud shows the doomed vessel heading westwards, but making fearful leeway. And now nearer and nearer she approaches. "She is saved!" shout some; but experienced eyes saw that her fate was near. Good seamanship, stout anchor-chains, well-found gear—all were unavailing in that terrible strife, and soon she was seen drifting helplessly to the shore.

"The Life-boat.—The Life-boat." Away, rumbling through the streets of quiet Penzance, manned by her brave crew, drawn by horses urged to full speed, away, rolls the *Richard Lewis*,* the brave boat adorned with the trophies of so many saved crews. Not a moment is lost. She has been for hours, thanks to Mr. DOWNING's unceasing vigilance, in readiness, and now, like an angel of mercy, flies swiftly to the rescue. Brave men are with her who have learned to look on danger without fear, and think only of duty. Husbands, fathers, brothers, sons, are out there in that breaking vessel in the jaws of death, and all other feelings are absorbed in the desire to save them. TOM CARBIS, the coxswain, and HIGGINS, the second coxswain of the boat, are at their posts. The Hon. Secretary and some of the Committee are at theirs. Thousands of persons of every class and degree, including scores of women of all ranks, line the shore. The boat borne by the rush of men and horses

traverses the yielding sandy beach, the launching lines are manned, the boat dips her prow into the hissing sea, and cheered to the echo by the vast crowds around, she speeds on her perilous way.

Not a word is spoken by the crew. CARBIS holds the tiller, his eye flashing, and his firm face speaking the strong resolve of his soul, that he, like a true British sailor, will do his duty. By his side is Capt. CAY, the Inspecting Commander of Coast-guard, and HIGGINS, Coastguard man, the second coxswain, and on they go with their brave crew, daring danger and death, to the rescue.

While this was going on to the westward of the *North Britain* a terrible event occurred between the barque and the shore to the eastward, at a distance of more than half a mile from the life-boat. A four-oared pilot-gig had left Penzance at considerable peril to attempt to board the ship, but was driven back by the violence of the weather. A large eight-oared barge belonging to Sir EDWARD ST. AUBYN, Bart., of St. Michael's Mount, also bravely attempted to reach her from the Mount Pier, but without success.

The captain of the barque had seen the boats from Penzance and St. Michael's Mount, and observed them both return. Alas, he did not see the life-boat. He therefore gave orders to lower one of the ship's boats, which was immediately upset and stove in against the sides of the ship. The jolly-boat, of 22-feet keel and 6-feet beam, was then got out of the davits, and with great difficulty 9 men and the captain got into her, to try to reach the shore. The captain kept her head well to the northward, and on she rushed, driven as if by an irresistible impulse, amid the cheers of the crowd and the prayers of many that she might safely reach the land; she was nobly manned, and struggled hard for the shore, but all in vain. Behind her is an immense breaker. "She will be swamped!" "She must go down!" "God save her!" are the cries of all around. And in less time than it takes to write these words, or almost to read them, the wave holds her in its strong grasp, whirls her round, turns her keel up, and her freight of ten precious human beings are struggling in the sea some three hundred yards distant from the shore. If ever a picture of childlike helplessness was presented by grown men, this was one. No man could get near them,

* This life-boat, which is named after Mr. LEWIS, the Secretary of the Parent Institution, has, since she was placed on her station in 1865, saved the crews of the following ships:—

Brigantine <i>Tobaco</i> , of Hamburg	. . . 5 men saved.
Brigantine <i>Bessie</i> , of Hayle	. . . 6 "
Schooner <i>Salome</i> , of Brixham	. . . 6 "
Schooner <i>Selina Ann</i> , of Looe	. . . 5 "
Schooner <i>Heiress</i> , of T'aignmouth	. . . 6 "
Ship <i>John Gray</i> , of Glasgow	. . . 13 "
Barque <i>North Britain</i> , of Southampton	9 "

Total 50

no one could help them. They were as straws and waifs on the ocean. As if to mock all human effort, the sea immediately around them was, for a moment, almost as calm as a glassy lake, and the half-score of drowning men were in a gulf of smooth water; but, alas! to the greater number it was the dark gulf of death. Three of them seized the keel of the boat, but three times are they driven from their hold by the heavy breakers. Two or three make for the oars, but the rest beat about in despair, or are carried away by the under-current. The captain, a fine, stout, muscular sailor of fifty years of age, swims for the shore, and four or five others struggle on behind him. Scores of men join hands on the beach, and stretch into the sea, to meet some breathless swimmer fortunate enough to get within range. One brave man, by name WILLIAM JEFFERY, an athletic wrestler, a fine boatman, and a bold swimmer, throws off coat and waistcoat, and, close followed by many others, heroically dashes into the teeth of the breakers, in defiance of danger, resolved that, if it were possible, he would rescue at least one fellow-creature from a watery grave. Near him is one of the drowning men. He makes a tremendous dash, grips his prize with a determined grasp, and turns towards the shore. Others now take the seaman from him, and again and again the brave man, at imminent risk, rushes out and stays until he saves three from all but certain death. Five men reached the shore, one only to survive a few moments, notwithstanding all that cordials, and rubbing, and medical skill could effect. Four only of the ten men who left the ship in the jolly-boat, half an hour before, now survived.

And now a momentary pause ensues. Whispers of disaster are abroad. The shipwrecked men are still on board, and the boat is turned head to shore. What can it mean? The story of her struggle, disaster, and final victory is told in graphic words by Mr. DOWNING:—

“After a pull of more than an hour she reached the vessel. As she was pulling under her stern a great sea struck the boat and immediately capsized her. All on board were at once thrown out. The noble boat, however, at once self-righted. The coxswain, brave old CARBIS, was jammed under the boat by some wreck, and very nearly lost his life, having to dive three or four times before he could extricate himself. When dragged on board he was apparently dead, and in this state was brought ashore.

Another man, EDWARD HODGE, pulling the stroke-oar, was lost altogether from the boat, and the men were all so exhausted that they could not pull up to rescue him. Thank God for his cork jacket, which floated him ashore, when a brave man, called DESREAU, swam his horse out through the surf and rescued the poor fellow. Both these men still lie in a very dangerous condition. I have them at houses near the wreck, and I have ordered every possible attention to be paid to them.

“Captain R. B. CAY, R.N., Inspecting-Commander of the Coastguard, who expressed an earnest wish to go off on this occasion, was also on board, and, with others, suffered severely. It is due to him to say that his great coolness and judgment, as well as his exertions, greatly conduced to the bringing of the boat, with her exhausted crew, to shore. The second coxswain, HIGGINS, the coastguard-man, also behaved like a hero, and though scarce able to stand, managed the boat, when CARBIS was disabled, with consummate skill. Judge of our horror when we saw the boat returning and no rescue effected. We knew at once that some disaster had happened, and when the boat came near we rushed to meet her. There was the coxswain, apparently dead, a stream of blood trickling from his wounded temple, one man missing, and all the crew more or less disabled. At once I called for volunteers. HIGGINS then shouted, ‘I’ll go again, sir!’ and by his bravery produced a wonderful moral effect. This I would not allow, but I do hope he may have some conspicuous reward from the Institution. He has been off now every time this boat has been afloat, and I cannot tell you how much I owed him yesterday. His place was at once most efficiently filled by Mr. BLACKMORE, Chief Officer of the Coastguard at the Penzance Station, and a braver and a worthier man never took the tiller of a life-boat. Mr. S. HIGGS, jun., French Vice-Consul, also volunteered, and thus in a short time another crew was formed. I cannot describe in anything like adequate terms the struggle which now followed. The boat had to be pulled to windward in teeth of a tremendous wind and sea. Sometimes she would rise perpendicularly almost to the waves, and we looked on with bated breath, fearing she must go over, and then again she would gain a yard or two. The way was disputed inch by inch, and at last the victory was won. But no one who beheld the struggle will ever forget the manner in

which the boat was managed by Mr. BLACKMORE."

Loud and long rang the cheers as the boat neared the shore, and quickly the shipwrecked mariners and their brave rescuers were safe. It was afterwards found that one of the second crew, named PASCOE, had three ribs broken; but both PASCOE, HODGE, and CARBIS were well cared for, and after a while recovered.

The crowds have dispersed, the broken fragments of the ship are strewn along the shore, night has settled on the scene, the wild sobbing of the storm is still heard, as it is moodily and angrily subsiding, and here in a wayside inn are the wounded men, CARBIS, and PASCOE, and HODGE, as yet stunned and senseless by their heroic exertions, in an adjoining room are the corpses of the dead mariners, who, alas, waited not their help, and leaving the door to press once more the warm, loving hand of wife and mother, are nine men saved by the life boat's crew.

A few weeks afterwards the medals and other rewards which had been voted by the NATIONAL LIFE-BOAT INSTITUTION to the two crews of the Life-boat and others were publicly presented to them in St. John's Hall, Penzance, by RICHARD LEWIS, Esq., the well-known Secretary of the Parent Society, who had been specially deputed by its Committee to attend on the occasion. The Meeting was one of the most enthusiastic and influential ever held at Penzance.

