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LIGHTS AND LIGHTHOUSES.

(*Continued from page* 215.)

THERE remains to be considered the distribution of lights on a coast and the positions in which they should be placed.

It will be readily conceived that, important as it is to produce a brilliant light, which may be seen from a long distance by ships at sea, yet that the selection of the positions in which to place such lights is a matter of no less importance, lest, like the "ignis-fatuus," they should but lure the wayfarers of the sea to destruction, instead of guiding them to the haven where they would be.

On a bold open coast with a broad expanse of sea alone stretched out before it, such as the coasts of Spain and Portugal, facing the Western Ocean, this is a comparatively simple operation, and a few powerful lights, on the leading promontories and near the few harbours, suffice for all the exigencies of passing and local trade; and some simple deviations in alternate lights are then enough to prevent any one light being mistaken for another. In the case, however, of a country like our own, with its vast local trade, confined channels, numberless harbours, flat shores, deep inlets, and outlying banks of sand shingle and rocks, and with its rapid, changing, and eddying tides, all making navigation dangerous, and taxing the skill and seamanship and watchfulness of the mariner to the utmost, the coast-lights of such a country must be much more numerous; and from their comparative nearness to each other, and the consequent danger of confusion, the difficulty of arranging them is of necessity much increased. If our shores were a "tabula rasa," without a single coast-light existing, and we had now to establish a perfect system which, like Minerva springing, ready armed, from the head of Jupiter, should at once come into complete existence, the task of adequately lighting our coast without risk of confusion would doubtless be much easier than it now is; but, like our political and social systems, that of our sea-coast lights has been of slowly progressive growth, and as each want has developed itself, it has been met as best it might, each fresh supply being "dovetailed" into the already existing system with as little disturbance as possible.

In perfecting a system of sea-coast lights, then, two leading requirements have to be borne in mind. First, what may be termed the duty of the lights themselves, *viz.*, the general guidance of vessels coming within sight of their benignant rays, or the warning them from the treacherous bank or sunken rock or other danger; and, secondly, the effective performance of that duty by so proclaiming their own identity as to leave no room for doubt in the mind of the wave-tost mariner as to the same.

In fulfilling the first of these requirements, the character of the light and of the building containing it has to be decided by the nature of its position or of the duty required of it, as to whether, for instance, it has first to warn the seaman returning from some distant voyage, who for many days or weeks has seen nought but sea and sky, of his approach again to land; or whether, as in the case of

our own Eddystone, it has to scare him from the treacherous rock on which itself is raised; or whether, as in the case of our floating-lights, its office is to direct him clear of outlying sands, such as the Goodwin and those which cover the approaches to the Thames and Mersey; or whether, again, it stands on the long, low point of land where it must be raised aloft to be seen above the crests of the very waves themselves; or is placed high up on the towering cliff, already too near to the region of cloud and haze. In each case the speciality of the requirement has to be considered, and the character, both of the light and its dwelling, must be decided thereby.

It is not, then, sufficient merely to place a large number of brilliant lights along the most prominent parts of a line of coast, or wherever else required, but the greatest care must be taken to prevent one light from being mistaken for another. This error has often been the cause of shipwreck and loss of lives, especially on coasts like those of our own islands, where, from the navigation being intricate, the lights are necessarily placed at comparatively short distances from each other, and where the strength and varied direction of the tidal currents often cause vessels to be carried considerably out of their reckoning.

As an illustration of this danger, no stronger case could be quoted than that of the loss of the fine American clipper ship *Pomona*, which was wrecked on the Blackwater Bank in the Irish Channel, on the 30th April, 1859, an account of which will be found in the July number of this Journal for that year. That unfortunate ship, which was only two days from Liverpool on her way to New York, ran on the above dangerous bank, through the floating Blackwater Light being mistaken for the Tuskar, and in twelve hours afterwards she went to pieces, and with her perished no less than 385 of the 444 persons on board her. Another well-known wreck from the same cause was that of the *Great Britain*, a few years previously, in Dundrum Bay. No doubt hundreds of other fatal shipwrecks have occurred from similar mistakes, but we have thought it worth while to refer to these two well-known and striking cases of recent date, involving the loss of two first-class ships, as indicative of the importance of a judicious selection of site, and of giving all adjacent coast-lights such a distinctive character as to reduce to a minimum the liability of one being mistaken for another.

The following judicious rules on the subject we extract from the article on Lighthouses in the "Encyclopædia Britannica":—

"1. The most prominent points of a line of coast, or those first made on 'over-sea' voyages, *should be first lighted*; and the most powerful lights should be adapted to them, so that they may be discovered by the mariner as long as possible before his reaching land. 2. So far as is consistent with a due attention to distinction, revolving lights of some description, which are necessarily more powerful than fixed lights, should be employed at the outposts on a line of coast. 3. Lights of precisely identical character and appearance should not, if possible, occur within a less distance than 100 miles of each other on the same line of coast, which is made by over-sea vessels. 4. In all cases, the distinction of colour should never be adopted except from absolute necessity. 5. Fixed lights, and others of less power, may be more readily adopted in narrow seas, because the range of the lights in such situations is generally less than that of open sea-lights. 6. In narrow seas, also, the distance *between lights of the same appearance may often* be safely reduced within much lower limits than is desirable for the greater sea-lights. Thus there *are many instances in which the distance separating* lights of the same character need not exceed 50 miles; and peculiar cases occur in which even a much less separation between similar lights may be sufficient. 7. Lights intended to guard vessels from reefs, shoals, or other dangers, should, in every case where it is practicable, be placed seaward of the danger itself, as it is desirable that seamen should be enabled to make the lights with confidence. 8. The elevation of the lantern above the sea should not, if possible, for sea-lights, exceed 200 feet; and about 150 feet is sufficient, under almost any circumstances, to give the range which is required. Lights placed on high headlands are subject to be frequently wrapped in fog, and are often thereby rendered useless at times *when lights on a lower level might be perfectly* efficient. But this rule must not, and indeed cannot, be strictly followed, especially on the British coast, where there are so many projecting cliffs, which, while they subject the lights placed on them to occasional obscuration by fog, would *also entirely and permanently* hide from view lights placed on the lower land adjoining them. In such cases, all that can be done is carefully to weigh all the circumstances of the locality, and choose that site for the lighthouse which seems to afford the greatest balance of advantage to navigation. 9. The best position for a sea-light ought rarely to be neglected for the sake of the more immediate benefit of some neighbouring port, however important or influential; and the interests of navigation, as well as the true welfare of the port itself, will generally be much better served by placing the sea-light where it ought to be, and adding, on a smaller scale, such subsidiary lights as the channel leading to the entrance of the port may require. 10. It may be held as a general maxim, that the fewer lights that can be

employed in the illumination of a coast the better, not only on the score of economy, but also of real efficiency. Every light needlessly erected may, in certain circumstances, become a source of confusion to the mariner; and, in the event of another light being required in the neighbourhood, it becomes a deduction from the means of distinguishing it from the lights which existed previous to its establishment. By the needless erection of a new lighthouse, therefore, we not only expend public treasure, but waste the means of distinction among the neighbouring lights."

The best selection of a site for a lighthouse having been made, there remains to be decided the selection of such description of light as shall be as dissimilar as possible to all those within a long distance of it.

On first thought the most obvious means for effecting dissimilitude would naturally seem to be difference of colour, but in practice it is found that coloured media absorb so large a portion of the light that red is the only colour available, and that chiefly in combination with uncoloured lights, except in the case of harbour lights, or those in narrow waters, where it is not required that their rays should be thrown long distances. In combination with bright lights, it however appears to us that red lights might perhaps be advantageously used oftener than they as yet are, especially in the case of floating and other outlying lights in the neighbourhood of banks or rocks, when liable to be mistaken for other lights, as in the instance of the Blackwater and Tuskar lights above referred to. Thus if the former had been provided with a red subsidiary or duplicate light, which would have been seen by the *Pomona* on nearing it, the captain of that unfortunate vessel might have discovered his mistake in time, and instead of boldly running on, as he supposed with the open British Channel before him, he would have hauled off to the S.E. and made the Tuskar Light in due course. The Ballycotton Lighthouse, off the coast of Cork, may be quoted in illustration of the useful application of a subsidiary coloured light. In that instance the lower panes of the light-room are of red glass, and the lower rays of the light made more divergent downwards than usual, so that vessels getting too near the land are at once warned to keep farther from it by the light changing from bright to red.

The greatest distance from which red lights are readily visible in clear weather is 10 miles, and of course proportionally less in thick weather when required to be seen. Beyond those distances, therefore, bright lights only are available, and the only mode of distinction is by the use of the revolving apparatus, thus producing lights alternately visible and invisible at varying intervals, from the flashing and intermittent lights designed by Mr. ROBERT STEPHENSON, to those with the longest spaces of time between their visibility and obscuration. Masked or hooded lights, visible only over limited portions of the horizon, have also been found useful to aid in the navigation of tortuous or duplicate channels; also a different coloured ray to mark a turn in a channel, and other such variations.

The light-towers should be painted not only conspicuously to make them readily visible, varying according to the colour of the background against which they would be viewed, but, as far as practicable, each should have such a distinctive appearance as to be instantly recognised for the same during daylight, and the appearance of the building by day as well as of the light at night, together with the height of the light above the level of the sea, should be published by the proper authorities; the last-named particular is of service by enabling an observer with a sextant to ascertain its distance from him.

The English lights are lit at sunset and extinguished at sunrise; the Scotch are lit at darkening and put out at dawn, by which a considerable saving is made.

The public lights of all countries are under the strictest provision and most careful management, every pains being taken to make them efficient.

The British lights are under the general superintendence of the Trinity House in London.

In Scotland the Commissioners of Northern Lighthouses are the acting body, and were incorporated by the Act 58th Geo. III., c. 58.

In Ireland the Ballast Board of Dublin acts in all lighthouse matters. (See the 23rd Geo. III., c. 19.)

Besides these three public bodies, there are very numerous local authorities which deal with local lights. The principal among

these are the Liverpool Board, the Trinity Houses of Newcastle, Hull, &c. The number of these separate bodies is very great; as, for the 402 lighthouses in Great Britain, there are, at least, 174 different authorities to direct them.

The British Colonial lights are chiefly under the control of the Board of Trade.

We extract the following brief sketch of the great Managing Body of the British Lights, from the excellent and valuable work of ALEXANDER G. FINDLAY, Esq., F.R.G.S., entitled "A Description and List of the Lighthouses of the World":—*

"The ancient Corporation of the Trinity House of Deptford Strond has had, as is well known, the charge of the British Lighthouse System. This is one of the very few institutions which dates from a mediæval period, and has well preserved its importance and useful character, through all changes, to the present day. That it has done so, the recent Report of the Royal Commission, 1861, will testify.

"The Trinity Corporation, which has developed our English system, under the advice and assistance of the most eminent engineers and philosophers of all periods, existed in the reign of Henry VII., as a respectable Company of Mariners in the College at Deptford, having authority by Charter to prosecute persons who destroyed sea-marks, &c.; and Henry VIII., in the sixth year of his reign, May 20, 1514, formed them into a perpetual Corporation, by the style and title of the 'Master, Wardens, and Assistants of the Guild or Fraternity of the most glorious and undivided Trinity, and of St. Clement, in the parish of Deptford Strond, in the county of Kent.'

"This Charter was confirmed and altered by Edward VI., Queen Mary, Elizabeth, and James I. The Charter of James I. settled this constitution of the Corporation, and such it continues. The Charter was dissolved in 1647, but was renewed by Charles II. on the Restoration, and the disposal of the funds was settled partly for charitable purposes. The Charter was surrendered to Charles II., and renewed by his successor in 1685; and the charitable uses of the funds of the Corporation were again settled. These funds were derived from various charges, such as pilotage, lastage, loadmanage, ballastage, &c.

"The interest which the Trinity Corporation represented having, by the extension of commerce, grown into great magnitude, the Government interfered and altered some of their privileges at different periods, especially in 1854, when the Board of Trade partook of the supervision."

In concluding our remarks on this highly interesting and important subject, we desire to acknowledge our indebtedness to the above-named work of Mr. FINDLAY, and to a lecture delivered by him at the United Service Institution, as also to the Article on Lighthouses in the *Encyclopædia Britannica*, by ALLEN STEPHENSON, Esq.

* Vide also No. 30 of the *Life-boat Journal*, page 96, for a more detailed account of the Corporation.

The Messrs. A. & C. BLACK, the well-known publishers, at Edinburgh, have also courteously placed at our disposal many of the blocks of the illustrations on this subject contained in their national and great work, the *Encyclopædia Britannica*, as did also Mr. FINDLAY, those in his work, of which we have availed ourselves, and beg to acknowledge the same, with thanks.

WEATHER FORECASTS AND STORM WARNINGS.

IT will have been observed, and doubtless with regret by many of our readers, that in the early part of last month (December, 1866) Government notified their intention of, at least for a season, discontinuing the well-known Storm Warnings to the various parts of our coast. It is scarcely necessary to state that this procedure is, to a great extent, consequent on the death of their originator; but as it may not be generally known on what grounds the Government were led to adopt a measure which had gained some favourable hold on our maritime population, it is proposed, in the following article, to give a brief sketch of the course of events subsequent to the lamented death of Admiral FITZROY.

In our Fifth Volume, Nos. for July, 1862, October, 1862, October, 1864, and October, 1865 (this latter being posthumous), will be found articles on "Weather Reports and Forecasts," contributed by the Admiral: to these we may refer as rendering, briefly, sufficient information both respecting his general views and processes in relation to this branch of practical meteorology.

On the death of Admiral FITZROY, the Board of Trade naturally considered that a fitting opportunity then presented itself to "review the past proceedings and present state of the Meteorological Department," and requested the opinion of the Royal Society —the leading scientific body in this country —on certain general points. The question immediately relating to our present subject is thus put:—"What is the nature of the basis on which the system of daily forecasts and of storm warnings, established by Admiral FITZROY, rests? In other words, are they founded on scientific principles, so that they, or either of them, can be carried on satisfactorily, notwithstanding Admiral FITZROY's decease?"

The reply of the Royal Society (June 15) on this point is guarded. They state—"The system of forecasting which Admiral FITZ-ROY instituted and pursued has been expressly described by himself as an 'experimental process,' based on the knowledge, conveyed by telegraph, of the actual state of the winds and weather, and other meteorological phenomena, within a specified area, and on a comparison of these with the telegrams of the preceding days, so as to obtain inferences as to the probable changes in the succeeding days. The proper test of the efficiency and usefulness of such a system of cautionary signals at the different ports is to be sought in the *measure of success which it appears to have attained;* always remembering that the system under consideration can only be regarded as in its infancy. . . Respecting the daily forecasts of weather, however, they decline expressing any opinion;" but they recommend that the storm warnings, having been based on inferences drawn from observations extending over a considerable area, should be continued.

Consequent on this correspondence, which left certain questions in abeyance, the Board of Trade appointed a committee to examine the whole of the data collected by the Meteorological Department, and to suggest a course of action for the future. Their Report was presented to both Houses of Parliament, in April, 1866, by command of HER MAJESTY.* We may at once briefly state that the views and recommendations of this committee have been favourably received by "science" in this country, and will, it is presumed, in their main features, receive the countenance and support of the Government.

The Report—which occupies forty-three pages, accompanied with an appendix of thirty-eight pages of highly instructive and interesting matter—enters at some length into the history of the Meteorological Department, and into its original, as compared with its present functions. Of the three parts into which it is divided, one is devoted to the Prognostication of Weather in the British Isles, which comprises detailed accounts of the origin of the practice of telegraphing and foretelling weather; another to the practice of the Department in foretelling weather; and the third to the comparison of Storm Warnings with facts, as recorded by the Meteorological, and Wreck departments of the Board of Trade, with conclusions as to the correctness and utility of daily forecasts and storm warnings.

We confess to feelings of disappointment at several of the results arrived at by the committee, results, it must nevertheless be observed, arrived at by a rigid induction of facts. It is evident that similar feelings—softened, no doubt, by the knowledge of the untiring and irrepressible energies displayed by the master spirit—actuated the committee when they penned the earnest and generous closing paragraph of their Report:—

"We feel that we should be doing great injustice to ourselves if we were to allow it to be supposed that we undervalue either what the late Admiral FITZROY attempted or what he effected. To his zeal and perseverance is due the credit of establishing a system of storm-warnings, which is already highly prized by the seafaring class. And if a more scientific method should hereafter succeed in placing the practice of foretelling weather on a clear and certain basis, it will not be forgotten that it was Admiral FITZROY who gave the first impulse to this branch of inquiry, who induced men of science and the public to take interest in it, and who sacrificed his life to the cause."

When the multifarious duties devolving on the Meteorological Department are considered by the light of this Report, it is painfully evident how much, when the Weather forecasts were superadded, the Admiral overweighted it and himself; and that, relying on his great experience as a seaman, the powers of observation he had brought to bear on natural phenomena during his long and varied career, and his natural powers of combining and satisfying conditions which eluded the grasp of less gifted men; he had, nevertheless, undervalued what we now know to be essential towards a comprehension of conditions required to even approach the portals of this vast field of observation and research.

Meteorologists are learning by experience that the weather changes of the British Isles, as over the rest of Europe, result from operating causes spread over a wide expanse, and are but parts of immense systems, extending southward to the region of the trade-winds, whilst they are of unknown extent to the north. Among other causes, the Gulf-stream would appear to exercise great influence upon the weather changes which affect England, and to be, as it were, in its easterly course across the Atlantic, the great breeding-place of those storms which occasionally burst on our shores with such fury. It is thus evident that a rigorous

* The Committee consisted of FRANCIS GALTON, Esq., F.R.S., nominated by the Royal Society; Staff-Commander EVANS, R.N., F.R.S., by the Admiralty; and T. H. FARRER, Esq., by the Board of Trade.

induction from a wide-spread and numerous body of observations is alone the sure way of arriving at weather science. On this point it has been well observed by an anonymous, but able writer,* that "The very first step and aim of official action should be to take weather forecasts out of the domain of loose conjecture and personal guess-work, and to elevate it into a science of induction. This alone will distinguish it from vulgar prophecy, and win for it the co-operation of men of science."

The committee, in the progress of their investigations, thus refer to the absence of any inductive process for the daily operations of making Forecasts and Storm Warnings:—

"Admiral FITZROY collected, for several years, a number of observations and prepared a number of charts with a view to this special object of foretelling weather. We have made inquiries on the subject of these observations and charts. But we do not find that they were ever carried on or completed so as to bring out clear and definite conclusions, or that their results were ever reduced into the shape of definite rules or principles. Mr. BABINGTON tells us that he does not think that the grounds on which the Department acts, in foretelling weather, are capable of being stated in the forms of Rules or Laws. . . . Admiral FITZ-ROY himself has, in his Report of 1862, and in his Weather Book, indicated certain general conditions implied by the state of the atmosphere as observed simultaneously at scattered stations, and certain probabilities of future weather arising therefrom, and similar conditions and probabilities may be inferred from Mr. BABINGTON'S examples. That many of these conditions and probabilities are capable of being stated in the form of laws, and that some of them are laws that would be accepted by meteorologists generally, we do not doubt; nor do we doubt that the probabilities are in many cases considerable, and especially in the important cases of sudden and violent changes of weather. But we do not find that these conditions and probabilities have been reduced into any definite or intelligible form of expression, or are, as they now exist in the office, capable of being communicated in the shape of instruction. Were the gentlemen now in the department to leave it, no rules would be found in the office for continuing the duties on their present basis. We have endeavoured to give a notion of such of the maxims or probabilities on which the department acts as we are able to extract from the sources above referred to (*see* the Appendix at the end of this Article). But we are conscious that in attempting this we may be doing injustice to the practice.

