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LIGHTHOUSE TELEGRAPHS AND FOG-SIGNALS.

THE *Schiller* disaster served to turn public attention to the question of Fog-signals and Alarms; and some interest was felt in the evidence taken before the BOARD OF TRADE Court of Inquiry, apart from that naturally induced by the details of the loss of the ship. The scope of the inquiry, in fact, embraced some important matters connected with marine affairs which had a bearing on the question of how to prevent such disasters in the future, not only at the Scilly Islands, but on all the coasts of the civilised world.

Two points were—telegraphing from certain exposed lighthouse stations, either from the lighthouse itself, or from an adjacent building; the second was fog-signalling:—the fog-signals to prevent ships rushing on the rocks when lighthouses are invisible; the telegraph to call for assistance from the Life-boat and Steam-tug when, in spite of the fog "alarm," a wreck has taken place.

Now it so happens, that in times long past, and before steam and "syrens" were thought of, lighthouses were built, and naturally they were built on the sites most advantageous for warning the mariner of danger; and therefore, when we look round at the present day for the most suitable places to put in telegraphic communication with the required assistance, we almost invariably find ourselves at the lighthouse. It is not unnatural that the TRINITY HOUSE should view with some distrust attempts to fasten on their magnificent and perfect system of light-

houses, telegraphs or anything else which in the remotest way might interfere with the usefulness and entire trustworthiness of the lights; and it is not, therefore, very surprising that, notwithstanding the time that has now elapsed since ocean telegraphy has been in common use, no attempt to connect isolated lighthouse stations by telegraph with harbours or other inhabited places has been made. It seems to be the weak point of our system of placing each great branch of our maritime affairs under its own special government, that each separate department has a tendency rather to promote the interests of its own particular branch, than to co-operate with other departments in the one great object for which all alike are maintained by the nation, viz., to lessen the perils of navigation. It is not reassuring, for instance, to hear it said that it would be impossible to have telegraphs connecting lighthouses with the mainland, in such places as the Bishop and the Smalls, because it would distract the attention of the light-keepers if obliged to attend the telegraph. There would be twenty ways of getting over such difficulties as that. Nor is it required that the men in the lighthouse should watch for telegrams from the land: all that is necessary is, that when the men in the lighthouses stand hour after hour looking down upon hundreds of men and women struggling for life, against time, they should have the means, by a mere touch of a telegraphic apparatus, of raising an alarm at

the other end of the wire, which would speedily place every reserve of steam and Life-boat at the service of the perishing people.

Mr. J. N. DOUGLAS, C.E., in his instructive evidence, has pointed out a graver difficulty in the probability of the violent action of the waves at the base of such lighthouses destroying any cable. But it will probably occur to most people who read the statement of the same gentleman as to the building of some of the lighthouses, that the genius and the heroic courage which gave us those splendid monuments of engineering skill and daring, may yet find a way to connect them by telegraph with the mainland—if the effort is made.

On the great principle that prevention is better than cure, a more important problem than sending aid to distressed vessels is how to prevent vessels being wrecked in such thick weather that the lighthouse becomes useless. We have it on the authority of Mr. CUNNINGHAME, the Secretary to the Northern Lights Commissioners, that two first-class lights on the *Calf of Man*, which are visible 22 miles in clear weather, give not the faintest indication of light to each other in some fogs, though they are only 580 feet apart. Recollecting this, and that the first impulse of a steamer's captain on thick weather coming on is to close a lighthouse, to identify it and his own position if possible, it is not surprising to find that lighthouses, the salvation of the mariner when they can be seen, exercise a fatal power of attraction in foggy weather; and too many vessels, pushing on to the last in the hope of seeing the warning lighthouse, perish at its base, with the light still unseen overhead. It was long ago decided that the only cure for this evil was to supplement certain lighthouses with fog-signals, or sound-signals. There were also other places besides lighthouses which demanded an equal care.

It is pretty clear that in times (as we may hope) now happily gone by, fog-signals did not receive the attention from

"the authorities" which their importance demanded. Yet it is not too much to say, that in the present state of the art of navigation; with the intimate knowledge possessed by most captains of the coasts to which they trade; with the admirable charts showing the depth of water all round the coasts of these islands, even the lighthouses themselves do not hold a higher position in the scale of preventive measures against maritime disasters than fog-signals.

Rapid steamships render the question more-important daily; and no doctrine is more futile than that put forward sometimes in Parliament, by certain portions of the press, and certain official personages, to the effect that to avoid disaster less speed must be maintained; for every effort of the shipbuilder, the engineer, and the sailor is concentrated primarily on that one object. Speed means money: loss of ships and life does not necessarily mean loss of money; and however much wise laws, yet to be enacted, may some day modify these facts, in their broad features they must exist to the end, and all the disasters in the world, be they multiplied never so many times, will not alter those conditions one iota. On the contrary, if the average speed of the ocean steamship is 10 knots to-day, it may safely be reckoned on as 20 knots this day ten years; and when Governments, through the various departments responsible for these things, say, as they have been virtually saying for many years, "My good people, if you would only not go so fast there would be fewer accidents," they are giving utterance to a truism which is entirely beside the question. Ships must and will go fast and faster, and the only point of practical utility to consider is whether the State has done all it can and ought to do to lessen the dangers peculiar to the requirements of modern oceanic commerce.