The vessel was the *North Britain*, Captain JNO. ROGERS, with 950 tons of timber and deal on board from Quebec.

Mothers and daughters of England, when the wild storm blast howls around your secure and cheerful homes, pray for the sailor who, through many dangers and discomforts, ministers to your luxury and happiness; and, oh, forget not to include in these prayers the noble watchers of the tempest, our life-boat crews, whose path of duty is a path of peril, and who, to save others, will sometimes even *dare to die*.

LIFE-BOAT WORK ACROSS THE CHANNEL.

It is very gratifying to observe that the French Life-boat Society continues steadily to extend its beneficent operations on the broad basis of the system of the English NATIONAL LIFE-BOAT INSTITUTION, the approbation of which by our neighbours has

been shown by their thorough adoption of it. Their noble efforts have year by year been blessed by important success in saving life and property. During the twelve months ending March last, the life-boats started 31 times to the rescue of crews, and 55 lives and 8 ships were saved by these efforts; while by the rocket apparatus belonging to the Society 14 lives were also saved, making a total of 69. In addition to these valuable services, the life-boats rendered important and timely assistance to 148 vessels. Silver and bronze medals and votes of thanks were granted in numerous instances to those persons who had thus laudably risked their lives; and other rewards were given for services in saving life outside the Society's organization.

The receipts of this comparatively young Society show that the life-boat work begins to be widely appreciated in France, the subscriptions last year having reached nearly 11,000*l.* The many ways in which those especially engaged in connection with maritime pursuits can add to the funds available for life-saving are being most satisfactorily developed. The collections made among their passengers by captains of the great French steamboat lines already form an important source of the Society's revenue. One of the captains of the Transatlantic Company, M. de BOCANDE, of the *St. Laurent*, who had already collected for it 480*l.*, immediately after the lamentable wreck of the *Queen of the South*, set to work to collect the value of a new life-boat to be placed at the mouth of the Loire, and by the end of March had obtained 140*l.* We also note with much pleasure such contributions as the following: 50*l.* from Capt. FRANGEUR, of the *Panama*, the proceeds of a concert given during their passage in the ship by the New York Opera Company; 14*l.* from French residents at Singapore, and 25*l.* collected in the French squadron on the Coast of Senegal.

In the year just closed the Society has been able to extend most materially its sphere of operations, no less than 15 new life-boats having been placed on various parts of the coast. The total number of life-boat stations in full working order is now 43, and several others are in course of formation. In regard to the construction of the life-boats, an experimental innovation was sanctioned by the Committee. The well-known builder of Havre, M. NORMAND, urgently requested to be allowed to make a longer boat, with the view to give a sharper

form to the stern and bow, and so increase the boat's speed. One was thus constructed, lengthened by 50 centimetres, or nearly 20 inches, which it was thought would not interfere with the facility of making the necessary evolutions. This boat was tried and compared with one of the usual dimensions, but no increase of speed was the result; and we do not learn that any more boats of that length have been constructed.

On several points which our own Institution has had to consider, the French Society has arrived at precisely the same conclusions. With regard to life-boats being used in saving derelict or abandoned vessels, orders have been issued that they shall not be used unless the work cannot be accomplished by ordinary open boats, nor on any service of this nature which would injure them, and that a portion of all salvage-money shall be paid to the local life-boat committees, to meet any risk or damage done to the life-boats. The want of a trained body of seamen around the French coast has been severely felt, because in many places the crews are entirely composed of fishermen, who are liable to be occasionally absent when wanted. Inexperienced crews, unaccustomed to the life-boats, only endanger their own lives; and it has been decided not to allow untrained men, other than the regular crews, to go afloat in the life-boats beyond the extent of half the crew, and this permission must be the exception. On one occasion both the coxswain and second coxswain were at the fishery, and only 3 out of 22 enrolled men of the crew were present; and at last the life-boat put to sea with only 7 men. This proceeding the Central Committee in Paris felt compelled emphatically to discountenance, though they fully recognised the courage displayed by the men.

One of the most valuable results hitherto obtained by the Society is undoubtedly the addition to the qualification for a captain's certificate in the French mercantile marine of a knowledge of the means of saving life from shipwreck. The order of the Minister of Marine, M. L'AMIRAL RIGAUT DE GENOUILLY, who is also President of the Society, bears date Jan. 15, 1869. The programme there laid down requires the candidate to be acquainted with the essential principles of life-boats—insubmersibility, ejection of water, and self-righting. The mode in which these properties are secured, and that in which some of them may be applied to ordinary ships' boats, also form part of the examination; while a

thorough knowledge of every process in the use of the rocket apparatus, and in effecting communication with a vessel from the shore, as well as an acquaintance with divers other forms of preservation of life in cases of shipwreck (such as the use of the life-belt), is also demanded in this excellent scheme. The Government professors of hydrography are directed to include this subject in their usual courses. It would be a great blessing if sailors of all maritime nations were familiar with the very practical points above referred to, which would probably be the cause of the preservation of hundreds of lives that are now lost through want of co-operation by those on board the vessel with their salvors. The French Government has in this instance set an example worthy of imitation by other countries.

The Central Committee has laboured most perseveringly and energetically to extend the usefulness of the gun and rocket apparatus, to cheapen it, and to secure its adoption as part of the stores of every ship. In these objects they have been well seconded by that indefatigable and ingenious officer, M. DELVIGNE, whose system has been adopted by the Society. In the opinion of the French Society, his efforts, both as regards ease of manipulation and lowness of cost, combined with the greatest efficiency, will probably yield important results.

Another signal success has been achieved by the Society, in having secured the supply of rocket apparatus to every ship of the French navy. This step was decided on after numerous trials, and M. DELVIGNE's methods have been completely adopted. This regulation will have an important ulterior effect in the diffusion of a knowledge of this important life-saving apparatus throughout the entire French mercantile marine by those who have successively served in the navy. Organization of this means of saving life from the shore has been another branch of the Society's work, as there is no French Board of Trade to undertake it. Where no life-boat station existed, the life-saving apparatus, together with life-belts, &c., has been placed in charge of the custom-house officers; and 49 stations are now supplied on M. DELVIGNE's system, and 39 with less costly apparatus. Already several lives have been saved by the use of these and by DELVIGNE's apparatus.

Several other interesting subjects have recently attracted the attention of the French Society. The advantage or disadvantage of the use of the electric light on board ships

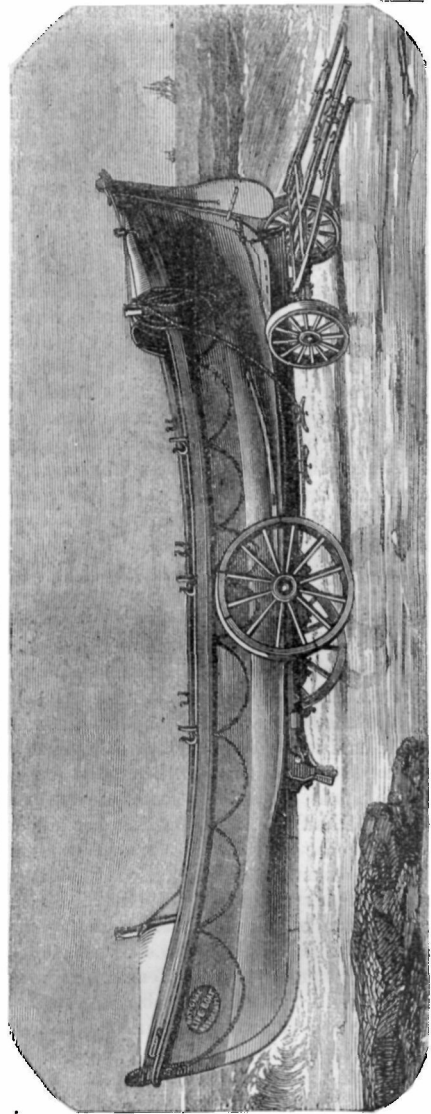
by night, to avoid collisions, and to throw a better light in other situations of danger, has been, and is still, under investigation by a commission. Several private individuals, from actual personal experience, have testified to its high value in situations of great danger, while the results of the commission have as yet been unfavourable. The apparatus for producing it is said to be cumbersome and easily liable to deteriorate, and the light is said to dazzle the eyes without corresponding advantages. Its expense, not less than 640*l.*, is another great difficulty in the way of its adoption. But the Central Committee very wisely remark: "It cannot be dissembled, however, that the real cause of most collisions must be attributed to want of watchfulness, and to carelessness on the part of the ships' crews; and the electric light will not do away with this carelessness, the extent of which is beyond conception."

The disastrous accident which happened to the life-boat at Sables d'Olonne has been the means of directing strict attention to the wearing of life-belts. Those of the crew of the life-boat in question who perished were found without their life-belts, which were picked up some distance off, several of them even having the cords cut. This seems to have arisen from their possessing too little confidence in these valuable belts; and orders were consequently issued for the life-boat crews throughout France to be systematically exercised in fine weather, in casting themselves into the sea with their life-belts on, so as to familiarize them with the use of such an important safeguard.