"Under these circumstances, it is scarcely necessary to say that the maxims on which the department acts, in foretelling weather, whatever they may be, and whatever may be their intrinsic value, are not shown to have been obtained and established in the department itself by means of accurate induction from observed facts."

Space compels us to pass over much that is given in analysis of the basis of the practice of the Department in making predictions, and of the evidence of their accuracy and practical utility: the general results can alone be given.

Daily Forecasts.—The data employed were, in the first place, from records kept in the Department for the comparison of daily forecasts *with facts*; a portion of which, extending from July, 1861, to February, 1862, was published in 1863. Secondly, from similar comparisons instituted by the Wreck Department of the Board of Trade, and published as a Parliamentary paper in 1864; as also, especially, from those of December, 1865, and for seven selected ports of the United Kingdom for the whole year 1865; a part of which latter is printed as a diagram in the Appendix.

The Committee, after giving certain percentages of agreement and disagreement, thus sum up:—

"We cannot say that there is evidence that the daily forecasts have been correct in point of fact, or that we are enabled to know what weather will prevail during the next two or three days, and as a corollary, when a storm will occur. On the contrary, the evidence points strongly the other way.

"As regards the utility of the daily forecasts, we have to observe that if there is no sound basis on which they are founded, and no evidence that they have been correct in point of fact, they are wanting in everything which can render them practically useful. But even independently of this, we doubt whether intimations of ordinary coming weather, so vague as these forecasts must necessarily be, can be of any real value. If it were possible to tell the sailor in a particular port that the wind, for say twenty-four or forty-eight hours, would be westerly, . . or to tell the traveller that the weather would be propitious for his journey, these predictions, if correct, would be useful. But nothing of the kind is attempted. The forecasts indicate, as the department has repeatedly stated, merely the opinion of the department concerning a probability.

"Considering, therefore, that there is as yet no scientific basis of these daily forecasts, that they are not shown to be generally correct in point of fact, and that there is no evidence of their utility, we see no good reason why a government department should continue to undertake the responsibility of issuing them. In this conclusion we believe we are borne out by the best practical meteorologists. But in doing this, we do not wish to put an end to the system of telegraphic communication of weather, or to the publication of those telegrams in the newspapers, or to the publication of the general remarks on the results and bearing of the information."

The conclusions here arrived at are similar to those expressed by Professor Dové, of Berlin [in 1865], who has deservedly an European reputation as a meteorologist: "I acknowledge that I do not trust myself to announce daily probabilities, at least, with the but limited communications which reach *me* telegraphically."

Storm Warnings.—It is evident that the committee approached this division of their

* *Edinburgh Review* for October, 1865.

labours with a due sense of responsibility. They fully acknowledge the popularity of the storm warnings and their utility. They also instituted inquiries, through trustworthy persons, at most of the principal ports; which ascertained that seafaring men also looked on them more favourably than at first, believed them to be more correct, and would regret to see them discontinued. On this they, however, remark:—

"The existence of this feeling is strong evidence of the utility of these storm warnings. But in estimating this at its true value, it must not be forgotten how eagerly the world at large is disposed to base an unreasoning belief on the occasional successes of weather predictions, and how easily it forgets the failures. We need not say that we do not wish for a moment to compare the efforts of the department with the predictions of the ordinary weather prophets who attempt to connect the changes of weather with the stars or the changes of the moon. It is not, however, irrelevant to refer to these prophecies, and to the belief which has so often been placed in them, when we are estimating the value of popular feeling in evidence of the value of the storm warnings.

"There is, however, no need to have direct evidence of their utility, if it can be shown that they are intelligible, definite, and, above all, correct. These points we have discussed at length. And it is desirable in this place, when specially discussing their utility, to point out some of the practical applications of the observations which we have already made on the subject.

"In the first place, the wants of different vessels with respect to these warnings are not the same. To a ship of war, a powerful steamer, or a large and well-appointed long-voyage merchant ship, the knowledge of a coming gale has a different meaning from that which it has for a laden collier or a fishing smack. To the former, to remain a day or two unnecessarily in port may be a matter of comparative indifference; to the latter, it is the loss of the small margin of daily profit by which they exist. To the former again, if compelled, as in the case of regular steamers, to leave port at a particular time, it simply means, 'Be cautious; have your cargo properly stowed, and your crew in order, and be on the look out for bad weather.' To the latter it may be a matter of life or death. The former will only be a day or two earlier or later on her voyage, according as she starts on a given day or not. The latter may, if she waits for the commencement of a gale foretold three days beforehand, lose the opportunity of completing her one, two, or three days' voyage in fair weather, and may even delay just long enough to place herself in danger. And it must be remembered that the warnings, according to the present system, cover a considerable part of the year. In the six winter months, about 40 per cent. of the days are under warning."

Science demands—as indeed do many of the ordinary affairs of daily life—a close scrutiny of alleged facts before determining the exact relations between cause and effect; the facts recorded or acted on require to be cleared of ambiguities either in expression or appearance; the ore, in short, has to be purified of the dross; and hence how frequently it happens that for want of care and precaution in these essentials consequent results are vague and unsatisfactory. The absence of precision in details necessarily implies absence of precision in results.

Bearing on this, the Report points out certain ambiguities existing both in the Storm Signals and their explanations, rendering it a matter of real difficulty to compare the warnings with the subsequent facts. There is of course, as they remark, comparatively little difficulty in ascertaining whether a Storm Warning has been followed by a gale; but there would be considerable difficulty in affirming the correctness or otherwise of warnings of the following nature. Suppose, for instance, the signal has been a south cone, and the wind has changed from S. by W. to N.W., is the signal to be considered as having been correct, or would a south cone under the drum have been an appropriate signal? (the drum, it will be recollected, indicating from nearly opposite quarters, or more than one quarter.) Or, suppose a gale to range from E. to S., what would be the appropriate signal? Or, suppose the south cone on Monday to have been followed by a drum or north cone on Tuesday (as frequently happened), what must the weather be to correspond with the warning? On this is remarked:—

"How seriously these ambiguities must affect the practical value of the warnings, and how desirable it is to remove them, if possible, is obvious. We now mention them for the purpose of showing how difficult it must be to apply precise tests to warnings which are themselves wanting in precision."

Two independent sources of information were at this stage open to the Committee for investigation; the first, a Digest extending from the 1st March, 1862, to the 31st March, 1865, of all the Storm Warnings issued by the Meteorological Office during that time, with the character of the wind and weather following; the second, a more exact and complete Return than the above, commencing on the 1st July, 1861, provided by the Wreck Department of the Board of Trade: this return, which comprised the force and direction of the wind at the time of hoisting the signal, and at each interval of 4 hours until the expiration of three days (72 hours), gave a complete history of every gale *following* a Storm Warning.

On these sources of information the Committee remark as follows:—

"Having regard to the want of precision in the forecasts themselves, and to the want of completeness, as well as of precision, in the observations to which we have adverted, we need scarcely say that we can regard any results to be derived from them as approximate only. It is probable that in intimating these results in figures and summing them up, no two persons, and even no one person making the calculation twice over, would adopt the same figures, or arrive at precisely the same results. But we have, nevertheless, attempted to obtain a result in the following manner, and we believe that it is not without its value. The warnings are generally issued for different districts. We have, therefore, treated each warning sent to each district as a separate warning, and have endeavoured from the facts given in the digests prepared in the Meteorological Office, to ascertain whether this warning was followed by a gale, and whether the actual direction of the gale agreed with the direction indicated by the warnings."

We have then from the first source the following results.

Out of, say, 405 Storm Warnings made between April 1st, 1862, and March 31st, 1865, 305 were right, and 100 were wrong as regarded force, or 75 per cent. right, and 25 per cent. wrong. Including direction of wind, as well as force, 155 were right, and 250 wrong, or as 38 per cent. against 62 per cent. The abstracted annual results, it may be observed, do not show any marked improvement in the three years.

From the second and more copious and exact source we have the following:—Of 413 warnings made at all places on the coasts between July and December, 1861; 214, or 52 per cent. with regard to force (*i.e.* about a treble-reefed topsail breeze), were successful, and 199, or 48 per cent. failed.

Of 2,288 warnings made at all places in the year 1863, 822, or 36 per cent. were successful, and 1,466, or 64 per cent. failed.

The analysis of the whole of these returns by the Wreck Department—a work of great labour—was not continued after 1863; but *seven ports* were selected for the whole of the years, 1863, 1864, 1865, viz., Aberdeen, Shields, Yarmouth, Harwich, Plymouth, Holyhead, and Galway; and the month of December was selected for the *whole of the places* warned in the same year.

There are thus two additional and separate analyses to notice. Taking the force of the wind (*i.e.*, a fresh gale or treble-reefed topsail breeze), at the seven selected ports we have—

Year 1863, of 254 reports of Storm Warnings,				101 or 40 per cent.	successful;	153 or 60 per cent.	failure.
„	1864	174	„	70 or 41	„	101 or 59	„
„	1865	236	„	107 or 46	„	129 or 54	„

Taking the same force of wind for all places warned in December.

Year 1863, of 366 reports of Storm Warnings,				198 or 54 per cent.	successful;	168 or 46 per cent.	failure.
„	1864	85	„	12 or 14	„	73 or 86	„
„	1865	335	„	213 or 64	„	122 or 36	„

From the uncertain signification of the cone and drum signals before alluded to, much difficulty appears to have been experienced as to the results of the comparison as regarded direction as well as force of wind. The exact definition of the signal of a south cone (point downwards), it will be observed, as given by the Department was, that it indicated a gale from the tropical or equatorial quarter, *i.e.*, from E.S.E. [true] round by south to W.N.W., and that the north cone (point upwards) indicated a gale from the north polar direction, or polar quarter, *i. e.* from W.N.W [true] round by north to E.S.E. The drum being hoisted when gales from more than one quarter was expected. Upon this the Committee observes:—

"Whether a cone with the point downwards means what laymen and seamen would usually know as a southerly gale—*viz.*, from some quarter between S.E. and S.W., or a gale from some quarter in the semicircle from E.S.E. by S. to W.N.W., or a gale commencing at some point in this semicircle and afterwards shifting into the other or northern semicircle; and how, if this latter interpretation is correct, the cone differs from a drum, it is impossible to understand from the published notices; and it is, therefore, impossible to make a perfectly satisfactory selection of the facts with which such indeterminate predictions should be compared."

To meet the inherent difficulties of this part of the inquiry, the two ports of Shields and Plymouth for the three years, 1863, 1864, 1865, were analysed and put into the form of diagrams, so as to show not only the force, but the direction of the wind at each 4-hourly period of observation for 72 hours after the signal had been hoisted: a similar analysis was made for the month of December at the widely-separated ports of Aberdeen, Yarmouth, Harwich, Holyhead, and Galway. The

results here are not satisfactory, although it is stated that the best interpretation was put upon the official explanation of the signals. Of 244 warnings combining direction with force not more than 22 per cent. were right. The interesting fact was, however, elicited by this analysis of the persistency of gales within small limits of direction, and as a consequence of the unnecessary ambiguity of the signals; for example, following the above 244 warnings, 140 gales occurred: of these, 109 blew within a range of 8 points of the compass, while only 31 gales exceeded a range of 8 points:—157 drum or drum and cone signals, and 87 cone signals, formed the component parts of the 244 warnings. The Committee naturally consider that the Department did themselves injustice by the wide and vague meanings that were attached to the signals, and further observe that "there must be something essentially wrong in maxims or methods which led to the use of the drum in so large a proportion of cases."

Much stress is laid on the general incompleteness of data existing for comparison of the warnings with the facts; and on this is stated:—

"Our examination is therefore imperfect; but nevertheless, it leads to conclusions which may be regarded as true, within those limits to which it is necessary they should be narrowed in order to give a general opinion of any value. We have tested the system under numerous independent aspects, and the results corroborate one another sufficiently to justify us, while expressing our regret that we are unable to arrive at more precise conclusions, in giving to the question—'How far are the storm warnings correct?'—the following reply:—

"'That the storm warnings, so far as they indicate the force of coming gales, have been sufficiently correct to be of some use, and that their utility is widely admitted. Also that they have improved; and that they are probably capable of still greater improvement.

"'That the storm warnings, so far as they indicate the direction, as well as force of coming gales, are not shown to have been so far precise or correct as to be of use."

We have now arrived at the turning-point of the subject; heretofore it would appear that our task has been that of recording failure rather than success, of describing an imperfect and stationary, rather than a well-matured and progressive system; but this would not be a correct interpretation of either the labours of the Department, or of those who sat in judgment on them. The facts are that a wider view of the field of meteorological science has burst, as it were, on us by the results of the system which we now look on as comparatively feeble, and retrogressive because stationary. A new luxury has been devised, which has rapidly become one of the necessities of the day, and we are impatient of reaping all the advantages, whether real or imaginary. But systems based on the observation and inductions of natural phenomena, and especially of those of a varying and complicated character, cannot be matured in a day or a year, or may be, in a generation. The barriers that Nature interposes to man's inquiries cannot be taken by storm. We must, in short, in this department, as in many others of natural knowledge, abide patiently the issue of the labours of many and diverse minds.

Looking to the future, the Committee remark:—

"It seems to us obvious, that the practice of issuing storm warnings can neither be discontinued nor allowed to continue in its present unscientific, and therefore unsatisfactory, condition. It can never be satisfactory until we have arrived at a more complete knowledge of the laws which govern the changes of weather in the British isles than we now possess. This subject has of late years become, chiefly through the strenuous exertions of Admiral FITZROY, the most popular branch of meteorology. It also affords one of the hopeful matters of inquiry to the scientific meteorologist.

"It is obvious, from what we have said, that the Meteorological Department of the Board of Trade does not at the present time possess, and has not the means of procuring, observations sufficiently numerous and accurate for the prosecution of the inquiry."

The Royal Society, aided by continental, as well as by many of our own able meteorologists, had already proposed arrangements for securing the most reliable and *continuous* observations by the aid of *self-recording* instruments at a few stations—at present limited to six*—distributed at nearly equal distances in a meridional direction from the south of England to the north of Scotland, the Observatory of the British Association at Kew to be adopted as the central station; and with the possibility that Valentia, now that it is connected by means of the Atlantic telegraph with the continent of America, may

These are—				
			°	′
Falmouth	*Polytechnic Institution* .	Lat.	50	9 N.
Kew	Observatory of British Association		51	28
Stonyhurst	College, already a Meteorological Observatory .		53	0
Armagh	Observatory . . .		54	21
Glasgow	University and Observatory		55	51
Aberdeen	University		57	9

hereafter be included. All these stations would work in unison, and form the framework, or backbone as it were, of one general system of observation and record.

The Committee adopt this proposition, and further recommend for the obtaining a "complete account of the diversified phenomena of wind, clouds, and temperature in the British isles," that these stations should be supplemented by a number of intermediate and subordinate ones, say, 60, where observations should be made four times a day (or even eight, at selected places). They say :—

"There appears to be no difficulty in procuring such observations: they are already made at lighthouses, at some of which there are understood to be careful and intelligent observers."—"If observations were required from any place where there is no lighthouse, they might, no doubt, be procured through the Coastguard."

After some further discussion of general details they thus conclude :—

"If these steps are taken, we may hope that at no distant time the laws which govern the changes of weather in the British isles will be so far understood as to enable meteorologists to plan the practice of foretelling weather on a sound basis. * * *

"To take the least favourable view of the subject, the knowledge obtained by means of the observations we have recommended will furnish a complete check on such predictions as may be made, and will either enable us to reduce the practice of foretelling weather into a certain system, governed by clear and intelligible rules, or will enable us to conclude that no such system or rules are possible."

Our readers are now in a position to judge of the Circular issued by the Board of Trade, notifying the present discontinuance of the Storm Warnings (a copy of which we append). The Circular forms a fitting pendant to this Article, and to the new Meteorological Department alluded to in it, which latter we understand will be organized at no distant period. We cordially offer our best wishes for its success.

[CIRCULAR.]

"*Board of Trade, Nov.* 29, 1866.

"The Board of Trade have had under consideration the report of a committee, appointed by the Royal Society, the Admiralty, and the Board of Trade, to inquire into the constitution and functions of the Meteorological Department, which recommended, as the most important step to be taken, the transfer of the management of the business of the department to a scientific body. The Board of Trade have also consulted the Royal Society upon the subject of this report, and the President and Council of the Royal Society concur generally in the measures recommended by the committee, and are prepared to undertake the duty proposed to them.

"With regard to the issue of storm warnings, the President and Council of the Royal Society are of opinion that 'at present these warnings are founded on rules mainly empirical,' and therefore should not be issued under the superintendence of the scientific body to whom the discussion of meteorological observations will be committed. The President and Council think, however, that 'in a few years they may probably be much improved by deductions from the observations in land meteorology, which will by that time have been collected and studied. And that the empirical character may thus be expected to give *way to one more strictly scientific, in which case* the management of storm warnings might be fitly undertaken by a strictly scientific body.'

"Under these circumstances the Board of Trade are compelled to suspend from the 7th day of December next '*cautionary storm warnings*' which have from time to time been issued by the Meteorological Department of the Board of Trade.

"It is hoped that the warnings may be resumed by the new Meteorological Department at no distant time upon an improved basis.

"In the meantime the daily 'weather reports' will be received and published as heretofore. If at any port or place there is a desire to have these reports, or any part of them, communicated by telegraph on the morning on which they are received, they shall be so communicated on a request to that effect being sent to the Board of Trade, accompanied by an undertaking to pay the expense of the telegram from London to the port or place.

"T. H. FARRER."

APPENDIX.

The following maxims were among those employed by the Meteorological Department in determining their forecasts. They are selected and re-arranged from the digest made by the Committee (and appended to their Report), and are here introduced as likely to be of interest and service to our seafaring readers. It is to be hoped that meteorologists will both amend and add to this imperfect list, on which the Committee remark, "Some of these maxims rank among the *long-established truths of* meteorological science, while others are clearly open to considerable doubt."

I.—*Atmospheric or Air Currents.*

(*a.*) In the latitudes of the British isles, and of North-Western Europe generally, there are two, and only two, essentially different atmospheric currents—one S.W., running from the equator towards the pole, and the other N.E., running from the pole towards the equator.

(*b.*) The characteristics of the S.W. current lie not only in its general direction, but in its quality; for it is light, warm, and moist. In other words, its presence is shown by a low barometer, by a high thermometer, and by a small difference between the wet and dry bulb thermometers.

(*c.*) The characteristics of the N.E. current, in a similar way, lie not only in its general direction, but also in its quality, for it is heavy, cold, and dry. In other words, its presence is shown by a high barometer, by a low thermometer, and by a large difference between the wet and dry bulb thermometers.

(*d.*) The weather in this country depends almost wholly on the conflict, combination, alternate preponderance, or alternate succession, of portions of these opposite currents.

(*e.*) Not only is the actual presence of either current shown by its corresponding instrumental tests, but, an approaching change from one current to the other is foretold by the instruments beginning to change their indications. (Hence, as changes of weather must necessarily commence at some places earlier than at others, there is great advantage in receiving by telegraph information of the state of the weather, and of the instruments at many stations.)

(*f.*) When S.W. and N.E. currents alternately prevail, the wind blowing over any station has a strong tendency to "veer," and not to "back." That is to say, the general order of the changes is N.E.S.W.N., and not N.W.S.E.N.