Twelve years ago the Secretary of the Commissioners of Northern Lights stated that the primary difficulty was to get people to understand what a fog was,

or to arrive at a standard which would enable a man to say "This is a fog." We have, probably, got a little more precise since then, and the persons who send in their weather reports to the Meteorological Department are tolerably in accordance when they report on the self-same weather of the same parts of the coast, which was very far from being the case then. But as to the best means of causing an alarm to be heard in foggy weather, or the best place to put those alarms, in order to keep ships out of danger, we seem to have made but slow progress, especially when we find from the Report of Professor TYNDALL that a small mortar, charged with $1\frac{1}{4}$ lb. of powder, yielded a louder report than the usual fog-signal of Dungeness, which, the Professor thinks, would be unable to warn a steamer in foggy weather until she came "dangerously close."

We learn from the *Schiller* inquiry evidence that the latest TRINITY HOUSE experiments are now concluded, and that there are in course of construction "thirteen fog-signals for floating lights, and six for land stations;" and it will not be uninteresting to glance at the nature of the experiments above alluded to, and the deductions of the distinguished Professor who conducted them.

In the summer and autumn of 1873, and spring of 1874, Professor TYNDALL, acting under the authority of the TRINITY HOUSE, superintended a series of observations made by sea and land, and his proceedings and opinions are embodied in a Report presented to Parliament.

It is significant that the great authority up to that time wrote in 1708, and that the inference to be deducted from Professor TYNDALL'S experiments completely refutes the opinions of most previous writers.

Professor TYNDALL'S experiments were made with various instruments worked by steam or compressed air, one set of which were placed at the base of the South Foreland Cliff at 40 feet above high-water mark, and the other on the top of that headland at 235 feet above the

high-water mark. It was soon elicited that the signals on the top of the cliff had the advantage. A curious fact to begin with, and not in accordance with either popular or authoritative—shall we say *superstition*—on the subject.

The experiments began with a steam-whistle, an air-whistle, and two trumpets, or horns, worked by compressed air. To these were added, after a few days, guns; and, at a later date, the steam syren, an instrument due originally to Dr. ROBINSON and CAIGNYARD DE LA TOUR, but since improved by various persons.

Taking the guns first. There were used for experimenting with, a 13-inch mortar, an 18-pounder gun, and a $5\frac{1}{2}$ -inch howitzer. With the same charges of powder (3 lb. to 6 lb.) the result was decidedly in favour of the howitzer.

The whistles were speedily out of court, whether worked by air or steam; and the struggle, with varying fortunes, according to the state of the atmosphere, lay between the horns and the howitzer till the syren came into the field. Then, under most circumstances, the syren was the victor; but not quite all. On the 17th October, when the sound-ranges reached their maximum, that is to say when the atmosphere was more acoustically penetrable than on any other day throughout the operations, the gun had a decided advantage. On that day the howitzer and other guns were heard on board the experiment steamer at $16\frac{1}{2}$ nautical miles, long after the syren had ceased to be audible. This was about 2 P.M., calm and hazy. After this the steamer stood back towards the signal-station, and at $13\frac{1}{4}$ miles, with paddles stopped, "both syren and horns were heard very feebly." Still steaming back, at 3.30, distance $7\frac{1}{4}$ miles, syren was heard "very loud," horns "very full," and 39 seconds after the puff of the gun was seen, "a loud report was heard." It must be remembered that the howitzer used is, in comparison with the average modern gun, a mere toy. On the other hand, at the moderate distance of 7 miles, in the direct axis of the mouth of the syren, that instrument was heard

above the sound of the paddles, while the gun was entirely inaudible, not only then, but again when the distance was reduced to $5\frac{1}{2}$ miles.

Against the gun-sound is the muffling effect of the wind on it in comparison with the effect of the same on other instruments, also the shortness of the report, rendering it essential that the ear should be on the *watch* to receive the sound, and its greater liability to be quenched altogether by local noises and momentary puffs of wind. On the majority of occasions, especially in rough weather, at moderate distances, the syren had a decided advantage; and once the gun was inaudible at 550 yards against a strong wind, at a time when the sound of the syren was reaching the observers "with great intensity."

The direction of the wind with regard to the position of the gun and the hearer affects the gun more than the other instruments. On a fine day, force of the wind 3, the sound of the gun fired at a distance of 1 mile to leeward of a vessel was much fainter than when fired at 3 miles to windward of the same; and so on throughout. Other instruments are by no means so dependent on the direction of the wind.

But of all the interesting and important results of Professor TYNDALL'S experiments, none exceed those relating to the kind of atmosphere most conducive, or the contrary, to the transmission of sound. But it is pretty clear they are not in accordance with the theories and opinions of the great authorities on the subject who have written during the previous one hundred and fifty years. Dr. ROBINSON, for instance, in the British Association Report for 1863, speaking of the effects of fog in deadening sound, says, that at each of the innumerable surfaces where the particles of air and globules of water touch, a portion of the vibration (of sound) is lost. Professor TYNDALL points to his own incontrovertible experiments, and pertinently asks, If that were so, how it is that on the 1st

July the signal-sounds reached $12\frac{3}{4}$ miles, a thick haze prevailing; while on the 20th May, in a calm and hazeless atmosphere, the maximum reach of the sound was only 5 to 6 miles? And the result of his experiments certainly goes to show that so far from fog being a deadener of sound, it is transmitted a greater distance in foggy weather than in clear. Not—as the DUKE OF ARGYLL (writing on the result of his own observations) remarks—not that sound is assisted by the fog itself. But that fog is the visible result of an act of condensation, which has the effect of removing aqueous vapour which hitherto has been mixed with the air in such a manner as to render it flocculent; in other words, not favourable to the transmission of sound.