The French Society has not confined its operations to France, but has also extended them to Algeria and other colonies. We trust that it will continue to prosper, and that it will not rest satisfied till it has established in every locality of danger the most complete and perfect system of saving life.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

BROADSTAIRS, KENT.—The boatmen at Broadstairs having some time since requested the NATIONAL LIFE-BOAT INSTITUTION to place one of its self-righting life-boats on that station, and it being considered that such a boat might be useful, in addition to those already stationed in the neighbourhood of the Goodwin Sands, their request has been complied with, and a very fine life-boat,



on the Institution's self-righting plan, has accordingly been stationed there. It is clench built, is 36 feet long, 9 feet wide, and pulls 12 oars. Its cost has been contributed to the Society by a lady, a friend of Captain FISHBOURNE, R.N., C.B., in memory of her deceased son, after whom the boat is named the *Samuel Morrison Collins*. As no site can be had on which to build a house, the boat is kept on the Pier under a tarpaulin cover, the requisite permission having been kindly granted by the Pier and Harbour Commissioners, who have also given the use of a storeroom on the pier, in which to keep

the spare stores of the life-boat and the life-belts for the crew. A wooden slipway has also been constructed at the expense of the Institution for the life-boat, so that it may be speedily launched when needed. Through the continued kind co-operation of the General Steam Navigation Company, the boat was towed to the neighbourhood of its station with some men on board, and was then rowed into Broadstairs. On the following day the life-boat was taken afloat while the wind was blowing hard in squalls, and the coxswain and crew were well pleased with its behaviour. On the occasion also of the Annual Regatta at Broadstairs in August last the life-boat was publicly named, with some ceremony, launched, and ultimately capsized, to demonstrate its self-righting properties.

ABERGELE, NEAR RHYL.—The Institution has provided a self-righting life-boat, 33 feet long, 8½ feet wide, rowing 10 oars, and fitted with a transporting-carriage for this place. It was considered desirable to have another life-boat in this locality, worked by the same crew as that which managed the Rhyl Tubular Life-boat, and under the control of the Local Committee at Rhyl. Wrecks frequently occurred in the neighbourhood which could not be reached by the Rhyl Life-boat without much delay. The expense of the new life-boat was defrayed, through the Manchester Branch, by the late HENRY NIXSON, Esq., of Manchester, who had previously given the Society the Maryport Life-boat. It is named the *Henry Nixon No. 2*, and was forwarded to its station in January 1868, where it temporarily occupied the place of the tubular, while that boat was being repaired in Liverpool. Since then the self-righting life-boat has been allowed to remain at Rhyl in the old life-boat house until it is decided which is the most suitable site for its permanent house, it having been suggested that it might be placed at Llandulas instead of at Abergele.

RAMSEY, ISLE OF MAN.—The NATIONAL LIFE-BOAT INSTITUTION has formed another Life-boat Establishment on the Isle of Man, namely, at Ramsey, where wrecks are said to be more numerous than on any other part of the island, and where plenty of boatmen are always to be found to work the boat. There was formerly a life-boat here, but it did not possess the confidence of the seafaring people, who preferred risk-

ing their lives in their own boats rather than to use it. A first-class life-boat, 33 feet in length, 8½ feet wide, fitted to pull 10 oars, and furnished with a transporting-carriage, has accordingly been sent to Ramsey, the expense of the same being also met through the Manchester Branch, which was indebted to Mr. COUNCILLOR RYDER, of that city, for the gift of the necessary funds. The boat is named the *Two Sisters*, after the daughters of Mr. RYDER. It met with an enthusiastic reception from the people of Ramsey when it arrived at its station; and since then it has been the means of saving the crews, numbering eight men, from two wrecked vessels, and has given the greatest satisfaction to its crew. The house for the permanent reception of the life-boat and carriage is now in course of erection, it not having been built sooner on account of various difficulties in regard to obtaining a suitable site for it.

PENARTH, SOUTH WALES.—The Institution has sent a new life-boat and carriage to this important station, which is situated on the northern shore of the Bristol Channel, the old boat having been found quite rotten, its carriage also being defective. The new boat is a 32-foot 10-oared one. It is named the *George Gay*, after the donor of the old boat.

CLEETHORPES, LINCOLNSHIRE.—On the application of the local residents and others, the Institution has organized a life-boat establishment at this place, which is near the mouth of the Humber. It was considered desirable to have such a boat there, as, from the flatness of the shore, vessels usually ground at too long a distance from the beach to be reached by the rocket apparatus, and wrecks are frequently occurring in this locality. The life-boat is a 33-foot 10-oared one, provided with a transporting-carriage, and a commodious house has been erected for them. The Manchester Unity of the Independent Order of Odd Fellows defrayed the entire expense of the station, and before the life-boat was sent to Lincolnshire it was exhibited, at their request, to Members of the Order on the occasion of their holding *fêtes* at the Crystal Palace and at Windsor. The public launch of the boat took place at Cleethorpes in August last, in the presence of immense crowds of people, the majority of whom were brought by special trains from the different inland towns

of the surrounding counties: it was said that upwards of 70,000 persons assembled on the occasion. Everything passed off in the most satisfactory manner. The boat was drawn in procession to Cleethorpes from Grimsby, when speeches were made by Mr. JAMES CURTIS and by the Grand Master of the Odd Fellows. A prayer was then offered up by the Rev. W. P. JONES, and the boat was named in the usual manner, a bottle of wine being broken against its bow by Miss WALKER, daughter of the late Grand Master of the Order, who named the life-boat the *Manchester Unity*. The boat, manned by its crew, was then launched, and various evolutions gone through with it. Then, approaching the shore, the men with considerable difficulty succeeded in capsizing it, they wishing to demonstrate the important power of self-righting which this boat possesses—like most of the craft of the NATIONAL LIFE-BOAT INSTITUTION—the crew readily regained their boat when she righted, and afterwards repeated the experiment, which was witnessed with great admiration and surprise by the numerous spectators. Some of the life-boat men, who were equipped, as usual, with their life-belts, subsequently jumped into the water and swam ashore to show the value of their belts. The rocket apparatus was afterwards tested, and a banquet closed the proceedings of the day. Capt. WARD, R.N., Inspector of Life-boats, represented the Institution on the occasion.

THE NAVAL RESERVE,

AS IT OUGHT TO BE, AND AS IT IS.

BY A NAVAL OFFICER.

“WHAT is the Naval Reserve?” This is a question which was very frequently asked during the early part of the month of May of the present year; and, certainly, until the daily papers undertook the task of enlightenment, the country generally was either profoundly unconscious of the existence of that force, or entertained views not a little hazy and undecided, concerning both its constitution and national importance; while even now public opinion on the subject is plentifully diluted with ignorance and indifference. But this popular indifference and ignorance must not be taken as a measure of the important bearing of the matter on the future of our great Maritime Empire. It is indeed most fortunate that

we have secured a reserve, such as it is, for the Navy, before being awakened by a sudden war to inquire into what we had, and to discover, somewhat painfully, what we wanted.

Because man naturally attaches more importance to that which is continually brought under his notice corporeally, as well as mentally, than to things which he only hears of in a far-off and unrealizable manner, it is constantly resulting that, while all subjects connected with the profession of arms on shore occupy a considerable portion of public attention, and frequently elicit strong and unmistakable expressions of public opinion; yet, that matters connected with the profession of arms at sea are treated with comparative indifference, and that on such topics it is next to impossible to excite the attention of the country sufficiently to cause it to express any opinion on them. It is in this way alone that we can account for the fact that whereas the average number of able seamen required for war purposes is at least 60,000, while the actual number voted by Parliament has been under 20,000, there has yet existed no public alarm, and no popular voice of disapproval that there should be no means of supplying the deficiency. We say “no means of supplying the deficiency,” because, so far as the knowledge of the general public went, the Royal Naval Reserve can hardly be said to have had any existence. Many of those whose duties brought them into contact with the force, blinded by prejudice and professional antipathies, pronounced it wholly unreliable and unimportant; and some of those who thought most deeply and earnestly on the subject considered that, in point of numbers and organization, it was insufficient to meet the requirements of the nation in time of war. In point of fact, it was not that Naval Reserve which so great a commercial and maritime state as ours ought to maintain. Now, while agreeing most cordially with this last opinion, we have always entertained the highest opinion of the professional skill and good character of the Naval Reserve men themselves, and have held that they were not receiving their proper share of public attention, or that in them existed the nucleus of a formidable and important power in the state. And now at last the representatives of this band of 16,000 skilful and well-trained merchant seamen have come before the world in such a manner as to show, to friends and foes

alike, the good stuff they are made of, and to enforce some portion of the attention they are entitled to; and although those men who embarked in the reserve squadron in May were indeed but a small contingent of the force actually enrolled, and although the entire force is still short of the number recommended and originally intended to be enrolled, yet we have in this "Reserve Navy," insufficient though it may be in point of numbers, a pledge of public spirit on the part of ship-owners and the merchant service on one hand, and an expression of appreciation of their services by the Crown, on the other hand, which is of the highest importance, not only now, but also in the planning and arrangement of that larger and better Naval Reserve which, as we hope, is yet to be.