II.—*Weather Changes.*

(*a.*) Gradual changes of weather are shown by a gradual rise or fall of the barometer; for instance, at the rate of one-hundredth of an inch in an hour.

(*b*) Great differences of temperature at the same, or adjacent places, are followed by changes of weather.

(*c.*) Rapid changes of all kinds commonly presage violent atmospheric commotion.

(*d.*) The result of all rapid changes in the weather, or in any of the instrumental indications, is brief in duration; while that of a gradual change is more durable.

III.—*Direction and Force of Wind.*

(*a.*) The wind usually blows from a region where the barometer is high to one where the barometer is low.

(*b.*) The force of the wind is usually proportionate to the differences of barometric pressure, at adjacent places. In other words, the greater the barometric tension, the stronger the wind.

(*c.*) Strong winds are far more steady in duration than light or moderate winds.

IV.—*Gales or Storms.*

(*a.*) Great storms are frequently preceded by excessive meteorological disturbance; as by heavy falls of rain or snow, by much lightning, by unusual cold, or by excessive heat.

(*b.*) Sea disturbance often precedes gales.

(*c.*) Great storms are usually shown by a fall of the barometer, exceeding one inch in 24 hours, or by a fall of nearly one-tenth of an inch in one hour.

(*d.*) The barometer frequently continues high during a N.E. storm, but there is a fall of the thermometer.

(*e.*) Most of our violent storms travel bodily, in a N.E. direction.

V.—*Calms.*

(*a.*) Calms may be due to either of three different states of weather:—

(1) The appulse of winds coming together from opposite quarters.

(2) The divergence of winds going towards opposite quarters.

(3) The centre of cyclonic storms.

The barometer rises in (1), and sinks in (2). It is extremely low in (3).

(*b.*) When the S.W. and N.E. currents intermingle, water is precipitated in the form of cloud, rain, or snow.

A NIGHT WITH THE RAMSGATE LIFE-BOAT.*

ONE HUNDRED AND TWENTY LIVES SAVED.

I.—DISASTERS AT SEA. THE LIFE-BOAT TO THE RESCUE.

To lie awake listening to the storm,—to hear the rush of the wind, now moaning in the chimney, now thundering at the windows, against which the rain beats and hustles,—to feel or fancy that the house trembles, shaken in the rude hurry of the blast,—to hear the waves breaking on the beach, a half-suppressed tumultuous uproar, like the faintly-heard riot of a distant angry mob,—to get further to sea in one's thoughts, to picture a noble ship with close-reefed topsails running before the gale, or beating away from the dread neighbourhood of dangerous sands, the pilot anxious and watchful, and the crew eager and alert, peering through the darkness to catch the welcome guidance of some bright warning light, or the fainter rays of some ship's light hovering perilously near, the passengers wistful and anxious, asking many questions, and receiving cheering answers, but given with an unreality of tone that makes them fear the sound more than they can believe the sense! Or to imagine a vessel at anchor, the cables swinging out at their full length, the sails all closely furled, but the gale beating against the hull and rigging, with a power that seems more than able to drag the ship, and its living freight, to a speedy destruction,—to picture the ship lifting and pitching and surging in a cloud of spray, the hungry waves leaping at it as if to devour it before its time, the anchors yielding inch by inch, or the cable giving, and the terrible sands under the lee. To fall into an uneasy sleep, oppressed by the weight of undefined horrors, in the morning to look from the tall cliffs upon a golden beach, then upon the fretting surf beyond, upon the sea bright in the sunshine, smooth browed, but like a great giant rolling his huge limbs in uneasy sleep, quick with great billows rising and falling with crestless heavy swellings. Then to look at the distant Goodwin Sands, and see the white leaping surf, the fangs in the jaws of death, still gnashing and mumbling after their midnight meal, in which they ravened on a goodly ship, and mangled many a noble form of sailor brave, of weeping women, and trembling, wondering children.

Such pictures are often suggested by the midnight gale, such after-scenes witnessed in the morning's calm at Ramsgate, as at many another spot on the bold coast of our sea-girt island home, where each howling wind, as it rushes on, breathes the trumpet-blast that calls to the struggle of life and death. Our narrative has for its date the 3rd of December. During the whole of the day the wind has been blowing hard from the west-north-west; the weather has been very unsettled for some days, squally, with the cloud-scud low, and flying fast. Now it is becoming

* By the Rev. J. GILMORE, M.A. Reprinted from *Good Words*, with the kind permission of the Author and the Publishers.

worse, and the blasts more frequent and more fierce, rapidly growing into a continuous rising and heavy gale. The Storm Signal hangs ominously from the flag-staff, giving a warning (for which experience has gained respect) of the dangerous winds which may be expected. The Downs anchorage is crowded with shipping, so much so, that the lights of the vessels anchored there shed at night a glow upon the darkness, like the lights of a populous town. Every now and then a vessel leaves the fleet, and running before the gale, seeks surer refuge; or one homeward bound swiftly threads her way through the crowd of vessels, the crew half rejoicing in the gale, which at every blast bears them nearer home.

On Ramsgate Pier rumours of disasters busy the watchful lookers-on in anxious gossip; many partially disabled vessels have already found refuge in the harbour: now a schooner is brought in by some Broadstairs boatmen. When they boarded her, in answer to her signals of distress, they found that the mate, with a woman and child, alone remained in her. She had been in collision during the previous night, and whether the rest of the crew had escaped to the other vessel, or had been lost overboard, was left a matter of dread uncertainty.

As it is a stirring sight to see the vessels making through the heavy seas for the harbour, so it is an exciting and withal a gallant sight to watch the luggers, heavily freighted with anchors and chains to supply vessels that have slipped their cables, bearing away bravely in all the rush of the storm upon their errand of daring enterprise. The afternoon creeps on; it is half-past three; a puff of smoke is seen coming from the *Gull* light-ship, but the wind is too strong, and in the wrong direction for the report of the gun to be heard. But the signal is accepted, and soon the steamer and life-boat are away in the hurricane. They make for the light-vessel, that they may learn for what their services are required. A squall of thick rain hides the Downs and south end of the Goodwin Sands from view. Suddenly the squall clears away, passing rapidly to windward; and, it is seen from the pier and cliff, although not from the lower level of the steamer's deck, or from the life-boat, what vessel it is that is in danger. A large, light schooner has driven from her anchorage, and is now dragging perilously near the Sands. She is too near, with the wind as it is, to have any chance of escaping by slipping her cable and trying to sail clear. She is driving fast, and we can plainly see from the cliffs the large flag she has hoisted at her main-topmast head as a signal of distress. It is an alarming sight. By taking her bearings, it is plain to the watchers on shore that she is fast dragging her anchors and nearing her doom, and the nature of the terrible sea she is in is also very evident. She is light, buoyant, and lifts to every wave. She looks like a gallant charger taking a succession of desperate leaps, as first her bow is thrown up in the air and for a moment rides high on the top of the wave, and then again her stern is thrown up, and her bow almost buried as the huge short waves pass under her stern. Repeatedly our fears, as we watch her, make us fancy that her cable has at last parted, and that she is in full career for the waiting and deadly sands. The spray clouds drift to leeward, and again we are assured by finding, from carefully-taken bearings, that her position has not much changed for the worse. We only take our eyes off her to look occasionally at the steam-boat and life-boat, as they are making their way with all speed to the rescue. The steamer rolls and plunges on, nothing daunted, nothing disturbed by all the buffeting she gets; the life-boat rises like a cork to every wave, and plunges through the crests as she feels the drag of the steamer, while the foam spreads out on either side like a fan, and the scud and spray fly over her in a cloud. We see them making their way to the *Gull* light-ship, where they learn that a schooner was seen in distress, bearing south-south-west, supposed to be on the South Sand Head. On through the giant seas and driving surf, in the very teeth of the gale, they make gallant way, and are about to take up a position from which the life-boat can plunge in through the broken water to the rescue of the crew. A large Deal lugger is beating up to windward from the neighbourhood of the Sands: they speak her, and learn that she has rescued the crew of the schooner. The lugger, one of the finest of all the noble boats that sail from Deal beach, had, some time before the schooner had got into her present dangerous position, sheered alongside at no slight risk, and as she shot by, the crew had jumped into her for their lives, forgetting in their hurry and excitement the flag of distress which they had left flying high, pleading still, and not unheeded, for help that was no longer required. Nothing could be done for the schooner. Driving fast, she soon began to thump on the Sands; darkness settled down upon her, the fierce waves had her for their prey, and in the morning not a vestige of her was to be seen. The steamer and life-boat having left her to her fate, now made for a barque which, with main and mizen masts cut away, had still a chance of weathering out the gale. The wind was too heavy, and the tide too strong, to tow her to a safer position. Her crew had already made their escape, and she was left in turn, but not, as it proved, to meet the sad fate of the schooner, for she successfully rode out the gale.

A further cruise round the Sands, to see if their services are required by any distressed vessel, and they make again for Ramsgate, which they reach about half-past six. The steamer and life-boat are moored, ready for any fresh call which may be made for their services, the probability of which seems very great.

In such a storm, anxious watchers are on the alert on all the stations of the coast. Boatmen, under the lee of boat-houses and boats, or grouped together at friendly corners. One or two every now and again take a few strides in the open for a wider range of view, and then back again to shelter. The coastguard men, sheltered in nooks of the cliff, or behind rocks, or breasting the storm on the drear sands as they walk their solitary beat, all peer out into the darkness, watching the signals from sea—the gun-flash or the rocket's light, which, while they speak of hope to the imperilled, tell to those on shore of lives in danger, and of waiting death. Or the watchers listen for the dull throb of the signal-gun—the sign of wild warfare and struggles for life mid breaking waves and dashing seas, and calls for the rescuers to rush into the contest, that they may snatch their powerless brethren from the very jaws of death. Often, too, the whisper runs along the telegraph wires telling of some distant scene of sad distress. It is so in this case. About a quarter past eight in the evening, the harbour-master of Ramsgate receives a telegram. Far away from Ramsgate—away round the stormy North Foreland, some miles to the westward of Margate, the Prince's light-ship is firing signal-guns and rockets. The Tongue light-ship repeats the signals; the vigilant coastguard men hurry to bear the tidings on to Margate; but there the fine life-boats are powerless to help. The wind is blowing a hurricane from the west-north-west, and drives such a tremendous sea upon the shore that neither life-boat nor any other boat can possibly get off.

The coastguard officer at Margate sees at once how hopeless any attempt of that kind would be, and hurries to send a telegram to Ramsgate. The harbour-master there receives it, and, in a few minutes, hurried action takes the place of wistful, anxious waiting. For hours the steamer and life-boat have rested quietly in the sheltered harbour, lifting gently to the small waves that have been playing against their sides. The men, for hours, have been gazing out into the darkness, listening to the roar of the gale and the murmur and tumult of the tumbling waves. The expected challenge comes – a call to action that they do not one moment hesitate to accept. They know the hardship and peril, but do not think of these, for they know what it is for brother-sailors to cling perhaps to a few spars of still standing wreck, while the wild waves leap around, and only a few inches of creaking, yielding timber shield them from their fury. They know the power of the waves to tear the strongest ship to fragments in a few hours; and they are ready for any stern, deadly wrestle to rescue their drowning fellow-creatures. The order is given, and directly there is a rush to the life-boat. Ten Ramsgate boatmen, the coxwain, and two men from the revenue cutter *Adder*, which happens to be in the harbour, speedily man her. The men on board the ever-ready steam-tug *Aid* are no less prompt; and within half-an-hour both steamer and boat are again making their way through the broken seas, and breasting the full fury of the gale. Imagine the picture that was hid in the pitch-darkness of that wild night. The steamer, strong and powerfully built, and which has never failed in any of its tussles with the storms, but in its every part worked true and well, when failure in crank, rod, or rivet might have been death to many lives, is thrown up and down by the raging sea, now half buried in the wash of surf, or poised for a moment on the broad crest of a huge wave, and again shooting bows under into the trough, rolling and pitching and staggering in the storm, but still true to her purpose. Still onward and onward she goes—the beat of the paddles, the roar of the steam-pipe, the throb of the engines, mingling with the hoarse blast of the gale and the lash and hiss of the surf and fleeting spray; while to the watchers on shore her light alone tells of her progress. The life-boat is almost burrowing its way through surf and scud. Each man bends low on his seat, and holds on by the thwart or gunwale. The wind has changed, and the boat being towed in the face of the gale and sea, does not ride over the waves as she would do if she were under canvas only, but is dragged on and on, cleaving their crests. "It was just like as if a fire-engine was playing upon your back, not in a steady stream, but with a great burst of water at every pump," said one of the men, whose station was in the bow. The ends of the life-boat are high, the air-tight compartments in the bow and stern giving her the self-righting power; the waist is low, that she may hold as little water as possible. When a sea comes on board it is rolled out over the low sides, or escapes through the valves in the floor of the boat, so that within a few seconds of being full of water, even up to the gunwales, she frees herself to the floor. In a wild sea, when the waves and surf break over the bows of a big ship, and send the spray flying up almost to the topmast-head, the life-boat, towed on in the teeth of the storm, is constantly deluged with water, or buried in surf and spray. At times, indeed, the water runs over the boat in volume sufficient to wash every man out of her who is not holding on. Now the waves rush over the bow, and again a cross-wave catches the side of the boat, staggers her, and fills her with water, while she pitches and rolls with a motion quick as that of a plunging horse. But the men know her well, and trust her thoroughly, and with a firm hold and stout hearts they resolutely journey onwards.

The wind has veered a little, and the high cliffs somewhat break its force: the men do not feel the full power of the gale until they are well round the North Foreland. The tide is strong and on its ebb; the wind is dead on end, and they work their way with great difficulty.

The rain ceases; the clouds of flying scud lift a little; it is still pitch-dark, but free from mist and rain. The men see the Margate Pier and town lights, which shine out steadily and clearly, and it seems strange to look, from their rough post of danger, action, and hardship, upon the town resting in quiet peace scarcely conscious of the storm. They make for the Tongue light-ship, nine miles off Margate.

Every five minutes the darkness of the horizon is broken by a rocket from the light-ship. It goes flying up against the gale, and, bursting, gives a moment's flash, as its stars, caught by the fierce wind, go in a short stream of light to leeward. The steamer's crew make for the light-ship, looking anxiously the while in all directions for any signal which may guide them more directly to the vessel in distress. But they see none, and therefore make for the light-ship. The captain is told that signals had been seen from the high part of the Shingles Sandbank, and that they were supposed to be from a large ship in distress. The life-boat sheered near as she passed, and the crew heard the same report. Again they urge their way onward against tide and wind, but can see no sign of any vessel, and no vestige of wreck. Perilous and anxious work this, feeling their way in the tempest, and skirting the very edge of the dangerous Sands. The roar of the gale is too great for any cries of distress to be heard. The hull of the vessel may be overrun with the sea, and the crew, clinging to the masts and rigging, be utterly unable to give any signal by firing rockets or guns, or showing lights, and the night is so dark that nothing can be seen except the steamer's light ahead, and the gleam of the foam within a few yards of the boat. Thus the men on board the steamer and life-boat are doubly anxious, not liking to leave the neighbourhood without thoroughly examining it, fearing that they may leave behind, to a despair rendered the more bitter by the false hopes that had been excited, some poor fellows clinging desperately, with small remaining strength to some few trembling fragments of wreck.

They can see nothing, and hear nothing. The vessel must either have gone utterly to pieces, or the men on board the Tongue light-ship have been mistaken in the position of the signals they had seen. Intently they listen, and fancy they hear the boom of a gun fired at intervals; in a lull in the storm they hear it more plainly, and see in the far distance the flashing of rocket lights. They soon discover that the Prince's and Girdler Light-ships are at the same time repeating signals of distress. They think it best to make for the Prince's light first; and on arriving there, they are told that a large ship had been seen, on the Girdler Sands, they think, but it might be on the Shingles. Away again, in the darkness, they speed on their noble mission. At last they plainly discern a light on the south part of the Shingles; they make for it, and are again disappointed—it is the light of the steam-tug, *Friend of all Nations*, which is lying-to under the Shingles for protection from the rush of the sea. But here they are somewhat repaid for their efforts, for they learn beyond doubt that the vessel in distress is a large ship on

the Girdler Sands, and, more than this, that another large ship, disabled and in great distress, has been seen driving down the "Deeps"—a very narrow channel between the Shingles and Long Sand: it must have been the signals from this vessel that were seen by the men on board the Tongue light-ship. They are unwilling to pass on their way to the Girdler without making an effort to find the vessel which had been seen in such great distress, and which in every probability had gone ashore somewhere in the neighbourhood. So they make a cruise in the direction of the Deeps. They search narrowly, but in vain, and at last hurry away, as the Girdle light-ship still continues to fire heavy guns, leaving, as they afterwards found, a ship's crew clinging to a remnant of wreck and in the most deadly peril, of whom in the darkness they could see nothing and hear nothing, although not very distant from them. At last their long, persevering, and hazardous search is crowned with success. Upon nearing the Girdler light-ship they see on the Sands the flare of blazing tar-barrels, signals made from the vessel on shore, and they at once make preparations for going to the rescue. The steamer is obliged to steer clear of the broken water—not only owing to the danger of grounding on the Sands, but also because the surf from the clashing waves would be enough to sweep her decks, and almost swamp her. She skirts the Sands, and tows the life-boat well up to windward. The men on board the boat cast off the tow-rope, and the wind and sea at once swing the boat's head round, and she plunges into the broken water which is rushing over the Sand. It is indeed a wild waste of water. It boils and foams in tumultuous uproar as, checked by the Sands, the waves break and rebound and dash together, leap high in air, and then recoil and fall with the roar of an avalanche, while their curling crests, caught by the gale, fly far away in broad feathers of cloud-like spray. It is a desperate strife of waters, and into the midst of it the boat rushes. All the men dare to do is to hoist a close reefed foresail, the gale is so strong. But swiftly it bears the boat along; the waves battle around like hungry wolves, and at times the boat is so overrun with broken water and surf that the men can scarcely breathe. They, however, cling resolutely to the boat, and again and again she shakes herself clear of water, rises buoyantly over the tops of the waves, and the men are again free for one moment: the next moment, and down she plunges again into the trough of the troubled seas, which from all sides break on board her, and thus she undauntedly works her way in to the wreck.

II.—THE EMIGRANT SHIP.

It is one o'clock in the morning; the moon gleams out through gulfs in the dark deep clouds which sweep swiftly across her.

The men see a large ship hard and fast on shore, and in a perfect boil of waters. The tremendous seas are surging around, and shaking her from stem to stern, as they wildly leap against her. The spray is flying over her in all directions, and mingles with the dark masses of smoke which rise in thick clouds from the flaming tar-barrels, while the smoke and spray are swiftly swept to leeward. She is making all possible signals of distress. The fierce wind had driven her at each lift of the sea higher on the Sands, until she reached the highest part, and there she has been left. When the tide fell, the waves could no longer lift the vessel, and let her crash down upon the Sand, else long since she would have been utterly broken to pieces.