A very clear result was attained by actual fog experiment on Feb. 7th, 1874. On that day a "very dense fog prevailed, thicker at sea than on land. On shore objects were invisible at between 50 and 100 yards." The observers, before embarking from Dover Pier, heard the sounds of the fog-signals on the South Foreland, $2\frac{3}{4}$ miles distant, and describe them as "astonishingly powerful." The syren particularly "filling all the air with a loud and full sound. At the same time there was not the slightest difficulty in at once indicating the exact direction from which the sound proceeded."

The steamer steamed out in the line of the axis of the syren and trumpet. Whilst so steaming, at the end of 55 minutes the sound of the whistle was lost. After 1 hour and 55 minutes' steaming, lost both syren and horn, *while under way*, but having stopped the vessel and dropped a buoy (for after-verification of distance) at 11 miles, the syren and horn, equally powerful, were heard "giving good and serviceable sounds." The bearing of the sound was then noted, which exactly coincided with the real bearing from the buoy afterwards ascertained. At 10.18 A.M. the fog began to break, and then sounds were not again heard. Similar results were obtained from the observa-

tions of those who remained on Dover Pier throughout the forenoon, and the keepers of the South Sand Head Light-ship. As the fog rolled away the sound of the signals became fainter or inaudible.

Professor TYNDALL calls attention to a comparison between the result of this day's proceedings and those of October 14, 1873. That day is "logged" in the morning as "crisp and cloudless," wind light S.W., force 1; sea slightly agitated. At 12.30, at 12 miles, the gun alone was audible; at 10 miles, with engines stopped, all the signals were on the verge of inaudibility. The condition of the atmosphere changed very rapidly, and at 2 o'clock, at $7\frac{3}{4}$ miles, stopped and listened; at first heard nothing, at last, "very faintly," the syren. Again, at 3 o'clock, returned to the Varne Buoy at $7\frac{3}{4}$ miles, and, while seeing the flash of the gun, were unable to detect its sound, and at 4 p.m. the gun, from to leeward, was inaudible at 4 miles. We have, in the two days' reports, proof that fogs do not deaden sounds, and that the clearest days apparently are sometimes the thickest days acoustically, and that the homogeneity of the air will alter in a few hours so as to deaden the sound one-half, without any visual alteration in the state of the atmosphere.

Another remarkable day was July 3, calm air, smooth sea. At 2 o'clock, at a distance of nearly 4 miles, neither horns nor guns were audible. The steamer closed to 3 miles and stopped: still nothing was heard, though the smoke of the guns and the puffs of steam from the whistles seemed close at hand. The steamer closed again to 2 miles, the guns pointed directly towards her. The howitzer and mortar, with 3-lb. charges, yielded a "feeble thud," and the 18-pounder remained inaudible. But on July 1st, two days previously, the sea and the wind being in a much more unfavourable condition, the signals had been heard, both horns and guns, nearly 11 miles off, on the same bearing. Professor TYNDALL, during a process of able reasoning on the result of that day's experiments, points out how

long ago HUMBOLDT accounted for the noise of the Falls of Niagara being three times louder by night than by day, by the fact that, the plain between him and the fall consisting of spaces of rock and grass intermingled, in daytime the temperature of the rocks was raised by the sun's rays 30° above that of the grass; and then from over every heated rock there, of course, arose a column of air rarefied by the heat. Thus a state of atmosphere was set up non-homogeneous—not of the same density throughout, but divided into a great number of independent columns of air in a widely different state of heat or rarefaction. That condition is the most unfavourable to the transmission of sound. At least so HUMBOLDT evidently thought, and so Professor TYNDALL argues.

But to the latter the question arose, What peculiar conditions, on that 3rd July, made the air specially non-homogeneous? "Whilst pondering this question," he says, "I became conscious of the exceeding power of the sun beating against my back, and heating the objects near me. Beams of equal power were falling on the sea, and must have produced copious evaporation. That the vapour generated should so rise and mingle with the air as to form an absolutely homogeneous mixture, I considered in the highest degree improbable. It would be sure, I thought, to streak and mottle the atmosphere with spaces in which the air would be in different degrees saturated, or it might be displaced by the vapour."

This state of the atmosphere would, of course, be coincident with the air-columns of different rarefaction we have before explained, and would be strongly non-homogeneous, fully accounting for its extraordinary acoustic obstructiveness.