One of the first questions that presents itself in considering this subject is, "What number of 'able seamen' trained to arms do we require in the case of a great war with a maritime state?" This number we place at 60,000: and we are convinced we do not overstate it. For when it is reflected that our merchant ships are scattered all over the world—that the sea, from pole to pole, bears on its surface this country's wealth; and that this wealth is necessary to our national greatness; and that even the temporary command of the sea would inflict an almost ruinous loss; whilst there is no security for our commerce unless it is guarded well, and everywhere by ships of war—it seems almost impossible that the work required could be done by the number we have named, even though that backbone of able seamen were supplemented by the remaining five-sixths of a war ship's crew, for which our present reserve system makes no provision. But when we add to these reflections the considerations suggested by a rapid glance over the map of the world—when we realize, however faintly, the extent and wealth of our divided empire and scattered colonies, and remember how tremendous are the interests involved in the question of our ability to keep an uninterrupted chain of communication between our dependencies and ourselves, one involuntarily quails at the prospect of what there is for our navy to do on the outbreak of a war with a great naval power, and how wholly insufficient are its present numbers and apparent resources.

But it has been decided—and the decision has apparently received the approval of the country—that there is to be no longer

a gigantic navy in time of peace, and the disposition is rather to decrease the number of fighting men than to increase them, and therefore there remains but one possible prevention of great national calamity, and there remains but one way to prevent the destruction of our commerce, the loss of many of our colonies, and great national humiliation immediately following on the declaration of war: that way is to train the whole of our mercantile marine to the use of arms, and to enrol every British-born merchant officer and sailor in a Reserve Navy; to select again from that whole body all the effective portion who are willing and desirous of serving as warriors, on certain conditions and on important occasions, as is the case with our present small reserve force, and to make these the permanent or "Royal Reserve" but a reserve embracing every rank, and thoroughly organized. When this is done—and it is certain that it may be done—every British merchant ship will be a source of strength instead of weakness, and the ocean,—now teeming with floating storehouses of the national food, the national manufactures, the national wealth, all unprepared and defenceless, each one a source of anxiety in times of trouble, and a certain loss in time of war,—will become a highway thronged with evidences of British power, and each ship will be a source of satisfaction at all times, and of positive strength in the hour of need.

The Royal Naval Reserve is a step in the right direction, but it is a step only. Ten years ago this force was called into existence, and for ten years it has staggered on under the blight of public indifference, the somewhat cold welcome of the Royal Navy, and some not infrequent misdirection on the part of the governing powers; nevertheless, the thing has gone steadily forward, as indeed it could not fail to do, seeing that it is based on sound principles; and now the First Lord himself comes forward, and while awakening to life the almost dormant force of this hitherto unused body of public servants, while practically displaying the utility of the idea, and giving an immense spur to the whole system, he has convinced every one else, if not himself, that there is still very much wanting in the plan and development of our maritime reserves. It is clear that the four to six thousand of able seamen whom we could now count on as within reach, in case of a sudden war, would not meet the exigencies of such a crisis. What we really do want is a Reserve based

on such principles as to include eventually, in some way or other, all the mercantile marine, coasting vessels as well as foreign going; and to induce such a spirit of emulation that the great ports should vie in their efforts to make it efficient; and every great trading harbour should be able to man, for their annual cruise, one or more ships, officered and manned entirely from the Reserve; while the calling out of all the Naval Reserve at home would mean the assembling of twenty or thirty of Her Majesty's ships, who, except that they would be under admirals and commodores especially appointed, would be entirely in the hands of that body, and each Reserve-manned ship would be as complete in itself, without the partial manning of her from the regular Navy, as a volunteer regiment is complete, though it has not a "regular" in its ranks.

But it will be said, "We don't want the whole of the merchant-service men turned into warriors, for then who is to carry on the commerce of the country in time of war?" We reply that the merchant-service sailor will do his duty as such, both in peace and war, all the more efficiently because he has been trained to arms, and knows something of discipline. And, moreover, every trader manned by such men, and having on board, as is the case even now with some of our ships, certain implements of warfare, would not only be safer from capture by the enemy's light cruisers and privateers, but, inasmuch as this training would tend to raise—and that very greatly—the whole tone and *morale* of the men, she would be infinitely safer from shipwreck and loss. An enemy's cruisers, too, would then have to be of good size and well armed, if they would injuriously affect our commerce; whereas now our largest and finest ships would be the certain prey of the tiniest cock-boat of a privateer which might put to sea with a crew of 30 men and a rifled gun on her fore-castle.

But while the merchant-service so constituted would contribute enormously to the security of commerce and the stability of merchants, it would be also a source of strength to the country; for not only would it leave the Royal Navy comparatively free at the outbreak of a war to concentrate all their force on an enemy's fleets, or on his home defences, but inasmuch as there would always be at least 20,000 Reserve men in the United Kingdom at one time, it would place at the disposal of the Crown, for temporary purposes, a second or reserve fleet, which

would be sufficient in itself to hold its own in British waters until the regular navy had time to increase the number of its seamen by voluntary entries; or may be till it had recovered from some heavy blow, or hard-fought battle. And again, at the commencement of a war, it would augment the Royal Navy's numbers considerably; and augment them no longer with the worst specimens of the merchant service, who had everything to learn, and many bad habits to forget, as has been the case in times past; but with fine seamen, who had been previously well trained while in the Reserve. For at such a time there would always be an immense number of sailors thrown out of employ by the cessation of certain lines of trade or other causes, and many of these, fired by the love of glory, stimulated with hope of prize money, or animated by pure patriotism, would hurry to range themselves under the pennants of the Royal ships, which thus, no longer dependent on the miserable wretches whom extravagant bounties have on such occasions often provided for the national defences, would be manned by the skilful and trained seamen who, educated in the Naval Reserve, were able and willing to take their places beside the best men that the regular Navy could produce. And it must be remembered, also, that one of the great difficulties in the way of such a desirable consummation is fast disappearing in the decrease of the jealousies and dislikes of the two navies for each other. The last ten years has done much to smooth away these ancient misunderstandings, for the existence of the Naval Reserve was a powerful agent of conciliation; but it is clear that the ten days' cruise off the Land's End, under Admirals KEY and HORNBY, and in the immediate presence of the Lords of the Admiralty, in which officers and seamen of the merchant service worked, commanded, and obeyed side by side with their brethren of the regular Navy, did more in this direction than the previous ten years of drill in batteries or guardships had either done, or could be expected to do.

We have spoken throughout this paper of "able seamen," for of this class the Royal Naval Reserve is exclusively composed. Now, one of the first difficulties which the reformer who legislates on this subject will be met with is,—that as the whole number of British merchant seamen at present employed in British merchant ships is under 60,000, it may be presumed that, in the Reserve of 16,000, we have pro-

bably already got all the *able* seamen worth having; moreover, this number is yearly decreasing in an increasing ratio. In truth, after the repeal of the navigation laws, and the consequent cessation on the part of owners to educate boys for the sailor's life, this result was certain to happen. The Royal Navy for some years partially supplied the deficiency, by a constant process of training up boys, whom it forced out of its employ when they had attained manhood, either because the Government of the day broke faith with them, or because they disliked the interminable drill, or the over-severity of the system, and the great mass of such men became absorbed in the merchant service. But things are wonderfully changed now; successive Admiralties, for many years, have scrupulously kept faith with Jack, and Jack trusts the Admiralty accordingly; while all useless drills have been abolished, and unnecessary severities discarded; so that the merchant service is no longer recruited from the Royal Navy. Again shipowners, for some years, were, so to speak, trading on the stock provided by the wise legislation of a previous age; but that could not last for ever, seeing that all old sailors must die at last, and no steps were taken to provide a fresh supply. Thus it is evident that before we can complete our "Reserve" of able seamen, we must enact laws compelling owners to educate boys for the sea life, and we must enlarge and extend our system of training ships for the mercantile marine.

The next thing a reforming legislator would have to consider is, whether, in providing for the able seamen only, we are not attaching too little importance to the other component parts of a war-ship's crew. The theory is, that having made sure of the backbone of the ship's company by this reserve of *able* seamen, we can afford to leave the rest to chance. That is to say, we have provided for 100 men and about an officer and a half for each ship, whose entire complement is 600, but the remaining 500 we make no provision for; and as this 500 includes engineers, stokers, ordinary seamen, boys, and the bulk of the officers, it must be confessed that the omission is a somewhat important one in the organization of our reserve.