The boat makes in for the ship, the people on board see her, and cries and cheers of joy greet her approach. The foresail is lowered, the anchor thrown overboard, and the boat fast sheers in towards the ship. The cable goes out by the run and is too soon exhausted, for with a jerk it brings the boat up within sixty feet of the vessel, which they see to be an emigrant ship crowded with passengers. As the poor people see the boat stop short, their cries for help are frantic, and sound dismally in the men's ears as slowly and laboriously they haul in the cable, and get up the anchor before making another attempt to fetch alongside the ship. In the meantime they answer the people with cheers, and the moon shining out, the emigrants see that they are not deserted. The sea is so heavy, and the boat's anchor has taken so firm a hold, that it is a long time before they can get it up; and they now sail within fifty fathoms of the ship before they heave the anchor overboard again. It is necessary to let the anchor down as far as possible from the ship, that they may get plenty of sea room when they haul up to it again. This is done in order that they may set sail and get away from the wreck, upon which they must of necessity be driven if they have not allowed themselves sufficient room to sail clear of her. They let the cable out gradually and drop alongside; they get a hawser from the bow and another from the stern, and by these they are enabled to keep the boat in pretty good position, the men on board hauling and veering to keep the boat sufficiently near without letting her strike against the sides of the vessel; and this, in the broken seas and rapid tide is a matter of no little difficulty. The captain and pilot of the vessel, (the *Fusilier*) shout out, "How many can you carry?—we have more than one hundred on board, more than sixty women and children." It was with no little dismay that the passengers looked down upon the boat half buried in spray, and wondered how she could be the means of rescuing such a crowd of people. The men shout from the boat that a steamer is near, and that they will take off the passengers in parties to her. Two of the boatmen spring as the boat lifts, catch the man-ropes, and climb on board the ship. "Who comes here?" cries the captain, as the two boatmen, clad in their oil-skin overalls, and pale and half exhausted with their long battling with wind and sea, jump from the bulwarks amid the excited passengers. "Two men from the life-boat," is the reply, and the passengers crowd around them, seize them by the hands, and some even cling to them with such an energy of fear as requires force to overcome. The light from the ship's lamps and the faint moonlight reveal the mass of people on board,—some deadly pale and terror-stricken, some fainting, others in hysterics, while many are more resigned. It had been a long, long night of terror and most anxious suspense, and many who during its terrible hours had held up bravely, now break down at the crisis of the life-boat's arrival. But the night had not been one of unreasoning fear to all. There were those on board, who filled with a calm heroism, had by their example of holy faith exerted great influence for good,—one woman especially, who had been for some time employed by a religious society in London visiting among the poor, proved herself well fitted for scenes of danger and distress. Gathering many around her, she read and prayed with them; and often, as the wild blasts shook the vessel to its keel, there mingled with the roar the strains of hymns, and many a poor creature gathered consolation and confidence, and learned to look from his, or her, own weakness to the Almighty arm of a loving God; and many who had already learnt those truths which take the sting from death, were encouraged to draw nearer,

in more full reliance upon the sufficient atonement of Him who has declared, "I am the resurrection and the life: he that believeth in me, though he were dead, yet shall he live; and whosoever liveth, and believeth in me, shall never die." Thus there was light in the darkness, and songs in the night, and the voice speaking in the tempest said, "Peace, be still;" and many felt, although the warring elements still raged, a calm which recklessness may assume, but which faith alone can give at such an hour.

This is no fancy sketch, no bit of imagined and attempted pathos dragged in. One hundred immortal souls were expecting momentarily the summons which should launch them into eternity, and a most terrible shade in the tragic picture it would indeed have been, had none of that throng been prepared for the summons by the exercise of humble and earnest faith,—if by all of them the expected messenger was thought of as the King of Terrors, and by none as the Messenger of Peace. Now, as the prospect of safety dawns upon all, a wild excitement for a moment prevails, and there is a rush made for the gangway:—mothers shriek for their children, husbands strive to push their wives through the throng, and children are trodden down in the crowd. It is a few moments before the captain can exercise any authority, but the passengers, checked for a minute, regain self-control, fall back from the side of the vessel, and wait for orders. "How many will the life-boat carry?" the captain asks. "Between twenty and thirty each trip," is the answer. "There is a very nasty dangerous sea and surf over the Sands; if too crowded, we may get some washed out of her."

It is at once decided, of course, that the women and children are to be taken first, and the crew prepare to get them into the boat. Two sailors are slung in bow-lines over the side of the vessel to help the women down. The boat ranges to and fro in the rush of the tide; though the men do their best to check its swing with the hawsers which are passed from the ship to the bow and stern of the boat. But still she sheers violently—is now lifted on the crest of a wave to within a few feet of the vessel's deck, and again falls into the trough of the sea after the waves pass under her, and, suddenly dropping many feet below, or, sheering away, leaves a dismal yawning gap of water between her and the vessel's side. It is a terrible scene, most dangerous work, and calling for great courage and nerve. It would have been difficult, even though all had been active men, but how much more so when many are frightened and excited women—some aged and very helpless. The mothers among the women are called for first. One is led to the gangway, and shrinks back from the scene before her. The boat is lifted up, and she sees men standing on the thwarts with outstretched arms, ready to catch her if she falls, and the next moment the boat is in a dark gulf many feet below, and half covered with the fleeting spray. The frightened woman is urged over the side, and now hangs in mid-air, held by either arm by the two men, who are suspended over the side. As the boat again lifts, the boatmen cry, "Let go!" The two men do so, but the poor woman clings to one of them with a frantic grasp. One of the men standing on the thwarts of the boat springs up, grasps her by the heels, which he can just reach, drags her down, catches her in his arms as she falls, and the two together roll down into the boat, their fall broken by the men below, who stand ready to catch them. It is no time for ceremony, but for quick, prompt, unhesitating action. The number to be rescued, and the time that must of necessity be occupied in going to and from the steamer, make all feel there is not a moment to be lost. The next woman makes a half spring, and is got into the boat without much trouble. Now the boat lifts, but does not rise enough, she rather falls and sheers off. A woman is being held over the side by the two men; she struggles, the men in their awkward position can scarcely retain their hold, and she is slipping from them, while the mad waves leap beneath, a ready grave. Just as she falls the boat sheers in again, and she is grasped by one of the active boatmen: by a great effort her course is directed into the boat, and she is saved. Another, who is very near her confinement, cries out piteously, "Oh, don't shake me, don't hurt me!" but she falls from the hands of the men holding her, is caught by the boatmen, and rolls over with them into the bottom of the boat. Some of the men on board throw blankets down to the half-dressed women, many of whom are crying aloud for their children. A passenger rushes frantically to the gangway, cries "Here, here!" and thrusts a big bundle into the hands of one of the sailors, who supposes it to be merely a blanket, which the man intends for his wife in the boat. "Here, Bill, catch," the man shouts, and throws it to a boatman standing up in the boat, who just manages to catch it as it is on the point of falling into the sea, and is thunderstruck to hear a baby's cry proceed from it, while a shriek, "My child, my child!" from a woman, as she snatches the bundle from him, tells further of the greatness of the danger through which the child has passed. In spite of all their care, the boat, every now and then, lurches against the ship's side, and would be stove-in but for the cork fenders which surround her. Still she is flying and tossing about, now high as the main chains, now deep in the trough of a big sea, whose hollow leaves little water between her and the Sands; but in spite of all this, about thirty women and children, one after another, are taken on board, and the boat is declared to be full. They cast off the hawsers from the bow and stern, and all hands begin to haul in upon the cable. They get the anchor up with much difficulty, and as the range of cable gets shorter, the boat jerks and pitches a great deal in the rush of sea and tide. The anchor is at length up, the sails are hoisted, the boat feels her helm, gathers way swiftly, and shoots clear of the ship. A half-hearted cheer greets them as they pass astern—the remaining passengers watching them with wistful and somewhat anxious glances as they plunge on through sea and foam. Away the boat bounds before the fierce gale—on through the flying surf and boiling sea—on, although the waves leap over her and fill her with their spray and foam. Buoyantly she rises and shakes herself free, staggering as the waves break against her bows, and then tossing her stem high in the air as she climbs their crests, she pitches almost bows under as the waves pass under her stern, and rolls as she sinks in the trough of the seas. The poor emigrants, trembling with cold and excitement, crowd together, and hold on to the boat, to each other, or to anything, scarcely realising their safety as the boiling seas foam fiercely around them, and the rising waves seem to threaten at any moment to overwhelm them. They take a more convulsive and firm grasp, as the cry of warning from the men to "hold on" every now and then is heard, and bend low as the broken seas make a clean sweep over the boat, filling her and threatening to wash all out of her. The steamer, as has been said, towed the life-boat well to windward, that she might have a fair wind in for the wreck; but as soon as the life-boat left her she made her way round the Sands to leeward, that the boat might have a fair wind to her again, and now waits the boat's return. On she comes:

the broken water is now passed, the scud and spray fly all around her; but the cross seas overrun her no longer, and the emigrants lift their heads and rejoice as the lights of the steamer are pointed out to them shining brightly and very near. Thirty women and children are on board, and with this first instalment of the shipwrecked emigrants, the boat runs alongside the *Aid*. The steamer is put athwart the sea, to form a breakwater for the boat, which comes under her lee; the roll of the steamer, the pitching of the boat, the wild wind and sea, with the darkness of the night only a little broken by the light of the steamer's lanterns, render it a somewhat difficult matter to get the exhausted women into the steamer. As the boat rises, the men lift up a woman and steady her for a moment on the gunwale, two men on the steamer catch her by the arms as she comes within reach, and she is dragged up the side on to the steamer's deck. There is no time for ceremony here either: a moment's hesitation, and the poor creature might have a limb crushed between the steamer and the boat. Each woman is thus got on deck, and two men half lead, half carry her to the cabin below. One struggles to get back to the boat, shrieking for her child; the men do not understand her in the roar of the gale: there is no time for explanations, and she is gently forced below. Again the rolled-up blanket appears; it is handed into the steamer, and is about to be dropped on the deck, when half a-dozen voices shout out, "A baby in the blanket!" and it is carried below and received by the poor weeping mother with a great outburst of joy. "God bless you!—God bless you!" she exclaims to the man, and then blesses and praises God out of the abundant fulness of her heart.

Many, who during the hours of danger had been comparatively calm and resigned, can no longer restrain their feelings. They at last feel themselves safe, and at the same moment realise the greatness of the peril they have escaped and that which those left on board the ship still encounter. Some throw themselves on the cabin floor, weeping and sobbing; some cling to the sailors, begging and entreating them to save their husbands or children who are left behind; while others can do little else than repeat some simple form of praise and blessing to God for his great mercy. The boat is towed to windward again, and when the straining cable is let go, her sails are hoisted cheerily, she heads round, swiftly gathers way, and bounds in like a greyhound through the troubled seas towards the ship. A slant of wind comes, however, and drives her from her course; they find that they cannot reach the ship, and make out into the open water. The steamer soon picks her up, tows her into a more favourable position, and the boat speedily runs in again alongside the vessel. There are still on board more women and children than would fill the boat, and they have to leave some half-a-dozen behind. All the old difficulties in getting the women down the side of the vessel are repeated, although the wind has now fallen a little. They make for the steamer, and as each new-comer is handed down into the cabin, the anxiety of those who are eagerly looking for some loved one is great indeed, and the greetings, when such are met with, are very earnest. For the third time the boat reaches the stranded ship, and brings away the remaining passengers. The cabin of the steamer is full of women and children, in every stage of exhaustion and excitement. They are very thankful to God for the full answers vouchsafed to the earnest prayers of the last night. It has taken more than three hours to get the emigrants on board the steamer, and there has been additional delay by the boat twice failing to reach the ship; but this very delay, which at the time seemed so unfortunate, was, under God's providence, the means of saving further life.

The life-boat again makes for the *Fusilier*, to see what the crew of the ship will do. The gale has now gone down very considerably, and the tide has been falling fast for some time. The ship being heavy, is firmly settled on the Sands, and there is now no immediate danger, although, should the wind get up again with the returning tide, the ship may be very speedily knocked to pieces.

The captain of the vessel thinks it very probable that, if the gale continues to abate, the ship, as she has not been much knocked about, may be got off at the next high tide; but while he is unwilling to abandon the vessel as long as there is a chance of her rescue, he feels the greatness of the risk, and wishes the life-boat to remain with him. It is nearly daylight, the night is clear, and the wind is still blowing very hard; the life-boat takes an order to the steamer to send luggers with anchors and cables, that they may make every effort to get the ship off, if the weather continues to moderate. She then returns and lies by the ship, while the steamer, heavily freighted with the rescued emigrants, makes the best of her way towards Ramsgate.

III.—THE "DEMERARA."

The emigrants describe their perils, and mention that during the previous evening, while their ship was driving, and some time before she struck, they saw a large ship in great distress and apparently drifting fast upon the Sands: that darkness set in, and they lost sight of her.

The crew of the steamer keep a sharp look-out for this vessel, or any signs of her wreck. It is evidently the one of which they heard, and for which they searched before they discovered the *Fusilier*. They see part of a mast, and other wreckage entangled in the Sands, and conclude that the vessel must have gone entirely to pieces, with the loss of all hands, during the night. But for the delay that had been occasioned, they would have proceeded to Ramsgate before there was sufficient light to scan the Sands so narrowly as they did; but now, as they proceed down the Prince's Channel and get near to the light-vessel, they see the small remnant of a wreck, which they think may be the bowsprit and jib-boom of a vessel dismasted and on her beam-ends. They get nearer to her, and find that she is well over on the north-east side of Girdler or Shingle Sands; some of the crew wish to launch the steam-tug's small life-boat, eighteen feet long, and make in through the surf to the wreck, to which, they think, they can see some of the crew clinging. But it is thought too great a risk to take so small a boat through such a broken sea, and it is agreed that they had better go back for the large life-boat. They put back, and, passing to windward of the *Fusilier*, strike their flag half-mast high, as a sign that the boat is to join them: this she speedily does, and they together make for the newly-found wreck. As they approach her they can see that it is a vessel on her beam-ends, with only her foremast standing.

The life-boat, having been towed into a favourable position, makes in for the vessel. The men wonder that she has held together so long, for she is broken and torn almost to pieces, the copper peeled off her bottom, the timbers started, broken, and twisted, the planking is torn off, almost all the cargo is washed out of her shattered hull, and here and there the light to be seen through her bottom. There was now little more than a portion of the skeleton of the ship that a few hours

From "GOOD WORDS."]

"TWO MEN FROM THE LIFE-BOAT CLIMB ON BOARD, AND THE PASSENGERS CROWD AROUND THEM, SEIZE THEM BY THE HANDS, AND EVEN CLING TO THEM."

before, taut and trim, had buoyantly bounded over the seas.

The foremast, feebly held in position by a remnant of the deck, lay stretched a few feet above the water. The crew and pilot had been lashed to it for many hours, and for that time had seemed trembling over their fearful and ready grave. The heavy waves foam up and beat against the hull, and the doomed ship is, bit by bit, being torn to pieces. The crew, as they cling on, hear the timbers creaking and snapping. The deck has been blown up by the force of the waves, and the fragments of wreck are swept away in the swift tide, the heavy seas making more and more a breach over the ship. Sometimes the ship lifts a little from the mere force of the blow given by the tremendous seas; at any moment she may snap the foremast and roll right over; the mast quivers at every shake and heave of the wreck, the fierce tide rushes five feet beneath them, and the waves leap up and beat over them, and still they hold on. An hour passes, and they are spared; still another and another: they see a steamer's lights in the distance: it nears, it hovers beside them. A few of the trembling storm-beaten sailors shout once or twice, but the rest smile grimly at the folly of supposing that any voice can be heard, even a few yards off, in the roar of such a gale. They watch the steamer's lights in a very agony of suspense, but without any hope that they can be discovered in the darkness. They see the smaller light astern of the steamer, and imagine it to be that of the life-boat; they hear the dull throbs of the heavy guns from the light-ships, they see the faint flashes of light from the rockets, they know that these signals are calling for the steamer and life-boat to speed on elsewhere to the rescue of other drowning ones, and they watch the steamer's lights grow fainter and fainter until they are lost in the darkness. So they are left alone to their desolation and despair, while the wild winds roar, and the raging waves hunger around them. The moon goes down, the darkness thickens, the gale rushes by more furiously than ever; then comes a slight lull, and a faint light streaks the eastern horizon. They tighten their grasp upon the trembling mast and torn rigging, and speak a few words of hope. They may yet see another sunrise; soon in the dull grey light of the early dawn they faintly see a steamer in the distance, but her course will not bring her quite near to them. Intently they watch her: she alters her course and makes directly for the Sands upon the edge of which their frail wreck rests: they begin to hope again, and joy comes in upon them like a flood. They shout aloud, and wave a rag of canvas, the only means of signalling that is left to them; the steamer sees them, she dips her flag as a signal, and then slowly turns round and steams away full speed in the direction from which she came. An agony of fear comes over them again; they feel that they cannot be altogether deserted, but they shudder as the creaking mast trembles beneath them, and look at the yawning gulf of wild waters which gapes so close below, and in their hearts they fear that the steamer on her return with aid may find no trace of them left. A short time, which however seems long indeed to them, measured as it is by their danger and the greatness of their suspense—a short time, and they again see the steamer, and soon are enabled to make out, to their great joy, that she has the life-boat in tow. Still the flying surf beats upon them and drives them with its sheer weight closer to the mast: still the water rages around, while they cling with all their desperate energy to the quivering shrouds: but the time of despair has passed.

The life-boat comes swiftly on, running before the still heavy gale, now rising like a cork to the mounting seas, or again plunging boldly through the surf or broken water. Her men forget the long night-struggle of fatigue and danger through which they have passed: much noble work have they done, but they have still noble work to do,—*more lives to save by the help of God:* and with cool determination they cheerfully proceed to their new labours. They find the water more and more broken as they near the vessel, the waves are flying high over the lost ship, and the ebb tide is running strongly. From the breaking seas and from the position of the ship, now on her broadside with her keel to windward, they cannot anchor on the windward side, and let the boat gradually drop in upon the wreck: their only chance is to run with the wind abeam right in upon the fore-rigging. It is true there is considerable danger in this; but at such times they cannot stop to calculate danger, and must be ready to risk much in their attempts to save life. They charge in amid the floating wreckage, and the boat hits hard upon the iron windlass which is hanging still to the deck of the vessel. A rope is thrown round the fore-rigging, and the group of exhausted sailors shout with joy as they greet the glad friendly faces coming in upon them out of the storm of desolation which rages around. The crew, sixteen in number, including the pilot and a boy of about eleven years of age, are pale and exhausted, and drop one by one from the mast into the boat, and leave the storm-torn fragment of the *Demerara* to her speedy fate. "Oars out!" is the cry, and by hard pulling the boat is got clear of the raffle of the wreck. There is then a moment's waiting ere they hoist the sail, and a great shaking of hands all round, and warm greetings, and heartfelt thanks from the saved ones.

It is now nearly ten o'clock in the morning; they set sail and soon reach the steamer which is waiting to leeward. The emigrants who have so recently passed through similar scenes of danger, now crowd the deck. All their keenest sympathies are aroused, shout after shout greets the boat, the women cheer at the top of their voices, and welcome with outstretched arms alike the rescued and the rescuers. One warm-hearted creature seizes the coxswain's hands in both hers, and shakes them with might and main, sobbing out, as the tears roll down her cheeks, "I'll pray the Holy Father for you the longest day that I live!" Many fall on their knees, and out of full hearts pour forth thanks to God.

The steamer is now full of people; the cabins are given up to the women and children, and are crowded in every part; and the poor people, wet and shivering, are full of thankfulness for their safety; while the steamer, with quick motion, rolls and pitches as she makes her way through the cross seas, which still run high and broken, although the fierceness of the tempest is past.