Later in the same day, strongly conclusive evidence was obtained. At 3.15 p.m., a cloud came across the sun, and completely shaded the space between the steamer and the fog-signal station on the South Foreland. The production of vapour was of course checked, and the different columns of air had time to mix,

and thus every minute the atmosphere became more homogeneous, and (as TYNDALL expected), as a necessary consequence, more favourable to the transmission of sound. The steamer was immediately pressed seaward at full speed to the "last point of inaudibility." This was at 3 miles from the station. The sounds had got there before them. They were distinctly heard. Proceeding on to $4\frac{1}{4}$ miles, the steamer was in advance of the sounds. A boat was moored there with two observers, and the steamer pushed on to the light-ship. At 15 minutes after the steamer left, the observers in the boat hoisted their signal. The sounds of the fog-signals had just reached them. Thus the air becoming momentarily more homogeneous, the sound momentarily travelled a greater distance. For it must be remembered that throughout the day the fog-signals never ceased to send forth their notes. At the Varne Buoy, nearly 8 miles distant, a little later in the afternoon, the steamer heard all the signals clearly. Thus between 2 P.M. and 6 P.M. the intensity of sound had increased 16 times, with no visual alteration of the atmosphere, the wind and sea remaining the same.

We have, as the Professor points out, in all this, and in similar deeply interesting experiments, explanations of many curious and unquestionable facts in history. Thus, in the battle of Cassano, between the *DUC DE VENDOME* and the *PRINCE EUGÈNE*, a corps under the Duke's brother, only 5 miles up the river, did not come to the assistance of the Duke as expected, from hearing nothing whatever of the cannonade. At the battle of Montereau, between *NAPOLEON* and the *KING OF WÜRTTEMBERG*, which lasted 7 hours, no sound was heard by *PRINCE SCHWARTZENBERG*'s army 13 miles up the river. Field-Marshal *DAUN*, stationed with his men $4\frac{1}{2}$ miles from the field, heard no sound of the battle in which *FREDERICK THE GREAT* overthrew *LANDON*. While Professor *DOVE*, of Berlin, who has collected these instances, says that he himself failed to catch any sound of the battle of *Katzbach*,

from which he was distant $4\frac{1}{2}$ miles. Yet the same observer heard the cannonade of the battle of *Bautzen*, from which he was distant 80 miles; while *Sir JOHN HERSCHELL*, in his "Essay on Sound," tells us undeniable instances of such sounds being heard at 180 and 200 miles.

Sir JOHN HERSCHELL also refers to the instance of *Lieutenant FOSTER*, in *PARRY*'s arctic expedition, carrying on with ease a conversation across the frozen harbour of *Port Bowen*, at a distance of $1\frac{1}{2}$ mile. *Sir JOHN HERSCHELL* attributed the fact in a great measure to the smooth surface of the ice. Professor *TYNDALL* says that nothing could be smoother than his sea on the 3rd July, and attributes the *Port Bowen* incident to the "absence of flocculence." In other words, to the entire state of homogeneousness of the air, from there being no opposite agents immediately at work, such as extreme heat, acting coincidentally and suddenly with the contrary influences.

The results of all the Professor's experiments go to prove (a) that fog is not a deadener of sound; (b) that remarkable changes take place in the acoustic condition of the air in a few hours of time, without any visible cause, to the ordinary observer; so that a seaman who hears a fog-signal over some well-known danger at a distance of 7 miles, when leaving port, may, on his return a few hours later, find the sound *inaudible* a fourth part of the distance, though there may have been no apparent change in wind and weather. (c) That the sound of guns is deadened to windward, in proportion to the distance it is carried to leeward, in a greater degree than compressed air or steam fog-signals; and that the sound of a gun is greatly increased when pointed directly towards the hearer: also it has one great advantage in foggy weather, in that the glare of the light of its discharge is visible through the fog, when no sound may be heard from it or other fog-signals. Also it is very cheap, and can be placed anywhere. (d) That the syren, however, is superior to the gun and all other instruments, but it

requires space—and money. Its limit of range in calm weather, under favourable conditions of atmosphere, is about 16 miles: in calm weather, under unfavourable conditions, $2\frac{1}{2}$ miles. Of course violent gales still further reduce that limit; and so would local noises, such as the roar of wind through a ship's rigging, or seas breaking on rocks. It is noteworthy, however, that by far the greater number of dangerous fogs and fog-wrecks occur when it is not blowing hard.

We have thus a certain preliminary base to work on; and it would seem now to be a mere question of whether the nation (or the authorities who represent the nation) consider that so many ships, so much treasure, and so many human lives which are annually lost to the country from the absence of proper fog-signals on dangerous points of our coast, are worth so much money as the introduction of the said fog-signals generally will certainly entail on the national exchequer. As a mere matter of successful science, the world might be content to wait: it may be questioned whether it will continue to view with complacency for an indefinite time *Schiller* disasters and the like—certainly preventable by means which science has long placed in our hands. In the meantime, the question is not without interest to poor Jack; and it is to be presumed that many possible widows and orphans of sailors will pray that the change may be "in our time"!

Professor TYNDALL gives a blow, at parting, at the existing system and systems, in the story about the Cape Race syren.