And lastly, he would have to ascertain the best method of securing the co-operation of shipowners and of the officers and men in the merchant-service; to consider the best means to be employed for placing

before them the truth, that the Naval Reserve is a direct gain to them, and that the whole subject is intimately involved with their best interests. Heretofore it has been allowed to assume a character intensely impregnated with *£ s. d.* It has become degraded to a simple question of "For so much money, will you *endure* so many days' drill?" Little or no attempt to call into play pride of class, pride of native port, individual liking for chosen leaders, or to produce in any sort *esprit du corps* has ever been made; and thus a most powerful agency in dealing with masses of men has been neglected. If, for instance, at the beginning of the volunteer movement, the government had said, "very well, my good men; you want to learn soldiering; you may proceed to the nearest military station, and we will give instructions that you shall be duly drilled in the barrack square." If the government had so acted, we should have heard little more of the British volunteer; and though in the case of the blue jacket, money does necessarily enter more largely into the question, yet it was, and is a blunder to allow it to be the sole consideration. The infinitely more important problem is, how to make the Naval Reserve the pride and glory of the merchant-service, and how to make the great shipowners, leading commanders, and thriving sea-ports vie with each other in their endeavours to have always ready for the service of the state the greatest number of good sailors trained to arms. *This* is the vital question; and the statesman who shall give it a practical solution will have done more for his country than if he had covered her coasts with fortresses, or presented the state with a fleet of the finest war-ships: for of the former, we have already more than our troops could defend; and of the latter, many more than our navy could possibly man.

We have, in the foregoing pages, dimly indicated the kind of Reserve which we believe this country needs, and which, we believe, future necessities may yet create for us; let us hope at least that when the storm bursts on us, we may have progressed somewhat more in the right direction than our present crude apology for a Reserve would lead us to expect. In the meantime, however, we have in our existing Royal Naval Reserve between 16,000 and 17,000 of the finest seamen in the world, and we have attached to them a certain infinitely small number of officers, fine sailors also, skilful navigators, and gentlemen to boot. The

defect in the seamen is, a certain unreadiness for, and distaste to work, for pure work's sake, which shows itself in an almost involuntary shrinking from any duty he is not actually compelled to perform—involuntary, as though the result of long habit, and perhaps half unknown to himself, but betraying a disposition very distasteful to, and scarcely understandable by a régular man-of-war's man. The defect in the officer, resulting from no fault of his own, but from the fact that all his training hitherto has given him no insight into fleet sailing, squadron manœuvres, and all the thousand and one specialities of an officer's duties in the Royal Navy; and, therefore, his education is terribly backward in comparison with the men whom he leads. It was very possible to transform a good merchant seaman into a good fighting seaman, by training him to arms in the batteries of guard-ships or outlying ports; but it was wholly impossible to make a merchant-service officer a good commander, lieutenant, or sub-lieutenant, by any such process, and, therefore, his preparatory training for war service should have been conducted on totally different principles. We believe that the readiest and only way at present to instruct the officer is to attach him temporarily to sea-going men-of-war in the same manner that is customary with the officers of foreign navies who come to us for instruction, though of course the Reserve officer could only be there a short time consecutively. These are the apparent defects in the men of whom our Reserve is composed: nevertheless, with all their faults, the country has just cause of pride in them, for they are undoubtedly a magnificent body of the best kind of seamen in the world, whose faults are the result of education and defective system, whose virtues are all their own, and whose ambition and hope we believe to be to deserve well of their Sovereign and their Country.—*Portsmouth, 16 June, 1869.*

[If any apology be needed for bringing before our readers a subject the connection of which with the "preservation of life from shipwreck" is not immediately apparent, we would observe that we think anything tending to the improved education, discipline, and morale of the seamen in the merchant-service is an indirect means for the prevention of marine disasters with consequent loss of life.

Again, the Royal Naval Reserve are ever ready to man the life-boats of the NATIONAL LIFE-BOAT INSTITUTION, and have on

several occasions distinguished themselves in that service. It should also be stated that many of them, when overtaken by shipwreck on our coasts, have been saved by the life-boats of the Institution, some on more than one occasion, as we have heard them gratefully acknowledge.]

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#### SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 7th January, 1869. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Read letter from His Grace THE DUKE OF NORTHUMBERLAND, P.C., President of the Institution, of the 7th Dec., stating that the volumes of the *Life-boat Journal* which had been presented to him by the Committee would be permanently kept in the library at Alnwick Castle.

Read letter from His Excellency The TURKISH AMBASSADOR, of the 5th Dec., expressing the thanks of the Imperial Government to the Institution for its co-operation in providing, through Messrs. FORRESTER, the Boat-builders to the Society, four life-boats ordered by that Government.

Read and approved the Report of Captain DAVID ROBERTSON, R.N., the Assistant Inspector of Life-boats to the Institution, on his recent visit to the Kimeridge and Poole life-boat stations.

Also a Draft of the Annual Report and Financial Statement of the Society to the 31st Dec., and ordered the account-books of the Institution to be sent to Mr. G. C. BEGRIE, Public Accountant, for the usual yearly audit.

Read letters from ROBERT WHITWORTH, Esq., and the Rev. E. HEWLETT, M.A., the Treasurer and Hon. Sec. of the Manchester Branch of the Institution, stating that the Annual Meeting of that Branch on the 9th Dec., over which the Mayor had presided, had passed off in a very satisfactory manner.

A gentleman named Mr. ROBERT BARNES had at the meeting generously promised to present to the Society the cost of a Life-boat Station.—*To be thanked.*

Decided that the following illustration of a new vignette block for the Institution's writing-paper be substituted for that of the old Shipwreck block.

The sketch of the new block had been gratuitously prepared and presented to the Society by Mr. EDWARD DUNCAN, the eminent marine artist.—*To be thanked.*



Reported the lamented death of the Rev. JOHN WILLIAMS, of Rhoscolyn, who had, for many years, been the Hon. Sec. of the life-boat station of the Institution at that place.

Decided, that the deep sympathy of the Committee be expressed to the family of the late Mr. WILLIAMS.

Read letter from Mr. THOMAS BROOKS, the artist, of Upper Phillimore Gardens, London, of the 18th Dec., presenting, as his gift to the Institution, and as a token of his respect for Mr. LEWIS, its well-known Secretary, a fine portrait of that gentleman.

Decided that Mr. CHAPMAN, the Deputy Chairman, be requested to acknowledge, with many thanks, the receipt of this gratifying present, and that, as a further special mark of the Committee's esteem and regard, and of their high appreciation of the services which had been so ably rendered by Mr. LEWIS to the life-boat cause during a period of eighteen years, his portrait be permanently hung up in the Board-room of the Institution.

Also that a new 32-feet life-boat and transporting-carriage be placed at Drogheda, Ireland, in lieu of the old boat and carriage there, which had become unfit for further service. The new boat, like the old one, is called the *Old George Irlam*, of *Liverpool*, after a deceased eminent *Liverpool* merchant of that name, whose daughter had bequeathed 1,000*l.* to the Institution, and who had expressed a desire to have a life-boat thus named, in memory of her late father.

Paid 2,127*l.* 17*s.* 11*d.* for sundry charges on various Life-boat Establishments.

[The Special Contributions and Legacies of the past month will be found in the last Annual Report of the Society, published on the 1st April, 1869.]

Voted 415*l.* 18*s.* to pay the expenses of the under-mentioned life-boats of the Institution, in going off during heavy gales of wind, and saving the crews, consisting of 163 persons, of the following wrecked vessels:—

|                                                                                                        |    |            |
|--------------------------------------------------------------------------------------------------------|----|------------|
| Austrian barque <i>Mea</i> .....                                                                       | 17 | men saved. |
| Barque <i>William Gillies</i> , of Greenock                                                            | 15 | "          |
| Schooner <i>Vision</i> , of Drogheda ....                                                              | 5  | "          |
| Ship <i>Castilian</i> , of London .....                                                                | 18 | "          |
| Barque <i>North Britain</i> , of Southampton .....                                                     | 9  | "          |
| Brigantine <i>Ino</i> , of West Hartlepool, and fishing-lugger <i>Ranger</i> , of Great Yarmouth ..... | 17 | "          |
| Schooner <i>Atlanta</i> , of Kirkwall....                                                              | 11 | "          |
| Brigantine <i>Jane</i> , of Workington, and schooner <i>Prudence</i> , of Aberystwith .....            | 8  | "          |
| Dandy <i>La Jeune Fanny</i> , of St. Malo                                                              | 5  | "          |
| Schooner <i>Mail</i> , of Alloa, vessel and crew of .....                                              | 6  | "          |
| Lugger <i>Augustine</i> , of Port l'Abbe, vessel and her crew of .....                                 | 4  | "          |
| Fishing-coble, of Yarrow, vessel and crew of .....                                                     | 2  | "          |
| Schooner <i>Pioneer</i> , of Exeter .....                                                              | 4  | "          |
| Schooner <i>Diamond</i> , of Goole .....                                                               | 3  | "          |
| Smack <i>Castle</i> , of Aberystwith .....                                                             | 9  | "          |
| Austrian barque <i>Pace</i> .....                                                                      | 9  | "          |
| Brig <i>Bilboa</i> , of Seaham.....                                                                    | 6  | "          |
| Brigantine <i>Hitena</i> , of St. John's Newfoundland, vessel and .....                                | 6  | "          |
| Brig <i>Flying Cloud</i> , of Bidford ...                                                              | 10 | "          |

[The particulars of these various life-boat services, and of the rewards granted in each case, will be found detailed in the Annual Report of the Institution, published in April last.]