It is no unusual occurrence at Ramsgate for a crowd of people to be grouped at the Pier-head, watching with interest for the appearance of the steamer, with her flags flying in token of the goodly freight which she bears with her; but with deeper interest than ever such summer scenes excited, is the steamer waited for now.

It is one of those bright genial winter mornings of which Ramsgate has so goodly a share. Many have been attracted to the Pier to take, on that pleasant promenade, a good instalment of the fresh breeze, and to watch the sea bright with sunshine, and the waves glistening and flashing in their turmoil of unrest. The rumour spreads that the steamer and life-boat have been away all night, and are every minute expected to round the Point

and appear in sight. The throng on the Pier increases, for long there has been an anxious look-out eastward for the appearance of the returning steamer, and great is the feeling of gladness, and deep the murmur of satisfaction as the gallant *Aid* appears, with her flags flying at the life-boat's masthead, telling the glad tale of successful effort. The crowd rejoices greatly in the good work done, and, as the steamer comes nearer, it is seen that never on a summer's day did steamer bear through calm seas a fuller freight even of holiday-seekers. From the Pier the crowd looks down upon the multitude on board, and knows that they are just snatched from the very jaws of death, and a thrill of wonder and gladness passes through them all, with that half-formed sense of fear, which a realisation of danger recently escaped, either by ourselves or others, always gives. The crowd waves, and shouts, and hurrahs, and gives every sign of glad welcome and deep congratulation; and as the steamer sweeps round the Pier-head, the pale upturned faces of one hundred and twenty rescued men, women, and children, smile back a glad acknowledgment of the hearty welcome so warmly given. It is a scene almost overpowering in the deep feeling it produces.

The emigrants land, they toil weakly up the steps to the Pier, all bearing signs of the scene of danger and hardship through which they have passed. Some are barely clothed, some have blankets wrapped round them, and all are weary and worn, and faint with cold and wet and long suspense. There are some aged women among them, who had been unwilling to be left behind when those most dear to them were about to seek their fortunes abroad; others had been sent for by their friends, and to them the thoughts of the terrors and trials of a sea-voyage had been overcome by the longing to see once again before they died the faces long loved and long missed—to see perhaps the grandchildren who, although they had never looked upon them, yet they had thought of until they had become almost part of their daily life. It is piteous to see some of the aged women totter from the steamer to the Pier. But young men and young women are there too, who, crowded in the race at home, had sought in a wider field to make better way. Here a poor sorrow-stricken mother, deadly pale and sobbing bitterly, looks wistfully upon the white face and almost closed eyes of the baby in her husband's arms This is the poor child that was so nearly lost overboard, as it was thrown into the boat wrapped up in a blanket. (The mother's fears were not realized: the baby speedily recovered.)

It now became the glad office of the people of Ramsgate to bestir themselves on behalf of those thus suddenly thrown upon their charity. The agent of the Shipwrecked Fishermen and Mariners' Society took charge of the sailors. Accommodation was found for the emigrants in houses near the Pier, and a plentiful meal was at once supplied; many of the residents busied themselves most heartily; and clothes, dresses, coats, boots, hats, bonnets, stays, and other garments were liberally given. Subscriptions were at once raised to pay all expenses, and to put into the hands of the poor creatures some little ready money. In the meantime one of the shipping agents telegraphed to the owners of the wrecked emigrant ship, and was empowered by them to render all required aid. He therefore found the emigrants all needed board and lodging, and next morning forwarded them to London; a crowd of Ramsgate people bade them good-bye at the station, and received grateful acknowledgments of the kindness and sympathy which had been shown.

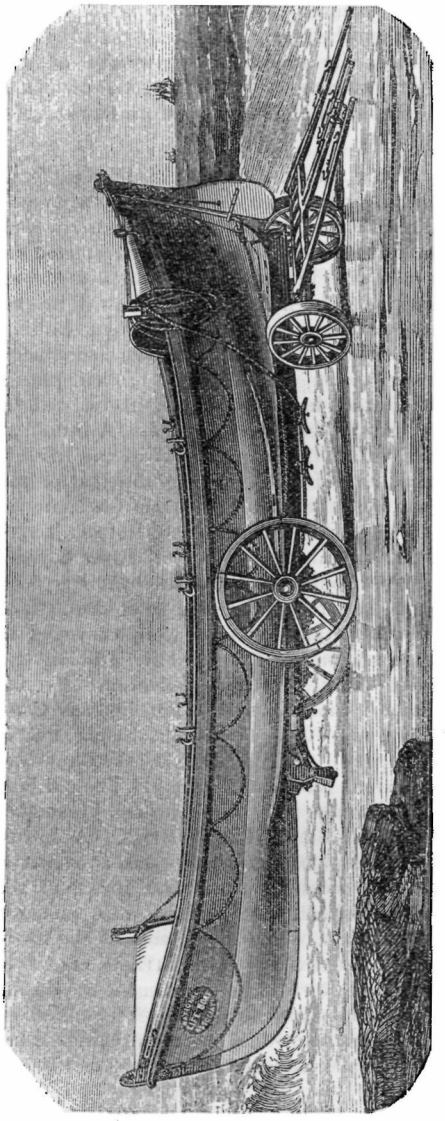
The emigrants were cared for in London by the owners of the *Fusilier*. The weather moderating the morning after the wreck, the emigrants' things were got out of the vessel and sent on to them; and the owners of the *Fusilier* soon obtained another ship in which they forwarded the passengers, and they had a prosperous voyage to Melbourne.

The good old Ramsgate life-boat has done some good work since; but her time has come, and she is now condemned, and I fear will soon be broken up. A most noble substitute, a present to the NATIONAL LIFE-BOAT INSTITUTION from the people of Bradford, supplies her place. She is named the *Bradford;* and our wish is, that she may have as noble a career, and ever find ready to speed her on her errands of mercy, as many stout hearts and strong hands as have fallen to the lot of the good old Ramsgate Life-boat.

May I be allowed to add a postscript to the narrative, one especially addressed to the good people of Bradford with reference to their gift? I think it was the first Sunday after their boat arrived at Ramsgate, it was blowing a heavy gale during the morning service, the wind swept over the roof of the church, as if it would lift it bodily away; on my way home after church, I met one of my Sunday-school lads, clad in oil-skins from top to toe, his face ruddy with excitement and battling against the wind, he had evidently spent his morning on the pier, I felt, I must confess, a little secret appreciation of the temptation the manly little fellow had been under, but thought it necessary, nevertheless, to shake my head gravely at him, and say a passing word of remonstrance. "A ship ashore, sir, on the Brake; the new life-boat gone out," was his reply. Well; I hope he did not shake his head gravely at me, as he saw the speed with which I rushed off, on hearing his exciting news. For a good hour I watched the *Bradford* life-boat at work, within about two miles of the shore; a fine barque was on the Brake Sands, the sea making a clean breach over her; the harbour steamer was waiting just clear of the broken water, the *Bradford* battling in through the troubled seas to the rescue. I could plainly see the boat tossed here and there in the fury of the waves; again and again was she buried in the rush of spray and surf; I saw her make almost alongside the vessel, which, however, was deserted by her crew, and then again through the heavy sea, for the harbour. She behaved nobly, and a noble boat all declared her to be; and as I gratefully watched the scene—one not foreign to Sabbath thoughts, and the Gospel message, efforts to save the perishing from the storm-tossed and fast-breaking wreck, and bear them to a haven of peace—I could not help feeling it to be a matter of little wonder, that so many of the English-hearted inhabitants of our inland towns, as they realize the nobleness and mercy of life-boat work, should determine to have their lot in the great and stirring cause, and do all they can to plant and sustain life-boats on our coasts, saying to our brave sailors,—and saying it with no misplaced confidence,—"Here, for the sake of the perishing, we provide you with the means for their rescue, and to your stout hearts and strong hands, under God's good providence, we leave the rest."

JOHN GILMORE.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



BRIGHSTONE GRANGE, ISLE OF WIGHT.—The NATIONAL LIFE-BOAT INSTITUTION sent last August a new life-boat and transporting-carriage to this station, in the place of those previously there, which were becoming unserviceable. The new boat is 30 feet long, and rows 10 oars, double-banked. The cost of the life-boat on this station was defrayed a few years since by the Royal Victoria Yacht Club, through Commodore ACKERS. The boat is named the *Rescue*. A free conveyance was readily given to the life-boat and carriage to Yarmouth, I. W., by the London and South Western Railway Company and the Solent Steam Packet Company. The boat was rowed from that place to her station round the Needles by the crew, the zealous Hon. Secretary of the Branch, the Rev. THOMAS RENWICH, being on board. The crew were much pleased with the way in which the life-boat behaved on the occasion. The transporting-carriage of the boat was drawn across the island to Brighstone Grange.

SOUTHWOLD, SUFFOLK.—A new self-righting surf life-boat was stationed at this place in August last by the Institution, in addition to the former life-boat there, as it was the general opinion that a smaller boat would be more frequently called into requisition than the large sailing one, which was nearly unmanageable under oars in a heavy sea. The new boat is 33 feet long, and rows 10 oars. She is provided with a transporting-carriage, and a substantial boat-house has also been prepared for her reception. The cost of the new life-boat, as well as of two others, was contributed to the Society by the subscribers to the *Quiver* magazine, through the publishers, Messrs. PETTER and GALPIN, and its Editor, the Rev. TEIGNMOUTH SHORE, this boat being named the *Quiver*, *No.* 3. The Great Eastern Railway Company readily granted a free conveyance to the life-boat and carriage to the Halesworth Railway Station, whence they were taken on to their destination. On the arrival of the life-boat at Southwold, a public demonstration took place, the boat being taken in procession through the principal streets of the town, previous to being named and launched. Everything passed off in the most satisfactory manner. The crew, after trying the boat, expressed themselves as much pleased with her.

HASBOROUGH, NORFOLK.—The Institution has recently formed a life-boat station at Hasborough, situate between the Palling and Bacton life-boat establishments. It is a place where vessels in distress are frequently run on shore, as their masters fully expect to find a life-boat stationed at or near the light-houses, and there are many difficulties in the way of transporting either

of the life-boats on the adjacent stations to this neighbourhood. A 32-feet, 10-oared life-boat and transporting-carriage have accordingly been placed here, in a substantial and commodious boat-house. The whole cost of the life-boat establishment has been defrayed from a fund, amounting to upwards of 1,000*l.*, zealously collected in the town of Huddersfield, through the benevolent exertions of THOMAS CRESSWELL, Esq., and other gentlemen. Previous to being taken to her station, the life-boat was taken to Huddersfield, and, after being publicly exhibited, she was named after the town, and launched into the River Colne, in the presence of not less than 20,000 spectators, the greatest enthusiasm prevailing throughout the proceedings. A free conveyance was readily granted to the life-boat and carriage over the lines of the London and North Western, Manchester Sheffield and Lincolnshire, Great Northern, and Great Eastern Railway Companies.

LLANDDWYN, ANGLESEA.—The Institution has recently replaced the life-boat on this station, which was found to be partially decayed, by a larger and more powerful 32-feet life-boat, fully equipped and provided with a transporting-carriage. The cost of the same, amounting to about 300*l.*, has been defrayed from a contribution of 1,000*l.* given to the Society through its Manchester Branch, by a lady giving the initials 'H. W.' The remainder of the donation is to be applied to the renovation of the Lyme Regis life-boat station. The new life-boat for Llanddwyn has, with the consent of the benevolent donor, been named the *John Gray Bell*, after a deceased gentleman of that name, who was one of the Hon. Secretaries of the Manchester Branch of the Institution, and who had assisted in collecting funds sufficient to defray the cost of nine additional life boats for the coast.* The London and North Western Railway Company kindly gave a free conveyance to the new and old life-boats over their line between London and Carnarvon. The new life-boat was publicly exhibited in that town, the ceremony being one of the most interesting ever witnessed there. It was taken in procession through the streets of Carnarvon on its carriage, decorated with flags, and, on arriving at the shore of the harbour, was named in the usual manner by Mrs. MORGAN, being then launched, and afterwards rowed by the crew to its station. The carriage of the boat was conveyed free from the mainland to the island of Anglesea on board the ferry steamer.

WICKLOW, IRELAND.—This life-boat establishment has been recently completely renovated by the Institution. A handsome and substantial boat-house has been erected on a new site, in the place of the old house, which had been nearly washed away by the sea; and a new 33-feet life-boat, pulling 10 oars double-banked, and furnished with a transporting-carriage and full equipment of stores, has been placed there, instead of the old boat and carriage. A contribution of 600*l.* was presented to the Institution, to assist in defraying the cost of the new life-boat establishment, in the names of the grandchildren of the late ROBERT THEOPHILUS GARDEN, Esq., of River Lyons, King's County, and the life-boat has been named after that deceased gentleman. The new boat and carriage were conveyed to their station *viâ* Liverpool and Dublin, and were granted a free conveyance by the London and North Western Railway Company, the City of Dublin Steam Packet Company, and the Dublin, Wicklow and Wexford Railway Company. The old boat and carriage were brought back by another route on similar liberal terms. A hearty public demonstration took place at Wicklow on the occasion of the first launch of the new life-boat. An address was prepared and signed by the inhabitants of the town, and presented by Earl FITZ-WILLIAM to Admiral JONES, who represented the donors of the boat on the occasion. The life-boat was then named in the usual way by Miss JONES, and launched amidst long and hearty cheers.

The following is a copy of the Inscription, beautifully carved in Aubigny stone, and placed over the large doorway in the centre of the west gable of the Life-boat House. In a small panel above the Inscription is carved the coat of-arms of the GARDEN family, and on each side, forming part of the whole design, are placed small circular panels containing, in ornamentally carved and interlaced letters, the monograms of the late Mr. GARDEN and those of his father and mother, *viz.*, ROBERT and CATHERINE GARDEN—R.T.G. and R.C.G.

* The life boats which the Manchester Branch has happily enabled the Parent Institution to plant on the coast, are at the following places:—Berwick-on-Tweed, Blyth, Carmarthen Bay, Bridlington, Cardigan, Maryport, Courtown (Co. Wexford), Lyme Regis, and Llanddwyn.

In Memory
OF
ROBERT THEOPHILUS GARDEN, ESQ.,
OF
RIVER LYONS, PHILIPSTOWN, KING'S COUNTY, IRELAND.
DIED 10TH OCTOBER, 1862, AGED 73 YEARS.
"Him that cometh to Me I will in no wise cast out."—*St. John*, ch. vi., v. 37.
THIS LIFE-BOAT ESTABLISHMENT
WAS PRESENTED TO THE
ROYAL NATIONAL LIFE-BOAT INSTITUTION
IN THE NAMES OF
HIS AFFECTIONATE GRANDCHILDREN,
MARY DORCAS & BLANCHE JANE CHAMPAGNÉ,
7TH SEPTEMBER, 1866.
C. H. COOKE, F.R.I.B.A., HON. ARCHITECT.
REV. HENRY ROOKE, HON. SECRETARY.

SWANSEA.—The life-boat at the Mumbles, near this place, has recently been replaced by a new one, the cost of which was presented to the NATIONAL LIFE-BOAT INSTITUTION by the inhabitants of Wolverhampton, after which town the boat is named. The new life-boat is 33 feet long, and rows 10 oars double-banked. Previous to being forwarded to their destination, the boat and its carriage were taken to Wolverhampton, and on the 27th August a grand demonstration took place. The life-boat, on its transporting-carriage, was drawn through the town in procession, and taken thence to the Showell Pool, at Bushbury, where there was a very large attendance of spectators to witness the launch. The boat was then formally presented to the Institution by Alderman LANGMAN, the Chairman of the Wolverhampton Life-boat Committee, who mentioned that the amount raised was made up from the contributions of all classes —the cost of the transporting-carriage of the boat having been raised by the liberality of the ladies. The Mayoress (Mrs. J. CROWTHER SMITH) then named the boat in the usual manner, and after being launched various experiments took place with it, to show its self-righting and other properties. The Great Western Railway Company most liberally gave a free conveyance to the life-boat and carriage to Wolverhampton, and thence to Swansea. The boat went out for its first quarterly exercise at the Mumbles on a very heavy sea, when it was taken through the surf on the Mixen Shoal under sail, and acquitted itself admirably, the crew being much pleased with its behaviour.

POOLBEG, DUBLIN BAY.—The Institution has sent a new life-boat and carriage to this station in the place of those previously there, the old boat having become partially decayed. The cost of the new life-boat has been defrayed by the friends and admirers of the late eminent tragedian, Mr. G. V. BROOKE, after whom it was named, and whose native place was Dublin. It will probably be remembered that Mr. BROOKE was amongst those who met with an untimely end on the occasion of the wreck of the unfortunate Australian steamship *London*, in the Bay of Biscay, on the 11th January last.

Before being sent to its station, the life-boat was exhibited on Adelphi Terrace, London, to afford the benevolent donors an opportunity of seeing it, where it attracted much attention. The life-boat was publicly launched at Dublin in the presence of considerable numbers of people, amongst whom were Mrs. G. V. BROOKE and many friends of the deceased gentleman. J. F. MAGUIRE, Esq., M.P. for Cork, delivered a very eloquent address on the occasion. The London and North Western Railway Company and the City of Dublin Steamship Company readily gave a free conveyance to the boat and carriage from London to Dublin *vid* Liverpool.

BRIXHAM, DEVON.—It will doubtless be remembered by our readers that Torbay was visited last January by one of the most terrific gales ever remembered there, and that the loss of life from wrecks in the Bay was very great. The anchorage is very safe, except during easterly gales, when it is very difficult to get out of the Bay. A full description of these sad disasters was given in No. 61 of *The Life-boat Journal*, page 191. The NATIONAL LIFE-BOAT INSTITUTION at once decided to form a life-boat station at Brixham, finding that it could depend on the co-operation of gentlemen in the locality to assist in the management of the life-boat station, and of the fishermen to man the boat. In October last the Society sent there a fine 34-feet life-boat, rowing 10 oars, double banked, and provided with a transporting-carriage, and these have been placed in a substantial and commodious boat-house prepared for them. The expense of the life-boat, &c., has been defrayed from a fund raised in Exeter and elsewhere in the county, chiefly through the indefatigable exertions of Mr. T. BRANDRETH GIBBS, assisted by W. BRODIE, Esq., and other friends in that city; one gentleman (J. C. B.), giving the munificent dona-

tion of 300*l.* in aid of the fund. On the way to their station the boat and carriage were exhibited at Exeter, where a very grand demonstration took place with them on the 1st October. It was a day of great rejoicing in the city, and the most extensive preparations had been made to give the procession as much *éclat* as possible. The life-boat was drawn through the city on its transporting-carriage by eight fine horses. The mayor and corporation of Exeter, the volunteer bands, the various benefit societies, and other public bodies took part in the procession. The life-boat was taken to the banks of the Exe and named the *City of Exeter* by the Mayoress, and then launched, when its self-righting and other remarkable qualities were tested. On the 10th Nov. the boat was launched at Brixham under the most gratifying circumstances. The London and South Western and South Devon Railway Companies kindly took the life-boat free from London to its destination.