The syren tried by him at the South Foreland was constructed by the maker of the Cape Race syren, and specially sent to England for these experiments. The two instruments are, in point of fact, pronounced by the constructor as identical. Professor TYNDALL found that the syren could not be depended on, in *calm weather*, much beyond 2 miles. In the official notice to mariners the

Cape Race syren is stated to have a range of "20 miles in calm weather; 30 miles with the wind; and in stormy weather, or against the wind, 7 to 10 miles." The Professor, astounded at such results when compared with those obtained with the twin instrument on the South Foreland, has the question asked by our "authorities" of the Dominion authorities: Who ascertained the range of the Cape Race instrument?—What observations were taken before that apparently mendacious statement was put forth on official authority? And after proper inquiries, the melancholy answer comes back from Ottawa officials, "I cannot inform you on what evidence the statement made in the notice about Cape Race is made." . . . "I am unable to answer your question as to whether the great range of the Cape Race whistle is founded upon trustworthy evidence, or upon supposition only." In short, there is neither evidence nor experiment to appeal to, and the official statement is put forward on the hearsays of unknown persons. Professor TYNDALL, in substance, observes that, allowing for the possibly greater homogeneity of American atmosphere, it is possible that the Cape Race syren has been heard occasionally on calm days at 20 miles; but the notice to mariners should be based, not on the experience of "some one" on an exceptional day, but on positive observation, on the *worst hearing* days. In fact, to take the opposite course—that adopted by the persons responsible for the Cape Race advertisement—is to deliberately sacrifice, wholesale, both life and property for the mere purpose (as far as any purpose beyond carelessness can be imagined) of increasing the sale of the instrument.

Verily, the "little cherub who sits up aloft" would seem to have a hard time of it, notwithstanding that science sheds its bright gleams over the world with daily increasing splendour!

THE WRECK OF THE "SCHILLER."

On Friday, the 7th May last, occurred another of those fearful calamities which, like the foundering of the *London* and the *Northfleet*, ever and anon startle the whole British community, and serve to remind us of the uncertainty and imperfection of even the most carefully-devised human undertakings.

Although it occurred in British waters, the vessel itself, in this instance, was not of British nationality, nor were its unhappy inmates for the most part English men and women.

The *Schiller* was a noble steam-ship, of 3,600 tons, belonging to the Eagle-line Mail Company, of Hamburg; she was an iron ship, and nearly new, having been built at Glasgow in 1873. She left New York on the 27th April, having on board at the time 264 passengers, and the officers and crew were 120 in number.

All went well until the 7th May, on which day she was due at Plymouth, when in the afternoon a fog set in; nevertheless the vessel was kept at full speed until half-past 8, when, the density of the fog having much increased, she was put at half-speed, and an hour after she struck on the Retarrier Rocks, off the Scilly Islands, and within two-thirds of a mile of the lighthouse on the Bishop's Rock. Although going at slow speed at the time, and with the engines immediately reversed, the unyielding rocks had only too effectually done their work—the ill-fated ship was immovable, and immediately filled.

As may be supposed, and as is invariably the case in a passenger-ship, all was at once confusion; alarm was depicted in every countenance, and cries of terror arose from nearly every lip. Orders were given by the captain to lower the boats; and, until he was himself washed off the bridge, at about 4 A.M., by a heavy sea and drowned, he did his best to preserve some order, even firing his pistol over the heads of the frantic crowd in his efforts to do so.

All the boats, however, except two were carried away by the sea before they could be lowered, many perishing with them, and one was crushed by the funnel falling on it. The ship held together for several hours; and had there been any means of

making their hopeless condition known at St. Mary's, the chief of the Scilly Islands, a steamer and a first-class Life-boat belonging to the NATIONAL LIFE-BOAT INSTITUTION might have arrived in time to have saved a large number of lives. Such, however, was not to be; and when the morning dawned, all that remained of the crew and passengers, who a few hours before were looking forward to a happy meeting with their friends at home, were those who had succeeded in mounting the rigging of the fore and mainmasts and five or six others in the half-swamped boat, the only one which had been safely lowered. The women and children who had crowded the deck-houses and saloon, and the male passengers and those of the crew who were on the upper deck, or the bridge, had perished. Alarm guns were fired and signal lights thrown up continuously, until the seas breaking over the ship prevented their being so; and some of the former were heard on the islands; but as steamers from America seem to have been often in the habit of firing guns to signify their having arrived off the islands, they were not supposed to be danger signals. It is said, however, that at St. Agnes, the nearest island to the wreck, the guns were believed to be from a vessel in distress, but the fog was so thick that boats were afraid to venture out.

One of the masts, the mainmast, fell at about 7 o'clock in the morning, and the foremast at about 8 o'clock, when most of those who remained in their rigging were lost. About that time, in fact, before the foremast had fallen, four boats from the shore arrived, and picked up several persons from the water, but finding the sea too heavy to go alongside the ship, one of them went to St. Mary's to convey intelligence of the disaster, and procure the aid of a steam-tug and of the NATIONAL LIFE-BOAT INSTITUTION'S Life-boat stationed there. As soon as possible the Life-boat, in tow of the steamer, arrived, but all was then over, and they only picked up twenty-three bags of mails and a few bodies. We have thus briefly sketched the main features of this sad disaster. Our object in doing so has not, however, been merely to record its circumstances, which has already been done

at greater length in the newspapers of the day, nor would any useful end be attained by our doing so, and we only refer to it to draw attention to some of the causes which led to it, for it is only by holding up such catastrophes as sea-marks for future guidance that similar losses from similar causes are likely to be avoided.

Thus we find, in this instance, a noble ship, under full control of steam and sail; the captain an able, experienced, and careful officer, whose devotion to his duty and sense of the responsibility thrown on him were shown by the fact of his not having had his clothes off for five nights previous to the loss of his ship; and the weather fine, with the exception of the prevalence of a dense fog.