Voted 15*l.* to pay the expenses of the Broad-

stairs life-boat in putting off, on the 2nd Jan., in reply to signals of distress, during a gale from S.S.W. The life-boat proceeded out in tow of the steamer *Renown*, of London, and found a foreign barque in a dangerous position near the Goodwin Knoll buoy. She had been boarded by a fishing-smack, and the life-boat remained alongside until she was anchored in safety.

Also 6*l.* 16*s.* to pay the expenses of the Thorpeness life-boat in going off during a gale from S. by W., and rescuing 9 men from the brig *Belle*, of Sunderland, which was totally wrecked on the Sizewell Bank, off the Suffolk coast, on 2nd Jan.

Also 15*l.* to defray the expenses of the Caister large life-boat in going off, on the 3rd Jan., with the view of rescuing the crew of a foreign vessel which was observed in a dangerous position. Encouraged by the presence of the boat, the vessel's crew persevered and eventually succeeded in getting her safely out of her perilous situation, and she proceeded on her voyage. As the life-boat was returning to the shore, the crew observed a vessel on the south part of the Cross Sand with a signal of distress flying. Approaching her, they saw the ship's boat in the midst of the breakers on the sand, and, making all speed, they found the crew of the vessel in her, and rescued them, 8 in number, from their imminent peril. Some of the poor fellows were only half clothed, and their boat was almost swamped, for it had nearly filled three times, and must soon have sunk. The vessel was the brig *Elizabeth*, of Blyth, and became a total wreck. The weather was hazy, with a very heavy S.S.W. gale blowing.

Also 7*l.* 5*s.* to pay the expenses of the Teignmouth life-boat in putting off, on the 4th Jan., to the rescue of the crew of a vessel observed in distress while trying to beat to windward to obtain the shelter of Babbicombe Bay. A heavy gale was blowing at the time from the S.W., with a considerable sea. Whilst the spectators on shore were watching her, a sudden squall struck her, and carried away the mast. The life-boat was thereupon quickly launched, and while making for the wreck, the crew were seen to leave her in their own boat. After a long and hard pull the life-boat succeeded in overtaking and rescuing them in a very exhausted state. The life-boat then made for home, but after an hour's hard pull, the crew, finding it impossible to make headway against the gale and heavy sea, made for Dawlish, where they landed the shipwrecked crew amidst the cheers of hundreds of people. The vessel proved to be the trawler *Start*, of Brixham.

Also 225*l.* 1*s.* 6*d.* to pay the expenses of the life-boats stationed at Caister, Campbeltown, West Wittering, Anstruther, Margate, Kingsgate, Hauxley, Thorpeness, Aldborough, Falmouth, Drogheda, Plymouth, Castletown, Pakefield, Southport, Margate, Sutton, Yarmouth, Braunton, Kingsdowne, Castletown, and North Deal, in either assembling the crews or putting off in reply to signals of distress from various vessels, which subsequently got out of their dangerous positions without the assistance of the life-boats.

Reported the services of the Ramsgate life-boat *Bradford*, in going out in tow of the steam-tug *Aid*, and rescuing, with much difficulty, the master of the schooner *Gaspard*, of St. Malo, which was wrecked during a heavy gale of wind on the Goodwin Sands on the 3rd Jan.

Also the services of the Yarmouth large life-boat, in putting out during a gale of wind on the 3rd Jan., and assisting to save the barque *Fiermosca*, of Genoa, and her crew of 13 men. The vessel was observed in Yarmouth Roads with signals of distress flying, and on boarding her she was found in a sinking state. Her anchors and chains were then slipped, and she was run on the

beach. She was subsequently got safely into Lowestoft harbour.

Voted 7*l.* to the crew of the Kesingland Beachmen's Salvage life-boat, for going off in reply to signals of distress during a fresh gale from the S.S.W., and saving the crew of 5 men of the schooner *Admiral Jervis*, of Gravesend, which was totally wrecked on the south end of the Newcome Sand, on the 10th Dec. last. Voted also 3*l.* to some women who assisted to launch the boat on the occasion.

Also 2*l.* to DANIEL COURTNEY, boatman at the Carnsore, Co. Wexford, Coastguard station, in acknowledgment of his gallant services in wading into the surf and saving 3 men belonging to the brigantine *Thomas of Cork*, which was stranded, and afterwards became a total wreck, off Carnsore Point, on the night of the 11th Dec. last.

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

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

Read and approved the Report of the Assistant-Inspector of Life-boats to the Institution on his recent visits to Lynmouth, Weymouth, Brooke, and Brighstone Grange.

Reported the receipt of 703*l.* 10*s.* from the Members of the London Coal Exchange, to defray the cost of a life-boat station.

To be thanked, and decided that the Southwold large life-boat be appropriated to the Subscribers, and be named the *London Coal Exchange*.

Decided, on the application of the local residents and on the Report of Capt. WARD, R.N., the Inspector of Life-boats, to take into connection with the Institution the Montrose Life-boat Establishment, which had been under the management of the Harbour Board, and to replace the present boat by a new life-boat, 33 feet long, and a transporting-carriage. The Merchants of Mincing Lane had just presented to the Society 1305*l.* 4*s.* 4*d.* to defray the cost of this life-boat station, and to assist in its permanent maintenance.

— To be thanked.

[The other Special Contributions and Legacies received during the month of Jan. will be found in the Annual Report, published on the 1st April last.]

Reported the transmission to their stations of the Lynmouth and Weymouth life-boats, and that local demonstrations had taken place with the boats on the 20th and 26th Jan. respectively, that in connection with the last-named boat being of a most imposing character.

Decided also, on the application of the local residents, and on the Report of the Inspector of Life-boats to the Institution, to form a life-boat station at Mevagissey, Cornwall.

The Secretary, Mr. LEWIS, reported that he had been to Penzance on the 23rd Jan. to assist at the distribution of the Rewards presented by the Society to the crew of the life-boat at that place, for their gallant services on the 6th Dec., in saving 9 men from the barque *North Britain*, of Southampton. (Vide p. 231.)

Mr. LEWIS stated that, as he had been informed, the Meeting was one of the largest and most enthusiastic ever held in that town.

Produced a Copy of a Circular which had been issued by the Committee for Managing the Affairs of Lloyd's to their agents in the United Kingdom, requesting that when service had been rendered by life-boats to vessels in their districts, the agents would report the name of the boat, her station, the coxswain's name, and whether she belonged

to the NATIONAL LIFE-BOAT INSTITUTION.— To be thanked.

Decided that the special thanks of the Institution be presented to G. B. M. BEATSON, Esq., late Inspecting Officer of Coastguard at Fraserburgh, N.B., in acknowledgment of his long and valuable co-operation in assisting in the management of the life-boat of the Society on that station. Mr. BEATSON had previously received the Institution's Silver Medal, Second Service Clasp, and Vellum Thanks, in admiration of his intrepid services in the Fraserburgh life-boat on different occasions.

Paid 1764*l.* 0*s.* 1*d.* for sundry charges on various Life-boat Establishments.

Voted 15*l.* 7*s.* to pay the expenses of the Padstow life-boat in putting off, during a gale of wind from W.N.W., and in a very heavy sea, and rescuing 6 men belonging to the brigantine *Thomas*, of Poole; also 8 men from a small boat which had capsized in endeavouring to save them, and the crew of 6 men of the French schooner *Alexandrine*, of Pornic, all of which were wrecked on the Doom Bar Sands, off Padstow, on the 15th Jan.

Also 15*l.* 9*s.* to pay the expenses of the Southwold large sailing life-boat, in going off and rescuing the master and 3 men of the schooner *Lord Coke*, of Middlesborough, which had sunk on the Sizewell Bank during squally and thick weather on the 15th Jan.

Also 25*l.* 10*s.* to defray the expenses of the Lowestoft life-boat, in putting off and saving the crew of 8 men from the ship *Queen of the Tyne*, which was totally wrecked on the Corton Sands in a gale of wind from S.W. and heavy sea, on the 29th Jan. When the life-boat reached the sand, before daylight, the vessel was found on her beam-ends, the crew having taken refuge in the rigging. From the position in which the vessel lay it was a work of great risk to board her, she being on the most dangerous part of the sand, and the seas being very heavy. However, the rescue was nobly and safely accomplished, the men being taken into the boat from the main-top-gallant yard, which at times it was feared would have gone through her, as she and the vessel rose and fell together. It was a most narrow escape for the poor shipwrecked men, for they would probably all have been lost as the flood-tide made, had not the life-boat promptly gone out to them.

Also 15*l.* to pay the expenses of the Yarmouth large life-boat in going off, during a gale of wind, on the 31st Jan., to the assistance of the barque *Liebertas*, of Genoa, which was totally wrecked on the Scroby Sand. The life-boat remained by the wreck some time, and then took off the crew of 13 men and a pilot, and brought them safely ashore.