BURNHAM, SOMERSET. — As the life-boat formerly placed at Burnham by the Bridgewater Harbour Trust, being ill-adapted for the locality, had been allowed to go to decay, and had then been broken up, the NATIONAL LIFE-BOAT INSTITUTION recently, with the assistance of the Harbour Commissioners and other gentlemen in the locality, formed a new life-boat establishment there. It was thought desirable that a life-boat should be stationed there, as the ordinary shore boats frequently ran great risk in putting off to vessels in distress on the outlying sand-banks in the vicinity. The Institution has therefore forwarded a 32-feet 10-oared life-boat and a transporting-carriage to the station, and they have been placed in an excellent boat-house prepared for their reception. The cost of the life-boat and carriage, &c., has been defrayed from the life-boat fund raised in the town of Cheltenham and its neighbourhood, principally through the benevolent exertions of the Rev. W. HODGSON, Capt. A. W. YOUNG, R.N., and Mr. WITCHELL, the bookseller. The life-boat was conveyed to Cheltenham, *en route* to her station, that the contributors might have an opportunity of seeing their boat, and it was publicly named and launched on the Pittville Lake in the suburbs of that town, on the 10th October, amidst much enthusiasm. Lady CHARLOTTE SCHREIBER performed the task of naming the boat, and CHARLES SCHREIBER, Esq., M.P. for the borough, presented the boat to the Institution in an appropriate speech. A very hearty reception was also given to the boat on its arrival at Burnham, and a deputation from Cheltenham attended to take part in the proceedings on the occasion of its launch there. The boat and carriage were liberally conveyed from London to their destination free of charge by the Great Western and Bristol and Exeter Railway Companies.

LOSSIEMOUTH, N.B.—The Institution has sent to this station a new 32-feet 10-oared life-boat, as the boat previously there had been found by experience not powerful enough to encounter the very heavy surf which was met with on that part of the coast. The new life-boat is provided with a transporting-carriage, and is fully equipped in all ways. The fund, amounting altogether to about 500*l.*, for defraying the expense of this alteration, was raised in Bristol and Clifton, through the benevolent and untiring exertions of the members of the Bristol Histrionic Club, who had given various musical and dramatic entertainments for that purpose, and had also organized a grand fête and fancy fair in aid of the same object in August last, at the Zoological Gardens, Clifton, and which had been a great success. The boat was taken to Bristol in October last, prior to being sent to its station, and was joyfully received by the inhabitants, who got up a very imposing demonstration on the occasion of the first launch of the boat. A long procession, comprising the mayor and corporation of the city, members of the Histrionic Club, yeomanry cavalry, artillery, engineer, and rifle volunteers, men-of-war's men, naval reserve men, &c., escorted the life-boat on its transporting-carriage through the city, and took it to the Zoological Gardens, where it was formally presented to the Institution by Mr. Commissioner HILL, Q.C., who made an interesting speech on the occasion. The life-boat was then named by Miss HILL, in the customary manner, the *Bristol and Clifton*, and launched in a small lake within the gardens, when its self-righting and other qualities were demonstrated by experiments which afforded much gratification to the numerous lookers-on. This is the second life-boat presented to the Society by Bristol. The first Bristol life-boat, the cost of which was collected in 1864, through the indefatigable exertions of Admiral TRYON, is

named the *Albert Edward*, after H.R.H. the Prince of Wales, and is stationed at Padstow, on the Cornish coast, where she has already saved, during a midnight storm, 17 shipwrecked sailors from the barque *Juliet*, of Greenock. The Lossiemouth life-boat was granted a free conveyance to Bristol by the Great Western Railway Company, and was also liberally taken on free from that city to its destination by the Midland, North Western, Caledonian, and Great North of Scotland Railway Companies.

POLKERRIS (FOWEY), CORNWALL.—The life-boat here having shown symptoms of decay, has been replaced by the Institution, and a new life-boat, 32 feet in length and rowing 10 oars double-banked, has been forwarded to the station. The boat is provided with a transporting-carriage, and the boat-house has been altered and repaired for their reception. The cost of the new life-boat and carriage has been defrayed by some of the inhabitants of the town of Rochdale, through ROBERT TAYLOR HEAPE, Esq., a sum of 600*l.* having been contributed for that purpose. The boat was taken to Rochdale in November last and exhibited, and launched there with much *éclat*. When the original life-boat was stationed at Polkerris, in 1859, the Hon. Mrs. RASHLEIGH and WILLIAM RASHLEIGH, Esq., contributed 100*l.* in aid of its cost, on condition that the boat should be named the *Catherine Rashleigh*, and in deference to their wishes the people of Rochdale have kindly allowed the new boat to bear that name also. The life-boat demonstration at Rochdale was a most gratifying one, the uncommon ceremony causing upwards of 8,000 people to turn out on the occasion to see the boat, which was much admired. It was taken in procession through the town, being manned on the occasion by the crew of the Institution's life-boat at Blackpool. Having been escorted to Hollingworth Lake, the life-boat was named the *Rochdale and Catherine Rashleigh*, by Mrs. HEAPE, and then launched, when the usual experimental trials were made to test its properties. It was subsequently forwarded to its station, where it was again publicly launched from Par Sands. The Great Northern, Lancashire and Yorkshire, Midland, Bristol and Exeter, and South Devon and Cornwall Railway Companies, all liberally gave a free conveyance to the boat and carriage over their respective lines. The old boat on this station had rendered good service to shipwrecked crews.

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

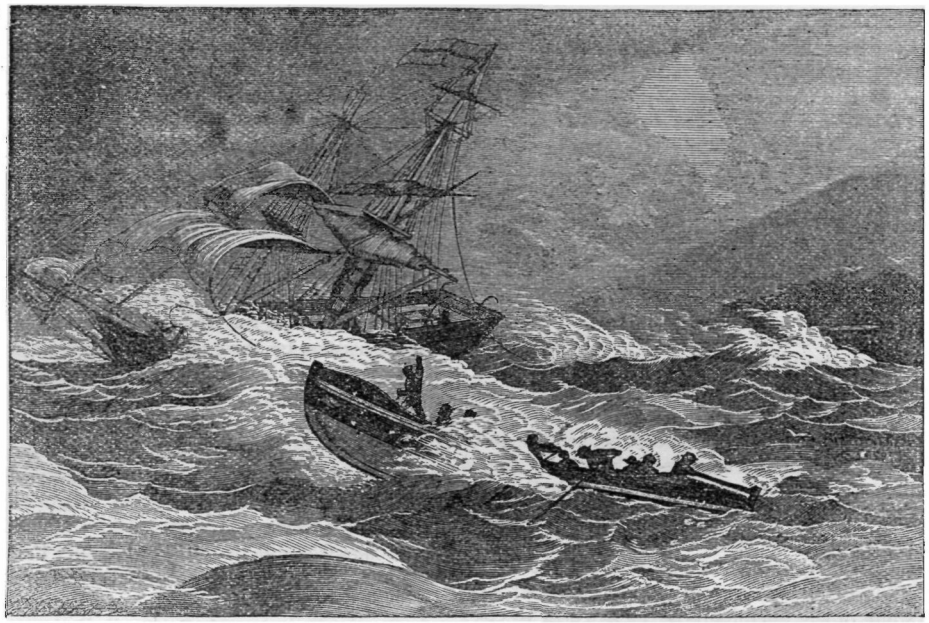
ORMES' HEAD, LLANDUDNO.—On the 27th February, information was received here that a vessel was in distress in the bay. The wind was blowing hard from the N.E. at the time, and the sea was very rough. The *Sisters' Memorial* life-boat was immediately launched; and, proceeding to the vessel, found her sunk, the crew of 3 men clinging to the rigging. With some difficulty they succeeded in taking the poor fellows off, and afterwards in landing them safely at Llandudno. The vessel proved to be the flat *Morning Star*, of Carnarvon.

It is somewhat singular that, on the 7th December, 1864, this very same vessel and her crew were both rescued from a very perilous position by the same life-boat.

BERWICK-ON-TWEED.—On the 8th March a vessel was observed running in for the land, and, as it was evident she was embayed, there being a heavy sea and strong wind from E.N.E., a steam-tug went out and took her in tow. While crossing the bar the tow-rope broke, and the vessel, becoming unmanageable, drove amongst the breakers on Spittal Point. As soon as this accident was seen on shore, the *Albert Victor* life-boat was at once launched, and succeeded in rescuing the crew of 7 men. The vessel proved to be the Norwegian galliot *Johanna*, of Soon, bound from that port to Aberdeen.

His Royal Highness the Prince of WALES was pleased to express, through General KNOLLYS, his extreme satisfaction on learning of this additional gallant service of the *Albert Victor* life-boat.

SEATON CAREW, DURHAM.—On the 8th March, a large ship, in attempting to make the River Tees, struck heavily on the Bar, and immediately showed signals of distress. Soon afterwards she drifted on to the North Gare Sandbank. The wind was blowing



strong from E.N.E. at the time. The *Charlotte* life-boat was promptly manned and launched, and succeeded in taking off the crew of 13 men and the captain's wife. The poor woman, who had only recently been married, was in a most exhausted condition when brought on shore. The vessel proved to be the ship *Amsterdam*, of Sunderland, in ballast.

PENARTH, GLAMORGAN.—On the night of the 23rd March, signals of distress were heard in the direction of the Cardiff Sands, the wind blowing a strong gale from S.W. at the time. The *Baroness Windsor* life-boat was at once launched, and it was found that they proceeded from the brig *Claudia*, of Belfast. Owing to the severity of the weather, she had struck the ground at low water, and sprung a leak, and when the life-boat arrived alongside, the vessel had five feet of water in her hold. The assistance of the life-boat's crew was anxiously requested and readily given. By great exertions the pump was kept working, the anchors raised, and eventually the vessel and her crew of 7 men were placed in safety on the Cardiff East Mud, near the Bute Docks.

SWANSEA, SOUTH WALES.—On the 23rd March, during a heavy squall, the brig *Vesta*, of Whitby, was seen to part her cable and to founder between the Mumbles and Swansea Pier. The life-boat was quickly launched, and succeeded in taking from the vessel's rigging the crew of 7 men, afterwards landing them in safety.

REDCAR, YORKSHIRE.—On the night of the 24th March, during a heavy gale of wind from S.S.E., the sloop *Gipsey*, of Wisbech, struck on the Hales Rocks off Redcar. It being dark, with a heavy sea on, which completely swept the decks, the crew narrowly escaped being washed overboard. Every effort was made to get the vessel off again, and it was only when she rapidly began to fill that the signal lights were burned for help, and which were promptly responded to by the *Crossley* new life-boat, recently stationed at Redcar. With some difficulty, owing to the heavy cross seas, the life-boat succeeded in reaching the wreck, and in taking off the crew of 3 men and the master's wife, who were in a very exhausted condition from long exposure. The new life-boat behaved admirably on the occasion, and the fishermen and others had the greatest confidence in her. The cost of this life-boat was the gift to the Institution of Messrs. JOHN CROSSLEY and SONS, of Halifax.

Early on the morning of the 17th June, signals of distress were observed from the

yacht *Dagmar*, of Middlesborough, lying in the Roads off Redcar, in which she had taken refuge the previous evening. It was blowing fresh from the north, and there was a strong sea running at the time. The *Crossley* life-boat was at once launched, and took off the crew of 2 men, and brought them safely ashore. The yacht fortunately held by her anchor, and was afterwards saved.

CARDIGAN, SOUTH WALES.—On the 23rd March, during a heavy gale of wind, the smack *Elizabeth*, of Cardigan, got under weigh to cross the Bar, but in doing so, her jib sheet was blown away. She then let go her two anchors; but the chains parted, and she drifted on the Bar, where she took the ground, the sea breaking heavily over her. Signals of distress were now shown, and the *John Stuart* life-boat was immediately manned and launched, and brought safely ashore the vessel's crew of 6 men. The captain stated in his deposition that they had given themselves up for lost, and that, but for the life-boat's timely arrival, they all must inevitably have perished. It was only by holding on firmly to the rigging that they saved themselves from being washed overboard, and this could not have lasted long, owing to the bitter cold, and the knocking about they received by the seas continually breaking over them.

PORTHDINLLAEN, NORTH WALES.—On the 24th March, the smack *Jenny Jones*, of Barmouth, was observed in a dangerous position, with signals of distress flying, in Porthdinllaen Bay, during a gale of wind from N.W. The *Cotton Sheppard* life-boat was quickly launched, and succeeded in bringing the crew of 3 men and 2 hovellers in safety to the shore.

On the 11th September signals of distress were observed flying from the brigantine *Columbia*, of Carnarvon, off this place during a heavy gale of wind. The *Cotton Sheppard* life-boat was at once launched, and, after placing the vessel in safety, brought ashore the crew of 5 men, who afterwards returned on board the next morning when the weather had moderated.

HAYLE, CORNWALL.—On the 10th September, the brigantine *Nicholas Harvey*, of this port, while attempting to make the harbour during a strong gale of wind and a heavy ground sea, stranded on the eastern side of the bar. She soon afterwards filled, and the crew took to the rigging, with the sea washing over the decks, carrying away the ship's boat and other things. The Oxford University life-boat the *Isis* was immediately manned and launched, and after some difficulty, succeeded in getting under the bows of the vessel, and in rescuing her crew of 8 men, and afterwards landing them in safety.

HOWTH, DUBLIN BAY.—Early in the morning of the 17th October, during a strong gale of wind from S.S.E., signals of distress were observed from this place. The *Sir George Bowles* life-boat was at once launched, and found the lugger *Favourite*, of Peel (Isle of Man), stranded off Baldoyle. She was quite disabled, the heavy sea making a complete breach over her, and the crew were in a very exhausted state. The life-boat succeeded in saving the crew of 7 men and a boy, and in bringing them safely ashore. It was very dark, and but for the timely aid of the life-boat, the poor fellows must have perished.

The following letter was subsequently addressed by the master of the smack to the NATIONAL LIFE-BOAT INSTITUTION, expressing the gratitude of himself and crew for the valuable services of the life-boat:—

"*Howth Harbour*, 20*th October*, 1866.

"GENTLEMEN,

"Myself and crew, consisting of seven men and a boy, do sincerely thank *Almighty God*, and give heartfelt thanks to the coxswain and crew of your life-boat at Howth, for saving us from perishing on the morning of the 17th October. No one but those in such a perilous position would truly appreciate the value of a life-boat. We showed signals with our flambeau until it and ourselves were exhausted, and as a last resource we burnt our beds. The night was so dark and such a raging surf, nothing but broken water to be seen, we did not think it possible any boat could live, or be able to come near us, neither did we see the *life-boat until she struck us on the lee bow. After* a desperate effort made by the crew of the life-boat, they at last succeeded in throwing a grapline on board, the coxswain calling out to us not to jump until the boat rose on a sea. Great praise is due to the coxswain and crew of the life-boat, who, under God's providence, landed us in safety at half-past five in the morning. We received every kindness from the coastguard, who supplied us with dry clothing, &c.

"I am, &c.

"JOHN GILL,

"Master of the fishing-lugger *Favourite*, of Peel.

"*To the Committee of the National Life-boat Institution.*"

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 7th June, 1866. 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.

Reported that the Admiralty had ordered of the Institution 1,000 copies of the new edition of the pamphlet containing "Instructions on the Management of Open Boats in Heavy Surfs," &c., for circulation amongst the Coastguard Service. The Commissioners of H.M.'s Customs had also ordered 600 copies of the pamphlet, and the Elder Brethren of the Trinity House 200 copies. The little book had likewise been extensively circulated by the Institution amongst Training Ships, Steam-packet Companies, &c.—*Approved.*

Read and approved the Report of Capt. WARD, R.N., the Inspector of Life-boats to the Institution, on his visits to Looe, Brixham, Burnham, Newquay (Cardiganshire), and Aberystwith.

Also the Report of Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats of the Society, on his visits to Leicester, Sheffield, Runswick, Upgang, Llandudno, Moelfre, and Penmon.

Reported the transmission of new life-boats for Runswick, Rosslare, and St. Ives (Cornwall) to their stations, the various Railway and Steam-packet Companies readily taking them free of charge. The Runswick boat was publicly exhibited at Sheffield on the way to its destination.—*The Railway Companies to be thanked.*

Reported the receipt of a sum of 100*l.* on account of the Life-boat Fund being raised in memory of the late G. V. BROOKE. Also 280*l.*, from the Pontefract and Goole Life-boat Fund, per A. HALE, Esq.; also 381*l.* from the Edinbro' Working Men's Life-boat Fund, per R. M. BALLANTYNE, Esq.; also 280*l.* from the Civil Service Life-boat Fund, per JAMES A. DOW, Esq.

Produced an extract from the will of the late GEORGE SCOTT, Esq., of Warborough, Oxford, in which he bequeathed 50*l.* to the Institution.

Read letter from Mr. JOHN FRANCE, of Glossop, of the 14th May, stating that that Branch of the Ancient Order of Foresters had gone in procession to church on the preceding day, and that after the service a collection had been made in aid of the funds of the NATIONAL LIFE-BOAT INSTITUTION, which amounted to 7*l.* 3*s.*—*To be thanked.*

Reported that a Concert had been given at Sidmouth, on the 16th May, in aid of the funds of the Institution, when 4*l.* 16*s.* was collected. It was suggested that the Society might send one of its barometers for the use of the seafaring inhabitants of Sidmouth.—*Approved.*

Read letters from the Bristol and Exeter, Somerset and Dorset, and South Devon and Cornwall Railway Companies, stating that they would allow Contribution Boxes of the Institution to be fixed at the principal stations on their lines.—*To be thanked.*

Also from the Secretary of the Dutch Shipwreck Society, of the 10th May, thanking the Institution for its co-operation with that Society, and ordering a new life-boat, equipment, and transporting-carriage.

Reported that a Public Meeting in aid of the objects of the Institution had been held in Dublin, the EARL OF HOWTH occupying the Chair on the occasion. Mr. THOMAS EDMONDSON, a member of the Society of Friends, had also zealously and ably lectured on Life-boats, on different occasions, in the same city. A project was now on foot to raise the cost of a life-boat, to be named the *City of Dublin.*—*To be thanked.*

Decided that the best Thanks of the Institution, inscribed on Vellum, be presented to HENRY LINDSAY, Esq., Collector of H.M's. Customs, in acknowledgment of his zealous and valuable co-operation while acting as Honorary Secretary of the Maryport Branch of the Society.

Paid 2,445*l.* 16*s.* for sundry charges on various life-boat establishments.

Voted 21*l.* 18*s.* 6*d.* to pay the expenses of the life-boats of the Institution at Exmouth, Lizard, Porthcawl, and Sennen Cove, in going off, during stormy weather, in reply to signals of distress from vessels which did not, however, ultimately require the services of the life-boats.

Also the Silver Medal of the Institution, a copy of its Vote on Parchment, and 2*l.* to FRANCIS HAYDEN, and 4*l.* to 3 other men, for going off in a small boat and, after several attempts, rescuing some of the crew of the Swedish brig *Fahli Bure*, of Sundswall, which was totally wrecked in Sandown Bay, Isle of Wight, during a heavy gale, on the 24th of March last.

Also 6*l.* 10*s.* to JOHN M'BRIERTY, commissioned boatman of the Coastguard, and his crew of 11 men, for putting off in a yawl, during a gale of wind from the S.E., to the assistance of the crew of 6 men of a similar boat which was in distress off Roughleg, Co. Sligo, on the 23rd March last.

Also 7*l.* 10*s.* to the crew of the Kessingland life-boat, for going off, during a fresh gale of wind from the S S.W., to the rescue of 5 men from the schooner *Beeswing*, of Whitby, which had grounded on the south end of the Newcome Sands, on the 31st Dec. last.

Also 2*l.* to a boat's crew, for saving 4 men from a fishing-boat which had been capsized off Duncannon Fort, during a fresh gale of wind, on the 16th April.