If we further inquire whether the owners of the ship had done their duty in providing their passengers with all available means of safety, we find that she had an ample and competent crew, had eight boats, six of them being Life-boats, and that life-belts more than sufficient for every one on board were provided, and were to a large extent used, since all, or nearly all, the bodies that were picked up had life-belts on them. The latter may, however, have been of inferior quality, indeed are said to have been so. With so many elements of safety, what then caused them to be of no avail?

The immediate causes of the loss of the ship were apparently the dense fog and an insufficient allowance for the set of the well-known current which sets out of the Bay of Biscay to the northward, across the entrance of the British Channel, which has sometimes considerable strength.

A secondary cause was the old offence, so general in the Merchant Service, despite all the warnings of experience, neglect of sounding—the lead not having been used during the day or night, nor on the two previous days.

Lastly, the chief cause of so few lives being saved, there can be little doubt, was the same as that which led to such fearful results in the case of the *Northfleet*, viz., the custom of making use of night signals of distress for other objects, such as to call for pilots, to signify arrival, &c., &c., a folly admonished in advance in the old fable of the boy raising the alarm of 'Wolf, wolf,' when there was no wolf, and then receiving no succour from his neighbours when the wolf came.

It appears to be customary for the German steamers to make the Scilly Islands to enable their agents there to telegraph to Plymouth the approach of their steamers, in order that the necessary preparations should be made for the prompt disembarkation of their passengers for England on their arrival at that port.

The saving of time, which, looking to the great daily expense of such vessels, with their hundreds of mouths to be fed, and their immense consumption of coal, is the saving of money to the shareholders, is of course the motive for communicating by signal with Scilly, just as the maintenance of high speed in all weathers and by night as by day at all hazards is so, and which leads to so many disasters.

All that we would suggest, in the interest of humanity, is that such communication should be left discretionary with the captain of every ship, in the case of fogs, when it should be optional for him to proceed directly for Plymouth, or to heave-to, or to feel his way at greatly diminished speed by frequent *sounding*, which would be a certain guide to him for a distance of many miles round the islands.

On the question of sounding, we think that, looking to the apparently incurable aversion to this invaluable precaution on the part of so many of the experienced captains in our mercantile marine, the officers of the BOARD OF TRADE, who conduct the official inquiries into maritime disasters, should make the neglect of sounding when practicable a serious offence.

With reference to the great loss of life consequent on the disaster to the ship, no blame would seem to attach either to the owners of the ship or the captain. As already stated, the ship was in every respect safe and "well-found"; and it was said in evidence that the Eagle line of steamers were expressly prohibited from firing guns, or exhibiting other distress-signals, to make themselves known, but that other German steamers had done so, of which those on board this unfortunate ship now reaped the evil consequences.

We fear that the fact must be accepted, that, however well provided with Life-boats and life-belts, &c., when a ship goes to pieces on a reef of rocks or outlying bank of sand, many lives must be lost unless extraneous aid be afforded them,

the forces brought to bear on them being too mighty to be contended with. Still that is no reason why we should unresistingly succumb to them; and in less extreme cases boats may be safely lowered, and life-belts, if efficient ones, may not only float dead bodies, but may support the living until succour arrives.

In the course of the inquiry in this case a very general feeling seemed to prevail that a telegraphic wire laid down between the Bishop Lighthouse and the island of St. Mary, where the Scilly Life-boat is stationed, and where there is a steam-tug, would be of great service, and would have been the means, in this instance, of saving a large number of lives. There can be no doubt that such would have been the case. We have heard, indeed, that the TRINITY BOARD object to their servants having their attention directed from their one duty of keeping the great safety-lights intrusted to them

in perfect order, and we admit the wisdom of such a decision, as a general rule.

Looking, however, to the great importance to homeward-bound ships of their sighting the Scilly Islands, and to the numerous fatal Shipwrecks that have occurred on the rocks which surround them, and notoriously amongst them to the loss of the British Admiral Sir CLOUD-ESLEY SHOVEL, with three line-of-battle ships, in 1707, and, with the exception of one man, of all on board them, we cannot but think it worthy of serious consideration whether, in this instance at least, the "general rule" might not be departed from, and the mysterious wire laid down. The working a Telegraph would, in such a locality, be a very slight tax on either the time or attention of the keepers of the lighthouse, and its Heaven-inspired voice of mercy might be the means of saving many and many a human being from a sad and premature end.