Reported the services of the Ramsgate life-boat in going off in tow of the steam-tug *Aid*, and saving the crew of 7 men from the schooner *Chaften Winkel*, of Aalborg, which was wrecked during a strong gale from the S.E. on the Goodwin Sands, on the 15th Jan.

Also the services of the same life-boat and steamer in putting off, on the 24th Jan., during a gale of wind, to the barque *Lady Westmoreland*, and brig *Carl*, of Rostock. The crew of 7 men of the latter vessel were rescued by the life-boat, and brought safely ashore.

Also the services of the Cadgwith life-boat in putting off, in reply to signals of distress from a vessel near the Manacles Rocks, during a whole gale of wind from W.N.W., on the 29th Jan. On arriving alongside she proved to be the brig *Veritas*, of Antwerp, in possession of 3 French fishermen who had found her abandoned off

Scilly the previous day. Some of the life-boat men boarded the vessel, and, with the assistance of two steamers, she was eventually got safely into Falmouth Harbour.

Also the services of the Hayling Island life-boat in putting off, in reply to signals of distress from the barque *Lady Westmoreland*, of Newcastle, which, owing to the darkness and thick weather, had grounded on a dangerous shoal near the Church Rocks, inside the Nab Light, on the 1st Feb. As the tide rose she bumped heavily and started her deck planks, the masts being momentarily expected to go by the board. When the life-boat reached her the crew had prepared to quit the ship, expecting that she would soon break up. The life-boat men boarded the vessel and, after great exertion and fatigue, the anchor was slipped, and she was extricated from her perilous position. The life-boat was reported to have behaved admirably on the occasion. The vessel had a crew of 18 men, all told.

Voted the Silver Medal of the Institution, and 3*l.*, to Mr. JAMES CROWDEN, Chief Officer of Coast-guard at Muchals, N.B.; 2*l.* to ROBERT FIFE, and 1*l.* each to 5 other men, in acknowledgment of their gallant services in putting off in a coble, at great risk of life, during a gale of wind, and saving 4 men from the schooner *Kinloss*, of Aberdeen, which was wrecked off Scatraw Fishery Creek, on the 21st January.

Also 13*5l.* 1*s.* 6*d.* to pay the expenses of the life-boats at Ramsey, Braunton, Anstruther, Walmer, Dungeness, Thorpeness, Skegness, Mundesley, Porthleven, Looe, Caister, Lowestoft, Ballycotton, Mullion, and Whitburn, for various services during the heavy gales of January.

Also a gratuity of 5*l.* to EVAN THOMAS, the second coxswain of the Aberystwith life-boat, whose hand had been badly crushed in assisting in the life-boat, to save the crew of 3 men of the smack *Castle*, of Aberystwith, on the 24th Dec. last.

Also a reward to a fisherman named JOHN ANDERSON, of Pittenween, for his services in running along the rocks, and heaving a line, which having been secured to a boat, was the means of rescuing, during squally weather, the crew of 4 men of the wrecked schooner *Forth*, of Aberdeen, on the 13th Jan.

Thursday, 5th March. THOMAS CHAPMAN, Esq., F.R.S., V.P., in the Chair.

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

Read and approved the Report of the Inspector of Life-boats of the 27th Feb., on his recent visits to Montrose, Aberdeen, Whithorn, Liverpool, New Brighton, Llanelly, Pembrey, Penarth, and Barry.

Also the Reports of the Assistant Inspector of Life-boats of the 20th and 24th Feb., on his visits to the following places on the Southern and South-Eastern Coasts:—Sandown, Bembridge, Hayling Island, West Wittering, Selsey, Worthing, Shoreham, Brighton, Newhaven, Margate, Broadstairs, Kingsgate, Kingsdowne, and Dover.

Read letter from the Secretary of the Admiralty of the 22nd Feb., stating, in reply to the Institution's application, that the Lords Commissioners of the Admiralty were prepared in regard to the Coast-guard service to continue to extend most cheerfully to the Institution every possible co-operation on the coast.

Read letter from the Right Hon. EDWARD CARDWELL, M.P., Her Majesty's Principal Secretary of State for War, of the 20th Feb., stating that the War Department would have pleasure in

presenting to the Institution six twelve-pounder carronades complete for the purpose of signalling on occasions of wrecks, and for assembling the life-boat crews.

Decided, on the application of the local residents, and on the Report of the Inspector of Life-boats, to form a life-boat station at Alderney.

Reported that the EARL OF STRAFFORD, P.C., the donor of the Weymouth life-boat, had promised to present to the Institution the cost of a boat and carriage for Alderney.—*To be thanked.*

Read letter from Mr. SAMUEL SHAWCROSS, the Secretary of the Ancient Order of Foresters, of the 17th Feb., stating that they had now in hand 427*l.* 11*s.* 8*d.* towards the purchase of a second life-boat.

Arrangements were being made to exhibit the boat at Sunderland in August next.

Reported that the life-boat house at Llanelly had been completely destroyed by the late severe gales.—*Ordered the house to be rebuilt.*

Reported also that the boat-houses at the following places had been injured by the late gales:—Llanddwyn, Buddon Ness, Silloth, Tramore, Poolbeg and Whitehaven.—*Ordered the houses to be repaired.*

Reported also that SIR THOMAS and LADY BARRERT LENNARD, who had organized an Amateur Dramatic Club, called the Belhus Dramatic Corps, were about to give entertainments at different places in order to raise the cost of a life-boat to be presented to the Institution. One of these performances had taken place with great success at St. George's Hall, Langham Place.—*To be thanked.*

[The Special Contributions and Legacies received by the Institution during the month of February are given in the last Annual Report of the Institution, published on the 1st April, 1869.]

Read letter from Mr. ADAM BEARMAN, of Southampton, of the 3rd Feb., calling attention to his plan of life-boat.—*To be acknowledged.*

Decided that the thanks of the Institution, inscribed on Vellum, be presented to Rear-Admiral J. W. TARLETON, C.B., late Controller-General of the Coastguard, in acknowledgment of his valuable and zealous co-operation while holding that important office.

Also that the Society's thanks on Vellum be given to Captain GEORGE WODEHOUSE, R.N., late Deputy-Controller General of the Coastguard, who had rendered the Institution important services during the period he held that appointment.

Paid 1,636*l.* 3*s.* 1*d.* for sundry charges on various life-boat establishments.

Voted 14*l.* 10*s.* to pay the expenses of the Thorpeness life-boat in going off during a strong S.W. gale and in a heavy sea on the 8th Feb., and saving the crew of 8 men from the barque *Selina*, of Falmouth, which was totally wrecked near the Misner Haven Coastguard station. Attempts were made to rescue the crew by means of the rocket apparatus, but without success.

Also 12*l.* 9*s.* to pay the expenses of the Maryport life-boat in putting off on the 7th Feb., and bringing safely ashore the crew of 7 men of the brig *Robert Bruce*, of Belfast. This vessel in attempting to get into Maryport fell to leeward and struck the ground to the northward of the harbour, and although the anchors were let go, she beat up into the surf. The sea made a clean breach over her, and the crew, being afraid she would capsize, cut away the masts. The life-boat soon got alongside and grappled the vessel, but the surf was so heavy that it straightened the grapnel iron, as it tore the boat away. The second time the rope was broken in the same way, but eventually they succeeded in taking off the ship-

wrecked crew; although not before the vessel had actually begun to break up, and the floating masts and yards had rendered it very dangerous for the boat to near the wreck.

Also 6*l.* 6*s.* to pay the expenses of the Thurso life-boat in putting off and bringing safely ashore the crews, consisting of 7 men, of the schooners *William Thomson*, of Dumfries, and *Blossom*, of Thurso, which were in distress during a W.N.W. gale in Scrabster Roads, on the 15th Feb. The crew of the *William Thomson* left their vessel in their own boat, fearing she would founder, and had afterwards got on board the *Blossom*.

Also 6*l.* 12*s.* to pay the expenses of the Thurso life-boat in putting off on the 26th Feb., and bringing safely ashore the crews, consisting of 12 men, from the schooners *Elizabeth Miller*, of Thurso, and *Matilda Calder*, of Findhorn. The crew of the latter vessel, on the weather moderating, were again placed on board their ship by the life-boat, but the following morning it blew a perfect hurricane, and signals of distress were seen from the vessel. The life-boat thereupon went off and again brought the crew ashore.

Also 16*l.* 3*s.* 6*d.* to pay the expenses of the Margate life-boat in going off and rescuing the crew of 4 men from the schooner *Friends*, of West Hartlepool, which was totally wrecked near Margate jetty, during a hurricane from N.N.W. and in a very heavy sea on the 12th Feb. The life-boat sustained some damage in performing this service.

Also 10*l.* 12*s.* to pay the expenses of the Winchelsea life-boat in putting off on the 15th Feb. during a strong W.S.W. wind and in a heavy sea, in reply to signals from a vessel in distress off Rye. The life-boat succeeded in taking off the crew of 8 men and in landing them in safety. The vessel soon after became a total wreck. She was the brig *Pearl*, of Shoreham.