Also the Thanks of the Institution, inscribed on Vellum, to Dr. J. J. E. PORTER, of Godshill, Isle of Wight, in acknowledgment of his skilful and persevering services, in resuscitating, according to the Instructions of the Institution, a child who was apparently dead from drowning, having been in the water at Shide, Isle of Wight, for several minutes, and who was only restored to life after one hour and forty minutes' unceasing exertions on the part of Dr. PORTER.

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

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

Also the Report of the Inspector of Life-boats on his visits during the previous month to Hasborough, Mundesley, Cromer, Sheringham, Hunstanton, Bridlington Quay, Tynemouth, Cullercoats, North Shields, and Cresswell.

Also the Report of the Assistant-Inspector on his visits to Holyhead, Cemlyn, Rhoscolyn, Llanddwyn, Porthdinllaen, Barmouth, Aberdovey, Aberystwith, Newquay, Cardigan, Fishguard, Tenby, Ferryside (Carmarthen Bay), Pembrey, Swansea, Porthcawl, Penarth, Aberthaw, and Barry.

Reported that ROBERT BROADWATER, Esq., of Hornsey Rise, and his friends had given 471*l.* 9*s.* 10*d.* to the Institution, to defray the cost of the *Broadwater* life-boat and transporting-carriage,

on the 21st June, 1866, in commemoration of his fiftieth birthday. The event was celebrated at the Ship Tavern, Greenwich, on which occasion the boat, which had been rowed there, was witnessed by Mr. BROADWATER and his friends.

Also the receipt of 500*l.* from the Misses MEYNELL INGRAM, to defray the cost of the Ballywalter life-boat, which is named the *Admiral Henry Meynell*, after their deceased uncle.—*To be thanked.*

Also 100*l.* from the Bath Branch, per FRANCIS BEDWELL, Esq.—*To be thanked.*

Also 395*l.* from the Wolverhampton Life-boat Fund, collected by Mr. Alderman J. LANGMAN, Mr. SAMUEL HAND, and other gentlemen. The boat was to be named after that town, and stationed at the Mumbles, near Swansea.—*To be thanked.*

Produced extracts from wills, in which the following Legacies were bequeathed to the Institution:—The late RICHARD DALTON, Esq., of Wigton, Cumberland, 100*l.*; the late JOHN GRAHAM GILBERT, Esq., of Yorkhill, 100*l.* free of duty; and the late JOHN BARNARD, Esq., of Walworth, 10*l.*

Reported that the London and South Western, London, Brighton, and South Coast, and Great Eastern Railway Companies had kindly granted the Institution permission to place Pillar Contribution Boxes on the down platforms of the Waterloo, London Bridge, Victoria, Shoreditch, and Fenchurch Street Railway Stations.—*To be thanked.*

Also the transmission of the Skerries and Ballywalter new life-boats and carriages to their stations—the different Railway and Steam-packet Companies co-operating, as usual, with the Institution by granting free conveyances to the boats.—*To be thanked.*

Read letters from Messrs. LAIRD BROTHERS, of Birkenhead, of the 15th June, and J. SCOTT RUSSELL, Esq., C.E., F.R.S., of the 28th June, stating that in their opinion tinned iron was better suited for the construction of life-boats than steel. Mr. RUSSELL added that thin steel was extremely liable to rapid corrosion by salt water.—*To be thanked.*

Paid 1,711*l.* 12*s.* 2*d.* for sundry charges on various life-boat establishments.

Voted 8*l.* 15*s.* to pay the expenses of the Redcar life-boat, in putting off and rescuing 2 men from the yacht *Dagmar*, of Middlesboro', which was in a dangerous position during blowing weather off Redcar, on the 17th June.

Also 7*l.* 10*s.* to pay the expenses of the Carmarthen Bay life-boat, in going off and saving the crew of 7 men from the ship *Mary Roe*, of Quebec, which was stranded during a strong wind and squally weather, on the Cefn Sidan Sands, about 7 miles from Ferryside, on the 17th June.

Also 5*l.* 14*s.* to pay the expenses of the Greencastle, Londonderry, life-boat, in going off and remaining alongside the brigantine *Scottish Maid*, of Barrow, which was stranded on the Ton Bank, off Greencastle, during stormy weather from N.E., on the 19th June.

Also 10*s.* to a man named HUGH MULLIGAN, for putting off in a small boat and saving a girl, who, whilst gathering sea-weed, had been carried out to sea, off Innishinning, Donegal, on 14th May.

Voted the Silver Medal of the Institution, a copy of its Vote on Parchment, and 1*l.* to PATRICK MACKELL; the Thanks of the Institution inscribed on Vellum and 1*l.* to Mr. R. REED, chief officer of Coastguard; and 1*l.* each to 5 other men for putting off in a Coastguard galley and rescuing a woman and child from the brigantine *Anna*, of Kinsale, which was wrecked at Hangman's Point, near Kinsale, Ireland, during stormy weather, on the 8th June. MACKELL subsequently waded through the sea, over some rocks, and effected a communication with the wreck, by which means the crew of 5 men were landed safely.

Thursday, 2nd August. 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 the Right Honourable EARL PERCY, P.C., of the 1st August, requesting that the Committee would accept from him a copy of an oil-painting of the late President of the Institution, ALGERNON DUKE OF NORTHUMBERLAND, K.G.—*To be thanked.*

Read and approved the Report of the Inspector of Life-boats, on his visits to Dunbar, North Berwick, Anstruther, St. Andrew's, Dundee, Buddonness, Arbroath, Stonehaven, Peterhead, Fraserburgh, Banff, Buckie, Lossiemouth, Lerwick, Stromness (Orkney), and Thurso; and to Gorlestone, Suffolk.

Also the Report of the Assistant-Inspector, of the 23rd July, on his recent visit to the Worthing life-boat station.

Read letter from ROBERT WHITWORTH, Esq., Treasurer of the Manchester Branch, of the 13th ult., stating that they had received 1,000*l.* for the Institution from a lady giving the initials "H. W."—That amount was intended for two life-boats, one of which boats was to be named the *William Woodcock*, and the other the *John Gray Bell*. She had approved of her gift being appropriated in renovating the Lyme Regis Life-boat Station, and in providing a new life-boat for Llanddwyn.—*To be thanked.*

Reported that a benevolent lady (Mrs. H. H., of Bristol) had presented to the Institution 300*l.*, as a donation in aid of its general objects.—*To be thanked.*

Also that "X. Y. Z.," of Chatham, had forwarded to the Institution 620*l.*, to pay the cost of a life-boat, &c. He wished the life-boat to be named the *Duff*, after the first missionary ship that left England for the South Seas.

The benevolent donor had sanctioned his gift to be appropriated to the Great Yarmouth surf life-boat.—*To be thanked.*

Reported also the receipt of a sum of 40*l.* from Captain J. MACGREGOR, being a half share of the profits of the sale of his work on the *Rob Roy* canoe.—*To be thanked.*

Also the receipt of 16*l.* 16*s.*, from a collection made in the Volunteer camp, Lytham, at the suggestion of Colonel HARGREAVES, after a sermon by the Rev. R. ROBINSON; also 12*l.* 10*s.* additional, collected in the Bristol Marine Office by Captain THOMAS SMITH; also a further sum of 25*l.* 5*s.*, collected at the Newport (Mon.) Custom House by R. CULLUM, Esq.—*To be thanked.*

Reported also the receipt of the following Legacies, viz., 204*l.* 11*s.* 10*d.*, legacy of the late Mrs. ELIZABETH MORGAN, of Cheltenham, and interest; also 67*l.* 10*s.*, legacy of the late GEORGE ANSTICE, Esq., of Chipping Norton; also 45*l.*, legacy of the late GEORGE SCOTT, Esq., of Warborough.

Also 500*l.* from the executors of the late Mrs. STORY, of Kensington, to provide a life-boat on the coast of the United Kingdom; the boat to bear the name, the *Mary Ann Story*.

Reported the transmission to their stations, during the past month, of the new life-boats for Hasborough, Ballycotton, Gorlestone, and Brighstone Grange (Isle of Wight); and that the Railway and Steam-packet Companies had readily

given to the boats a free conveyance.—*To be thanked.*

Produced descriptions of M. DESEN'S apparatus for bathing and saving life, SMITH'S life-preserving mattrass or bed, and a plan of life-boat invented by Mr. J. S. DAVIES, of Liverpool.—*To be acknowledged.*

Decided that the Thanks of the Institution, inscribed on Vellum, be presented to Captain J. D. AGASSIZ, R.N., in acknowledgment of his long and valuable co-operation during the period he occupied the office of Honorary Secretary of the Exmouth Branch of the Society.

Paid 2,630*l.* 2*s.* for sundry charges on various life-boat establishments.

Voted 8*l.* 16*s.* to pay the expenses of the Arklow life-boat in putting off, during a fresh breeze from the S.W., on the 14th July, in reply to signals of distress from the barque *Colonist*, of Liverpool, which had stranded on the Glasgorman Bank. The life-boat brought a telegram ashore, and forwarded it to the owners at Liverpool. The vessel subsequently got off the bank, and proceeded on her voyage.

Also 18*l.* 7*s.* 6*d.* to pay the expenses of the life-boats of the Institution stationed at Courtown and Cahore for putting off, in reply to signals of distress during stormy weather, with the view of rendering assistance to a large ship that was reported to be on the Blackwater Bank on the 16th July, but which was assisted off by a steamer before the life-boats could reach her.

Also a reward of 20*l.* to 10 men, forming the crews of four fishing-boats belonging to Beer and Budleigh Salterton, for the valuable services they rendered in assisting to bring ashore the officers and crews of H.M.S. *Amazon* and the steamer *Osprey*, who escaped in their boats after the collision between those vessels in the English Channel, on the night of the 10th July. At the time the boats containing the shipwrecked men were fallen in with, they were pulling away from the land, and were so heavily laden that one of the boats was said to be actually only an inch and a half above the water. Shortly after they had been assisted by the smacks a fresh breeze sprang up, which would inevitably have swamped the boats had they not been thus so opportunely lightened by the fishing-boats.

Thursday, 6th September. 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 R. J. GARDEN, Esq., of the 5th instant, transmitting a contribution of 600*l.* towards the cost of the new life-boat establishment at Wicklow. He wished also to become an Annual Subscriber of 5*l.* 5*s.* in support of the Branch.—*To be thanked.*

Read and approved the reports of the Inspector of Life-boats on the inauguration of the new life-boats at Margate and Southwold, and on the harbour trial at Limehouse of the Life-raft invented by Mr. E. L. PERRY, of New York.

Also the reports of the Assistant-Inspector on his visits to Huddersfield, Skegness, Palling, Hasborough, Wolverhampton, Liverpool, New Brighton, Waterloo, Douglas, and Castletown.

Reported that the Committee of the Paris Universal Exhibition of 1867 had granted the Institution the space it required for the exhibition of life-boat models, drawings, &c.—*Ordered the same to be got ready.*

Also the receipt of the following additional sums from life-boat funds:—1,800*l.* from the "Quiver" Life-boat Fund, per Messrs. CASSELL, PETTER, and GALPIN, and the Rev. TEIGNMOUTH SHORE; 100*l.* additional from the "G. V. BROOKE" Life-boat Fund, per J. W. ANSON, Esq.; 708*l.* 13*s.* 4*d.* from the Leicester Life-boat Fund, per W. GREEN, Esq.; 550*l.* from the London Sunday School Life-Boat Fund, per J. R. BURCHETT, Esq. Also the receipt of the following amounts in aid of the general funds of the Institution:—400*l.* from Miss HUTCHESSON, of Dover; 343*l.* 1*s.* 11*d.* from the Ancient Order of Foresters, per SAMUEL SHAWCROSS, Esq.; 100*l.* from Miss LYDIA HARRIS, of Peckham; 50*l.* from the Merchant Venturers' Society, Bristol; and 7*l.* 7*s.* 6*d.*, proceeds of a lecture delivered by the Rev. J. BUCKLE, at Ledbury.—*To be severally thanked.*

Also the following Legacies:—The late Mrs. SARAH SMALL, of Brighton, 76*l.* 7*s.* 6*d.*; the late Mrs. SARAH M'GREGOR, of Camberwell, 45*l.*; and the late JOHN BARNARD, Esq., of Walworth, 10*l.*

Reported the transmission to their stations of the Margate, Southwold, Swansea, Llanddwyn, and Wicklow new life-boats; and that the different Railway and Steam-packet Companies had, as usual, co-operated with the Institution by granting free conveyances to the boats. Public demonstrations had taken place with all these life-boats.—*The Railway Companies to be thanked.*

Also that the Town Council of Brighton had liberally given the Institution an eligible site for a new life-boat house at that place, for a term of sixty years, at a ground-rent of 1*s.* per annum, on various conditions.—*To be thanked.*

Also that a grand fête and fancy fair had been held at Clifton in aid of the Bristol Histrionic Life-boat Fund, when a large amount had been realized for the fund.

Also that the G. V. BROOKE life-boat for Poolbeg had her harbour trial at Limehouse on the 31st August, in the presence of some friends and admirers of the late Mr. BROOKE. The boat was on the 5th September exhibited on the Adelphi Terrace, London, at the request of the donors of the boat.

Ordered a barometer to be supplied to the Mumbles, near Swansea, life-boat station, for the use of the fishermen and boatmen at that place.

Also the following Circular to be printed, and to be forwarded to all the life-boat stations of the Institution:—

"ROYAL NATIONAL LIFE-BOAT INSTITUTION.

"*John Street, Adelphi,*
"*London,*

"SIR,

"I am directed by the Committee to inform you that the Inspectors of the Life-boats of the Institution report that, notwithstanding the instructions to the coxswains of the life-boats to keep the deck ventilating-hatches always open when the boats are housed, they frequently, on their periodical visits, find them closed.

"I am therefore desired to request that you will call the attention of the coxswain of the ———— life-boat to the importance of this precaution being strictly complied with, as the durability of the boat will probably much depend on its being carefully attended to.

"Will you be good enough to hand one copy of this Circular to the coxswain of the life-boat, and keep the other for your own information and that of the Local Committee.

"I remain, &c.,
"RICHARD LEWIS,
"*Secretary.*

"*To the Honorary Secretary*
"*of the ———— Branch.*"

Read letter from Mr. W. H. GRIFFITHS, of Oldcastle, Ireland, forwarding drawings of a life-raft he had invented.—*To be acknowledged.*

Paid 2,379*l.* 18*s.* 5*d.* for sundry charges on various life-boat establishments.

Voted 6*l.* 6*s.* to pay the expenses of the Fraserburgh life-boat in putting off during a severe N.N.W. gale, on the 4th August, and bringing ashore 5 men belonging to the lugger *Betsy Ann*, of Port Gordon, N.B., which was in distress at Cairnbulg Head.

Also 6*l.* 10*s.* to defray the expenses of the Lytham life-boat in going out during a heavy gale to the assistance of a ship that was in a dangerous position near the Salthouse Bank; but before the life-boat could reach the vessel she got clear of the sands. While the life-boat was returning to the shore a flag of distress was observed from the brigantine *Jeune François*, of Nantes; the life-boat immediately proceeded to the vessel, and put on board 5 men, who took her to a comparatively safe anchorage.

Also 8*l.* 5*s.* to defray the expenses of the Blakeney life-boat in proceeding, during a very heavy sea, on the 11th August, to the assistance of a pilot-coble, the crew of which were afraid to cross the bar. The life-boat took the men on board, and then towed the coble safely across the bar.

Also 63*l.* 16*s.* 6*d.* to defray the expenses of the life-boats of the Institution at Selsey, New Brighton, Cahore, Walmer, North Deal, and Scarborough, for putting off with the view of rescuing the crews of various vessels which had been observed in dangerous positions, with signals of distress flying, during the heavy gales of last month, but which did not ultimately need the services of the life-boats.

Voted 4*l.* to four men for putting off in a boat and rescuing 3 men from the fishing-yawl *Shamrock*, of Duncannon, which was capsized during moderate weather off Broom Hill, Waterford Harbour, on the 6th August.

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

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

Also the Report of the Inspector of life-boats, on his recent visits to Chichester Harbour, Selsey, and Exeter.

Decided that a 30-feet 6-oared life-boat and transporting-carriage be placed near West Wittering, at the entrance to Chichester Harbour, and that a wooden house be built for the same.

Read and approved the reports of the Assistant-Inspector on his recent visit to different life-boat stations on the Irish coast.

Decided that the Tyrella life-boat be replaced as soon as possible, as she was fast becoming unserviceable.

Read letter from the Secretary of the Marine Board, Port Adelaide, South Australia, of the 28th July, forwarding a drawing of their life-boat, designed and built by Mr. WILLIAM TAYLOR, Government shipwright at that port.—*To be acknowledged.*

Reported the receipt of 450*l.* from the Bristol Histrionic Club, in aid of the *Bristol and Clifton* (Lossiemouth) life-boat station; 531*l.* 18*s.* 2*d.* from the town of Rochdale, in aid of the Fowey life-boat — the *Rochdale and Catherine Rashleigh;* 360*l.* from E. P. S., for the *Ellen* (Barmouth) life-boat.

Also 43*l.* 18*s.* 6*d.* in Donations, and 147*l.* 7*s.* in Annual Subscriptions collected in the City of London, by E. ABSOLOM, Esq., of Rood Lane, and Snaresbrook; 475*l.* from the Oxford University Life-boat Fund, per Rev. G. S. WARD; 92*l.* 16*s.* 10*d.* additional from the *G. V. Brooke* Life-boat Fund per J. W. ANSON and F. LEDGER, Esqs.; 50*l.* from Miss HAMILL, on behalf of her brother, the late JAMES HAMILL, Esq., of Kingstown; 50*l.* from Miss RHODES; and 30*l.* from the Wolverhampton Branch, per Capt. SEGRAVE, including 10*l.* Surplus of an Entertainment given at the Prince of Wales Concert Hall, Wolverhampton, per Mr. BREWSTER.

Reported the transmission of the Queenstown, Poolbeg, and Brixham new life-boats to their stations; the railway and steam-packet companies kindly giving the boats a free conveyance to their destinations.—*To be thanked.*

The Poolbeg life-boat was publicly launched at Dublin, on the 20th September, amidst much *éclat*. The *City of Exeter* life-boat for Brixham was exhibited in Exeter, on the way to her station, on the 1st October, the demonstration being a very grand one.

Reported that the War Department had kindly granted a lease of the site of ground for the Queenstown life-boat house, and had presented some carronades for the purpose of signalling some of the life-boat crews, to the Institution.—*To be thanked.*

Also that the London Sunday-school Life-boat, the *Robert Raikes*, had been publicly presented to the Institution on the 25th September, at the Agricultural Hall, Islington. The ceremony was witnessed by an immense concourse of persons. The orchestra was composed of the youthful contributors to the cost of the life-boat—the Sunday-school children of the metropolis. The children present represented 150 schools—100 belonging to the metropolis and 50 to the suburbs, some coming as far as from Uxbridge; and the total number of children present was 24,000. Among the earliest contributors to the London Sunday-school life-boat, and who are indeed entitled to some of the credit of setting the movement going, were Sir ROUNDELL PALMER, H.M.'s late Attorney-General, and Vice-Chancellor Sir PAGE WOOD, who subscribed 10*l.* each. The cost of the boat, including transporting-carriage, was 450*l.* The whole amount collected has been 603*l.* 8*s.* 9*d.*, 554*l.* 18*s.* 6*d.* of which was made up by the pence and twopences of the Sunday-school children. The life-boat is named the *Robert Raikes*, after the founder of Sunday Schools, and is to be stationed at Brighton.