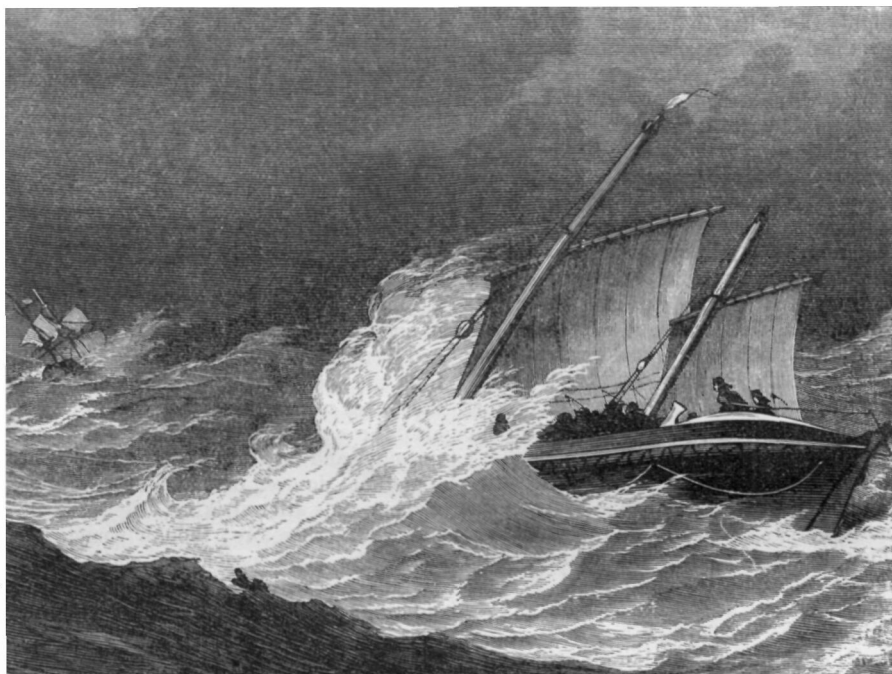
SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION DURING THE FIRST SIX MONTHS OF 1875.

ST. DAVID'S.—On the 1st January last the Life-boat *Augusta*, stationed at this headland, rendered good service to the schooner *Amity*, of Beaumaris, which, while on a voyage from Bangor to Swansea, became embayed in a dangerous position during thick weather, and a strong breeze at S.E. With the aid thus rendered by the Life-boat, the vessel got out of her difficulties, and gained her port in safety, with her crew of 4 men.

ORME'S HEAD.—On the 1st January the Life-boat *Sisters' Memorial* succeeded in saving the crew of the flat *Hester*, of Conway, bound from that place to Run-corn. The Life-boat was afloat on this service from half-past two in the afternoon to nine o'clock at night, in a heavy gale at S.S.E. HUGH JONES, the coxswain, and the rest of the crew deserve great credit for their persevering and determined efforts to reach the distressed vessel, which, with distress signals flying, leaking badly, and plunging bows under, was riding to her anchors on the lee shore of Penmaen-mawr. It took them nearly five hours to pull against the gale to the wreck. The strain on nerve, pluck, and strength for such protracted periods tells heavily even

on the hardest boatmen. The crew of the *Hester* was composed of 2 men.

LYTHAM.—From the coast near this port, on the 2nd January, by the first light of breaking day, the masts of a vessel were observed looming faintly through the haze of a S.W. storm. It was presently ascertained that the vessel herself had sunk, and that her crew were clinging to the rigging. They had, in truth, been in that fearful position for the greater part of the night. The wrecked vessel proved to be the *Mary Tatham*, of Beaumaris, a schooner, carrying a crew of 4 persons, and bound to Preston. She had struck on the Salthouse Bank in the middle of the night, and soon sank, the crew lashing themselves to the rigging of the masts which remained above the water. The intelligence being conveyed to Lytham, the Life-boat *Wakefield* was soon pressing towards the scene of the wreck, the crew urging the boat to her utmost speed, for they well knew that in such a case the crew, if not promptly rescued, must either die of cold, from being hung in mid-air, exposed to wet and ice-cold storm, or lose their hold and fall into the sea, and so a few minutes' delay may be of vital consequence. However,



the efforts of the Life-boat men were crowned with complete success. They reached the wreck at 8.30 A.M., and, with difficulty, hauling on board the benumbed and helpless crew of the sunken ship, landed them safely at Lytham by 10.30, though in a dreadfully exhausted state.

TRAMORE.—On January 3 the schooner *Fanny*, of Salcombe, bound from Cardiff to Barbadoes, became a total wreck in Tramore Bay, county Waterford. The vessel had been observed, soon after noon, trying to beat out of the Bay, into which a heavy sea, accompanied by a fresh breeze at S.W., was setting. Signs of mismanagement on the part of the commander were also observed. She was watched from the Life-boat station at Tramore for several hours, by Mr. JACOB, the Honorary Secretary, and the crew of the Life-boat. Just before dark she was seen (having failed in her effort to weather Brownstown Head) to come to an anchor close in to the cliffs. The destruction of the vessel was now a question of an hour or two, as no vessel could hold on long to her anchors in that position. The Life-boat *Tom Egan* was therefore at once launched, and eventually boarded the distressed vessel, re-

turning to the shore by 8 P.M., with the crew of 7 persons. As was anticipated, the schooner soon parted her cables and became a total wreck.

The prompt action of STEPHEN PILCHER, of the coastguard, the coxswain of the Life-boat, called forth the special commendation of the Local Committee; and the Committee of the Institution, taking into consideration his long and valuable services, awarded him the silver medal of the Institution, and a vote of thanks on vellum. The crew of the *Fanny* saved on this occasion made up the large number of 63 persons whom, by his courage and skill, he had assisted to save from drowning.