Also 15*l.* to pay the expenses of the Caister large life-boat, in going off, during a strong E. by N. wind, and saving the crew of 20 men from the ship *Hannah Pettersen*, of Bergen, which parted from her cables, and drove on shore on Yarmouth Beach on the 22nd of February.

Also 20*l.* 18*s.* to pay the expenses of the North Deal life-boat, in putting off, in reply to signals of distress from the Gull Light ship, during stormy weather, on the 21st February. On arriving at the Goodwin Sands, the life-boat found the ship *Ingrie*, of Amsterdam, stranded near the Trinity Beacon, on the east part of the sands. At the request of the captain, the life-boat remained alongside, and afterwards brought ashore 9 of the vessel's crew. Three luggers' crews made every exertion to save the ship, but without success, and she eventually became a total wreck.

Also 14*l.* 10*s.* to pay the expenses of the Lowestoft life-boat, in putting off, in reply to signals of distress, during a heavy N.N.W. gale on the 3rd March, and bringing safely ashore from the schooner *Anna Louisa*, of Rye, the crew of 8 men of the schooner *Amelia*, of Torquay, the latter vessel having been wrecked on the Holm Sand on the Suffolk coast.

Also 16*l.* to pay the expenses of the Lowestoft life-boat in putting off, during a gale of wind on the 1st February, to the schooner *Horace E. Bell*, of Bideford, which was observed on shore on the Corton Sand. On arriving alongside, the vessel was found abandoned by her crew, but a dog and a cat being found in the cabin, they were brought ashore in the life-boat. The vessel's crew succeeded in reaching Yarmouth in their own boat.

Reported the services of the same life-boat, in going off on the 13th February, in reply to signals of distress, during a heavy N. E. gale, from a vessel in the Roads, near Corton Gateway. The

life-boat succeeded, with the assistance of a steamer, in getting the vessel and her crew safely into harbour. She proved to be the brig *Beatrice*, of Whitby.

Also the services of the Caister life-boat, in going off, in reply to signals of distress, and rendering assistance to the stranded barque *Eliza Caroline*, of London, which had grounded on the West Scroby Sand, during stormy weather, on the night of the 15th February. The Yarmouth and Scratby life-boats also put off to the assistance of the same vessel.

Also the services of the Ramsgate life-boat, in conjunction with the steam-tug *Aid*, in putting off on the evening of the 12th February, in reply to numerous signals of distress in the neighbourhood of the Goodwin Sands. The wind had shifted from a southerly to a north-westerly direction, and in a few minutes a terrific gale sprang up, which eventually became a perfect hurricane. The suddenness of the gale took the shipping in the roadstead quite unprepared. The fury of the hurricane lasted about three hours. The Ramsgate life-boat *Bradford*, after three attempts, succeeded in rescuing 11 men from the ship *Highland Chief*, of London, which had drifted on the Goodwin Sands. As the life-boat was returning to the shore before daybreak, she fell in with an abandoned schooner, the *Tavistock*, of Plymouth, which she succeeded in bringing safely into harbour.

Reported that the Cadwith life-boat was launched early on the morning of the 9th Feb. in a very heavy gale of wind, and proceeded under canvas to the assistance of a large ship which was observed with bowsprit and foremast gone, and in a disabled state, about seven miles to the S.S.E. of that place. After some difficulty, on account of much loose wire-rigging, broken suspended spars, and a heavy sea, the boat came up under the quarter of the vessel. She was the ship *Calcutta*, of London, which, while proceeding to the Persian Gulf with telegraph cable, and when about 150 miles south-west of the Lizard, had been disabled by collision with the Prussian barque *Emma*, of Memel. The life-boat succeeded in taking off 8 men. The captain, mate, and the rest of the crew had been drowned in attempting to leave the vessel in their own boat, which was stove against the side of the ship. The 8 men welcomed with cheers the approach of the life-boat, having been beaten about so long with no means of escape. The vessel being in the trough of the sea, under no command, and rolling heavily, it required the strength of all hands to keep the life-boat clear of her. The vessel was subsequently brought into port by H.M.S. *Terrible*, and yielded a large amount of salvage to the officers and crew of that ship. The Lizard life-boat also went off with the view of rendering assistance to the ship. Both life-boats were obliged, in consequence of stress of weather, to put into Falmouth.

Read letter from J. A. W. HARPER, Esq., Secretary of Lloyd's Salvage of Property Association, of the 2nd March, stating that its Committee had awarded to the Institution, and to the two life-boats, 200*l.*, which they wished to be divided as follows:—50*l.* to the Institution for the wear and tear of its life-boats; 36*l.* to the men who manned the Lizard life-boat; and 14*l.* to the crew of the Cadwith life-boat.—*Lloyd's Salvage Association to be thanked, and the amounts to be distributed accordingly.*

Decided also that, as a mark of the Committee's high appreciation of the gallant and determined services of the crews of the two life-boats, the expenses incurred by the life-boat men at Falmouth, and in bringing the boats back to their stations, be paid by the Parent Institution.

Voted 148*l.* 13*s.* 3*d.* to pay the expenses of the following life-boats, in putting off during the fearful storms of February, in reply to signals of distress from various vessels, with the view of rendering assistance—which, however, was fortunately not required—Rye, Padstow, Yarmouth, Piel, Braunton, Girvan, Porthleven, Penzance, Thorpeness, and Drogheda.

Voted 1*l.* to the crews of two small fishing-boats, for rescuing at some risk of life 2 fishermen, whose boat had been driven into a strong current, and capsized off Lannasting, Whalsay Sound, Shetland, on the 26th Jan.

Tuesday, 9th March.—The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was held this day at the London Tavern, HIS GRACE THE DUKE OF NORTHUMBERLAND, P.C., President of the Institution, in the Chair.

HIS GRACE having opened the Meeting with some appropriate remarks on the important and national character of the operations of the Insti-

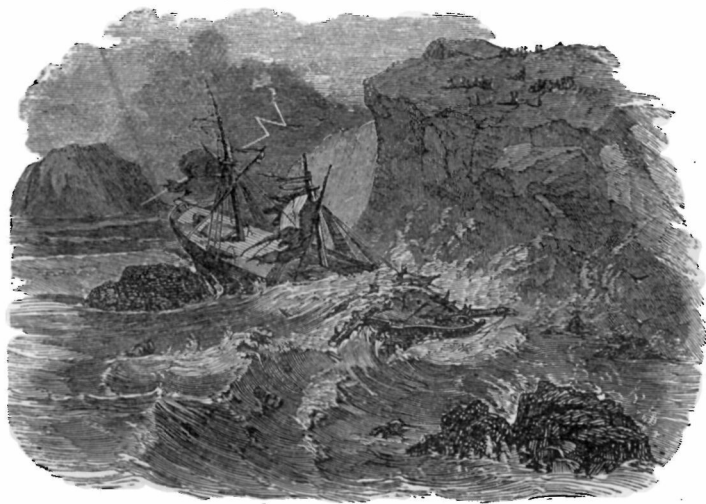
tution, its Officers for the current year were chosen.

The Secretary then read the Annual Report of the Committee.

The Meeting was then addressed by Admiral Sir GEORGE SARTORIUS, K.C.B., Vice-Admiral of the United Kingdom; the Right Hon. The EARL PERCY, M.P.; Rear-Admiral J. W. TABLETON, C.B.; Rear-Admiral Sir W. H. HALL, K.C.B., F.R.S.; Sir EDWARD G. L. PERROTT, Bart., V.P.; Vice-Admiral J. B. B. MCHARDY; Capt. The Hon. F. MAUDE, R.N.; ARTHUR PENDARVES VIVIAN, Esq., M.P.; THOMAS CHAPMAN, Esq., F.R.S., V.P.; NICHOLAS B. DOWNING, Esq., Hon. Sec. of the Penzance Branch of the Institution; Capt. Sir FREDERICK ARROW, Deputy Master of the Trinity House; and Capt. NICHOLAS DE ST. CROIX, H.C.S., V.P.

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

The Report and Resolutions will be found in the April number of the *Life-boat Journal*, page 39.



### AFTER THE WRECK.

ONLY a broken rudder, only a ruin'd sail—  
Only a shatter'd topmast, only a sea-bird's wail.

Here is the good ship's pinnace—all of her that is left—  
There are the yards and rigging—a tangled woof and weft.

Yonder, among the breakers, a seaman's jacket's tost;  
And here's the logbook drifting, its leaves all stiff with frost.

We fir'd the guns in warning—the Abbey bells were rung—  
The beacon fires burn'd redly, and gleaming shadows flung;

But fell the snow so thickly, it hid the port-fire's light,  
And on the rocks she hurtled—God spared us from the sight.

All lost! Of twenty sailors not one is saved, I wis—  
Hist! Rover! in, old fellow, and tell me what is this.

'Tis little Jem, the 'prentice—his mother lives close by;  
She dreamt yestreen (she told me) her little son would die!

From the *Gentleman's Magazine*.