Reported that the late Mr. JOHN BROMHAM, of Plymouth, had left a legacy of 10*l.* to the Plymouth Branch of the Institution.

Also the receipt from the Newcastle, Co. Down, Branch of 45*l.*, being the amount of a legacy left by the late Mr. E. NEILSON, of Newcastle, to that Branch of the Institution, less duty.

The Secretary reported his visits to some of the life-boat stations of the Institution on the Devon and Cornish coast. He found them everywhere in excellent order, and the crews satisfied with the boats.

Reported that the gold and silver medals given by the Emperor of the French to the St. Ives life-boat crew for saving the crew of the French brig, *La Providence*, had been presented, at a public meeting at the town-hall, St. Ives, on the 14th ult. The meritorious act for which the medals were awarded occurred on the 28th October, 1865. At daylight on the morning of that day, the French schooner *La Providence* was seen to be on Hayle Bar, with signals of distress flying. The life-boat was got out immediately, and although

the courage of one or two of the crew failed at the last moment, there were volunteers at hand who took their places. The boat was launched, and on her way to the schooner she was capsized by a heavy sea on the bar of the river, but the crew fortunately, with the assistance of their life-belts, regained the boat, and proceeded on their mission. On coming alongside the schooner it was ascertained that she had seven persons on board. A French boy succeeded in reaching the life-boat by a rope, but scarcely a moment elapsed before the life-boat again turned over, and the crew were thrown into the sea. The French boy had grasped the thwarts of the boat, and when she righted he was the only occupant. The boatmen, however, struggled bravely with the waves, and with the assistance of the life-lines they succeeded in again getting into the boat. Five of the schooner's crew were ultimately taken on board, but the other two were drowned. The five men who were rescued were brought on shore, where they received every necessary assistance, and sent back to France. Subscriptions were set on foot at St. Ives on behalf of the life-boat crew, and upwards of 100*l.* were distributed among the men. Mr. HIGGS, the French Consul at Penzance, reported what had occurred to the Consul-General of France in London, and the manner in which the five Frenchmen had been rescued was subsequently brought under the notice of the Emperor of France. His Imperial Majesty was highly pleased with the conduct of the St. Ives boat's-crew, and he signed a decree, granting a medal of the first class, in gold, to the coxswain of the boat—NICHOLAS LEVETT—and silver medals of the first class to each of the crew, *viz.*:—PAUL CURNOW, THOS. VEALE, WM. VEALE, RICHARD CURNOW, NATHANIEL OLIVER, WM. PERKINS VEALE, ISHMAEL JOB, and JOHN BLEWETT. The medals were pinned to the breasts of the life-boat's crew by LADY ST. AUBYN, with some appropriate remarks. Mr. LEVETT had previously received the silver medal of the NATIONAL LIFE-BOAT INSTITUTION for the above service, and each man of the crew had also been presented with the thanks of the Institution, inscribed on Vellum, and framed.

Decided that new life-boat stations be formed at Blyth, Northumberland; Stromness, N.B.; and Douglas, Isle of Man.

Payments amounting to 3,378*l.* 9*s.* 10*d.* were ordered to be made on various life-boat establishments.

Voted 7*l.* 14*s.* to pay the expenses of the *Isis* life-boat, stationed at Hayle, in saving 8 men from the brigantine *Nicholas Harvey*, of Hayle, which had stranded on Hayle Bar during a strong gale of wind from W. to N., on the 10th September.

Also 7*l.* 6*s.* to defray the expenses of the Porthdinllaen life-boat in putting off, during a heavy gale, in reply to signals of distress, and bringing ashore 5 men from the brigantine *Columbia*, of Carnarvon, which was in a dangerous position, and was making much water, in Porthdinllaen Bay, on the 11th September.

Also 46*l.* 9*s.* 6*d.* to pay the expenses of assembling the crews, or launching the life-boats at Blackpool, Lytham, Shoreham, North Deal, and Portmadoc to various vessels, which were in distress, during the recent gale, and which had signalled for assistance from the shore, but which had afterwards got out of danger without the aid of the life-boats.

Voted also the thanks of the Institution, inscribed on Vellum, to H. B. GAWLER, Esq., R.N., and 5*l.* 10*s.* to 13 men under his command, for wading into a heavy surf during a strong gale of wind, and rescuing 12 out of 14 of the crew of the barque *Mary Ann*, of London, which had run on the banks in Ballyheige Bay, on the 11th September.

Also 3*l.* to Mr. R. G. GIBBON, Chief Officer of Coastguard, at Courtmacsherry, Co. Cork, and four coastguard men, for putting off in their boat, and saving, during a strong gale of wind, 4 men whose boat had capsized at the entrance to Courtmacsherry Harbour, on the 9th Sept. They had also rendered valuable assistance to H.M.'s cutter *Neptune* which had run on the bank at the entrance of the harbour.

Also a reward to HUGH HERRIGHTY, for swimming across a creek to get a boat, and afterwards saving the lives of two boys who were capsized from a small punt in the bay of Drumcliffe, on the 11th August last.

Also a reward to three men for promptly putting off in a boat during rough weather, and saving 3 men belonging to the coble *Jane*, of Newbiggin, which had been capsized near the entrance of the River Wansbeck, on the 11th August.

Also 5*l.* to the crew, consisting of 10 men, of the lugger *Reform*, of North Deal, for putting off, during a heavy gale on the 30th August, to the assistance of the ship *North*, of Liverpool, and the steam-tug *Wellington*, of London, which were ashore on the Goodwin Sands. The lugger was, fortunately, the means of saving the lives of 22 persons belonging to the two vessels.

Thursday, 1st November. 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.

The Chairman reported the recent decease of the Very Rev. The Dean of NORWICH. The Committee expressed their sincere regret at the lamented death of the Dean, who for many years past had cordially and zealously co-operated both with the Parent Institution and its Norfolk Branch.

We may add, that the Dean's late father, Admiral first Lord EXMOUTH, took a deep interest in the formation of the NATIONAL LIFE-BOAT INSTITUTION.

Ordered the tubular life-boat at New Brighton, near Liverpool, to be completely renovated by Hamilton's Windsor Ironworks Company. The Company had liberally promised that they would only charge for labour and material expended on the repairs of the boat.— *To be thanked.*

Read and approved the Report of the Inspector of Life-boats, on his recent visits to Teignmouth, Brixham, Cheltenham, Bristol, Clifton, Ilfracombe, and Burnham.

Also the Report of the Assistant-Inspector on his visits during the past month to the following places on the Irish cost:—Newcastle, Tyrella, Portrush, Greencastle, Malahide, Portrane, Cork, Queenstown, Ballycotton, Valentia, Youghal, Ardmore. Dungarvan, and Tramore.

Produced the drawings of the Safety Fishing-boat designed by the Institution, and ordered a boat to be built at each of the following places:—London, Great Yarmouth, Peterhead, and Anstruther.

Read letter from the Director of Stores for India of the 3rd ult., stating that he had ordered of Messrs. FORREST and SON, for the Government of Bombay, a 33-feet 10-oared life-boat and carriage, and a 30-feet 8-oared life-boat, on the plan of the Institution, provided with the usual equipment of stores, and to be furnished subject to the examination and approval of the Institution.

— *Ordered the Officers of the Institution to watch the progress of these boats.*

Produced an extract from the will of the late Miss ELLEN GOODMAN, of Eversholt, Bedfordshire, in which she bequeathed 600*l.* to the Institution, to pay for a life-boat, carriage, and gear complete.

Read letter from RICHARD THORNTON WEST, Esq., of Streatham Hill, of the 23rd ult., forwarding a cheque for 620*l.*, being a contribution from himself and Mrs. WEST, to defray the cost of a life-boat, to be named the *Undaunted*, and to be stationed near West Wittering, at the entrance to Chichester Harbour, on the Sussex coast.— *To be thanked.*

Reported the receipt of the following contributions:—22*l.* 16*s.* 9*d.* from the Southport Branch, per Admiral BARTON; 21*l.* from Mr. Alderman PHIPPEN (Deputy Mayor of Bristol) and Mrs. PHIPPEN; 17*l.* 12*s.*, collected by Mrs. TEMPERLEY, of Wanstead; 13*l.* 10*s.* additional from the Bristol Marine Office, per Capt. T. SMITH; and 5*l.* collected after a lecture at Clevedon, by EUSTACE BUTTON, Esq. Also 49*l.*, being a legacy to the Newcastle (Dundrum) Branch, by the late Mrs. E. NEILSON of that place.

Also the transmission to their stations of new life-boats for Lossiemouth and Burnham. The Railway Companies readily gave the boats, as usual, free conveyance to their destinations.— *To be thanked.*

The Lossiemouth life-boat was also exhibited at Bristol and Clifton, *en route* to her station, and a grand demonstration took place with the boat.

At Cheltenham, the *Cheltenham* life-boat was also exhibited in that town, and afterwards, on the 22nd October, at Burnham, its station on the Somerset coast.

Reported also that a public inauguration and launch of the Queenstown (Cork Harbour) life-boat had taken place, on the 22nd October, in the presence of a large number of persons, under the superintendence of the Assistant-Inspector of Life-boats. Mr. T. EDMONDSON, of Dublin, had delivered a Lecture on Life-boats at Cork, on the 20th October.

Ordered the thanks of the Institution to be presented to the following gentlemen on their retiring from the office of Hon. Secretary of different branches of the Institution:—ARTHUR OWEN, jun., Esq., Teignmouth; A. A. RANKEN, Esq., Glasgow; HENRY RODD, Esq., H. M.'s Collector of Customs, Stockton; and J. KEARNEY WHITE, Esq., H. M.'s Coastguard, Valentia.

Read letter from Capt. MONTAGU PASCO, R.N., of the 27th October, forwarding a cheque for 32l. 5*s.*, which he had collected on account of the *Pasco* life-boat station at Aldborough, on the Suffolk coast.— *To be thanked.*

Reported that the Sunderland Gas Company had laid down pipes to the life-boat watch-room at that station, and were supplying gas for the room gratuitously.— *To be thanked.*

Payments amounting to 2,214*l.* 2*s.* were ordered to be made on various life-boat establishments.

Voted 10*l.* to pay the expenses of the *Sir George Bowles* life-boat, stationed at Howth, in going off, during a strong gale of wind from the S.E. and heavy sea, in reply to signals of distress, and saving the crew of 7 men and a boy from the fishing-lugger *Favourite*, of Peel, Isle of Man, which had gone ashore off Baldoyle, two or three miles from Howth, on the 17th October.

Voted also 7*l.* 18*s.* to defray the expenses of the *Civil Service* life-boat, at Wexford, for putting off on the 19th ult., during stormy weather, to the assistance of the barque *Voluna*, of Liverpool, which had stranded on the Long Bank. Upon the life-boat arriving alongside, the vessel was found to be abandoned by her crew; but the life-boat was fortunately the means of saving a coastguard officer and 4 men under his command, who had boarded the vessel and had lost their own boat whilst doing so. The life-boat was subsequently the means of taking the vessel into Wexford Harbour.

Also 42*l.* 2*s.* to pay the expenses of either assembling the crews or launching the life-boats at Appledore, Wexford, and Broughty Ferry (Dundee), with the view of rescuing the crews of various vessels which had been observed in dangerous positions, with signals of distress flying, during the past month, but which had not ultimately required the services of the boats.

Also the Silver Medal of the Institution and a copy of the Vote of the Committee inscribed on Parchment (framed), to Mr. BARTHOLOMEW STEPHENSON, for his long and brave services as coxswain of the Boulmer life-boat, in assisting to save the lives of a large number of shipwrecked persons.

Also the Silver Medal of the Institution and a copy of the Vote, inscribed on Parchment (framed), and 2*l.* to Capt. THOMAS JONES, Master of the steam-tug *Ely*, of Cardiff, and 1*l.* each to 8 men, forming the crew of the steamer, for proceeding out in the tug, during a heavy gale from the W., and saving 9 men from the sloop *Wool Packet*, of Dartmouth, which was wrecked on Bideford Bar, on the 21st September.

Also 5*l.* to five coastguardmen, for putting off in their boat, during a strong southerly gale and heavy sea, and rescuing 2 men who had been capsized from a pilot-boat on the east side of Rock Angus (Strangford Bar), on the 13th September.

Also 2*l.* to two men for wading into the surf, with life-lines round their waists, and effecting a communication with the brig *Mary Ellen*, of Troon, which was wrecked, on the 16th September, during a heavy gale of wind and high sea, at Green Hill, near Spiddal, Galway, by which means the lives of the 10 persons on board the vessel were saved.

Also 3*l.* to three boys for putting off in a boat and saving the life of a lad who had been capsized, along with two men, in the fishing-boat *Alabama*, of Arthurstown, during a squall of wind on the 6th September, between Cheek Point and the entrance of Barrow.

LINES ON SEEING A LIFE-BOAT IN AN INLAND TOWN.

GOD speed thee, thou life-boat! for blest is thy mission—
To save poor weak man from the wild ocean's rage;
When the heavens are black, and the dark waves are roaring,
And dread is the war which the elements wage.

All praise to the manly hearts that then shall fill thee,
And strength to the brawny arms, help to the brave!
Oh! safety to those who in danger look for thee—
With straining eyes seek for thy form on the wave.

How many a thankful heart oft shall beat in thee,
Full many a prayer to Heaven ascend,
For the love shown by those who kindly now send thee,
Thou vessel of mercy, in danger a friend!

L. H.

Royal National Life-Boat Institution.

Patroness—Her Most Gracious Majesty the Queen.
President—The Right Hon. Earl Percy, P.C.

God help our Men at Sea.

APPEAL.

The Committee of Management have to state that, during the year 1866, the Royal National Life-boat Institution has expended **£31,430** on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland. During the same period the Life-boats of the Institution have also been instrumental in rescuing the crews of the following Wrecked Vessels:—

Steamer *Bessie*, of Hayle 9
Barque *Victorine*, of Ostend 1
Brig *Osep*, of Fuime 7
Schooner *Black Agnes*, of Shields .. 3
Brigantine *Fremad*, of Bergen..... 7
Schooner *Laurel*, of Goole 3
Brig *Tartar*, of Sunderland—Saved vessel and crew 8
Schooner *George*, of Goole—Saved vessel and crew 6
Ship *Thoughtful*, of Sunderland ... 8
Brig *Jessie*, of London 8
Brig *Cheshire Witch*, of London... 3
Schooner *Zephyr*, of Banff 6
Barque *Lymon Cann*, of St. John's 1
Ship *Iron Crown*, of Liverpool—Rendered assistance.
Brigantine *Isabella*, of Waterford—Assisted to save vessel and crew 5
Brig *Pero*, of Whitby 7
Barque *Reliance*, of Whitby 9
Smack *Lily*, of Wexford..... 6
Schooner *Sarah Ann*, of Jersey—Saved vessel and crew..... 6
Steamer *Lady Beatrix*, of Sunderland—Saved vessel.
Brig *Altivo*, of Lisbon..... 10
Flat *Morning Star*, of Carnarvon .. 3
Galliot *Johanna*, of Soon, Norway 7
Ship *Amsterdam*, of Sunderland... 14
Brig *Mazurka*, of Dundee..... 10
Brig *Claudia*, of Belfast—Saved vessel and crew 7
Brig *Vesta*, of Whitby..... 7
Schooner *Leader*—Assisted to save vessel and crew..... 6

Billy Boy *Gipsey*, of Wisbeach 4
Barque *Julia*, of Liverpool 9
Schooner *Peerless*, of Aberystwith. 5
Smack *Elizabeth*, of Cardigan..... 6
Smack *Jenny Jones*, of Barmouth.. 5
Brigantine *Pearl*, of Montrose—Saved vessel.
Schooner *Ann*, of Torquay..... 3
Ship *Alarm*, of Belfast 11
Brig *Providentia*, of Svelvig 8
Smack *Shamrock*, of Wexford..... 6
Mary and Elizabeth, of Whitby... 11
Schooner *Treaty*, of Goole—Saved vessel and crew 4
Steamer *Carbon*, of Newcastle—Saved vessel and crew 12
Yacht *Dagmar*, of Middlesboro'... 2
Ship *Mary Roe*, of Quebec 7
Lugger *Betsy Ann*, of Port Gordon 5
Brigantine *Jeune François*—assisted to save vessel and crew 6
Brig *Nicholas Harvey*, of Hayle... 8
Brigantine *Columbia*, of Carnarvon 5
Pilot Coble of Blakeney—Saved coble and crew 3
Fishing Smack *Favourite*, of Peel, Isle of Man 8
Barque *Voluna*, of Liverpool—Saved vessel 5
Barque *Coriven*, of Londonderry—Rendered assistance.
Schooner *Margaret Caldwell*, of Portrush 6
Sloop *Pomona*, of Ipswich..... 2
Sloop *Superior*, of Goole..... 2

Sloop *Queen*, of Goole..... 3
Sloop *Cupid*, of Goole..... 4
Schooner *Anaconda*, of Lerwick... 5
Schooner *Swann*, of Goole..... 4
Steamer *Buda*, of Leith—Assisted to save vessel and crew.
Schooner *Coronation*, of London .. 4
Schooner *Tay*, of Dundee 5
Barque *Salmi*—Assisted to save vessel and crew 16
Barque *Margaret & Jane*, of Shields 8
Barque *Caroline Elizabeth*, of London 13
Norwegian Barque *Inga* 13
Ship *Himalaya*, of Liverpool—Rendered assistance.
Smack *Cymro*, of Aimwch..... 2
Lugger *William and Mary*, of Yarmouth 1
Barque *Indus*, of Maitland, N.S.... 2
Brigantine *Zillah*—Saved vessel and crew 8
Brig *George*, of Lowestoft..... 6
Shore-boat, of Wexford 9
Schooner *Lion*, of Goole..... 5
Brig *Kalpie*, of London—Saved vessel and crew 8

Total Lives saved in 1866 by Life-boats..... 426

During the same period the Institution has granted rewards for saving Lives by fishing and other boats. 495

Grand Total.....921

GENERAL SUMMARY for 1866.

Number of Lives rescued by Life-boats, in addition to 17 vessels saved by them ..	426	..	
Number of Lives saved by Shore-boats, &c. ..	495	..	
Amount of Pecuniary Rewards for Saving Life during the Year ..	..	2,173	2 3
Honorary Rewards:—Silver Medals ..	16	..	..
Votes of Thanks on Vellum and Parchment ..	25	..	..
Total ..	41	921	2,173 2 3

The Committee desire to express their grateful sense of the liberal support which they have received from the British Public during the past few years, a support which has enabled them to establish their present great fleet of **172** Life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain their fleet in a thoroughly efficient state, and its crews practised in the management of their boats, which can only be effected by a large and *permanent annual income*, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national a work.

The number of lives saved either by the Life-boats of the Society, or by special exertions, for which it has granted rewards, since its formation, is **15,901**; for which services **82** Gold Medals, **767** Silver Medals, and **£23,410** in cash have been given in rewards. The Institution has also expended **£162,163** on its Life-boat Establishments.

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

Donations and *Annual Subscriptions* are earnestly solicited, and will be thankfully received by the Bankers of the Institution, Messrs. Willis, Percival, and Co., 76 Lombard Street; Messrs. Coutts and Co., 59 Strand; Messrs. Herries, Farquhar, and Co., 16 St. James's Street, London; by all the other Bankers in the United Kingdom; and by the Secretary, Richard Lewis, Esq., at the Office of the Institution, 14 John Street, Adelphi, London, W.C.—*1st Jan.*, 1867.