PORT LOGAN, WIGTONSHIRE.—On the night of the 12th January the barque *Britannia*, of North Shields, bound from Mauritius to Greenock, got on shore, in moderate weather, on the north side of Port Logan Bay; the crew saving themselves by climbing over the rocks at low water. On the day following fourteen men were hired to "strip" the ship. While the men were aloft a heavy storm came on, the sea swept over the deck of the stranded vessel, and the men had to cling to the

swaying masts and rigging as best they might. Luckily, the coastguard, observing the danger, despatched an express to Port Logan. JAMES BROWN, the coxswain of the Life-boat *Edinburgh and R. M. Ballantyne*, at once summoned his crew, and, after an anxious struggle, succeeded in carrying his boat to the side of the barque. The process of clearing away the rigging having been commenced before the storm came on, everything was blowing about in the wildest confusion, and each moment it was expected the masts would fall. Getting the 14 men extricated from their perilous position was a work of great difficulty, but was at length accomplished, and the Life-boat regained Port Logan in safety before dark, with the rescued men on board.

BROOKE, ISLE OF WIGHT.—Early in the morning of the 15th January, during thick weather, the barque *Blanche Marguerite*, of Dunkirk, and bound to that port, was wrecked on a reef off Brooke Chine. The Brooke Life-boat, *George and Anne*, was launched, and, under the direction of JOHN HAYTER, the coxswain, made her way successfully, through a heavy ground swell, to the wreck, from which she rescued the crew, 10 in number. Though the wind was not high, the heavy swell and breakers around the reef made the task of embarking the men a most difficult one.

DUNCANNON, WATERFORD.—At 9 A.M. on the 19th January, the Life-boat *Richard and Anne Warner* was summoned to the assistance of the *Vittorioso G*, a brig belonging to Venice, which was wrecked in Bannow Bay, on the Selskar rocks, during a moderate S.W. gale. The Life-boat had to be conveyed a distance of seven miles by land, through miry lanes and soft roads, at first only by men hauling on the dragropes, though by-and-by, as she pushed on her way, horses came galloping in by ones and twos, and were promptly attached to the boat carriage. It was not till after noon, however, that the panting horses were pulled up on the brink of the sea, at Fethard Strand, the launching-place nearest to the wreck. Amidst the cheers of a large concourse of people the Life-boat was then launched through the surf, and after two hours' hard work with the oars her crew had the satisfaction of

landing with the whole of the crew of the wrecked vessel, consisting of 9 persons.

KINGSTOWN.—During the forenoon of the 19th January, the schooner *Arrow Belle*, of Aberystwith, bound from Gwendower to Greenock, but then at anchor in the Bay of Dublin, parted from her cables and drove ashore near North Bull. A strong gale from the S.W. had blown all night previously, and it still blew hard, accompanied by a heavy sea. Although aground, she did not sink, but the danger in such cases is that the crew, exhausted and benumbed with cold, may be swept from the deck or rigging of their ship by the waves which sweep over her. There is also the contingency of the vessel being unsound and breaking up, as such vessels sometimes do even on the softest strands, a short time after striking. Speed is all-important, therefore; though sometimes, when the good people on shore see a vessel that has been stranded on a beach, standing "all-ataunto" after the storm, they wonder why the crew could not have been left quiet on board till the storm abated, without risking other lives to bring them on shore. Well, the Kingstown men did not waste time by speculations as to whether the stranded vessel would outlast the storm or not, but at once ran their boat down the slipway, jumped in, and were soon urging the Life-boat *Princess Royal*, under the able coxswainship of HENRY WILLIAMS, to the assistance of the schooner. By 4 P.M., after a five hours' pull, they regained the shore with the rescued crew, 4 in number.

SUNDERLAND.—On the night of the 24th January the ketch *Queen Victoria*, of Lynn, was wrecked near the entrance of Sunderland harbour, during a strong breeze at N.W. That vessel had come to an anchor while on a voyage from Lynn to Sunderland, but just before midnight her cables parted and she drove on the rocks, her crew being immediately placed in great peril. As soon as the wreck was observed, the Life-boat *Goodwill*, under the command of the coxswain, WILLIAM BOYS, was launched, and, after an exhibition of great skill and endurance on the part of both coxswain and crew, the wrecked vessel was reached. The numerous rocks, and a heavy, tumbling sea, rendered this a most difficult feat, and

its safe accomplishment reflected much credit on them. The crew of the ketch, 3 in number, were safely landed at 2 A.M.

CAISTER.—On the 27th January the brig *Pike*, of Shoreham, was wrecked on the North Scroby Sands, during a fresh breeze at S., with a heavy, tumbling sea. As soon as the signals of distress were observed, the Caister No. 2 Life-boat, the *Boys*, was launched, and her coxswain, PHILIP GEORGE, proceeded with her to the distressed vessel. The brig was found to be fairly in the midst of the breakers, and some difficulty was experienced in the darkness in hauling the crew, one by one, into the Life-boat. The work, however, was successfully accomplished, and at 6 A.M. the Life-boat returned to the shore with the 7 rescued men.

On the 29th January the services of the Caister No. 1 Life-boat, the *Birmingham*, were called into requisition. She had been summoned to the aid of an Italian barque, then on the "Cross" Sand, where lights and flares were seen to the N.E., and she at once proceeded to the spot whence they came, and found a large ship, the *Oriental*, of North Shields, seriously damaged by collision with a steamer, and with her bowsprit carried away. With the aid of a steam-tug and some of the Life-boat's crew she was taken safely to Harwich.

In the month of March the following excellent services were also rendered by the Caister small Life-boat, the *Boys* :—

While on a voyage from Newcastle to Dublin, the schooner *Punch*, of Carnarvon, was wrecked on the Barber Sands, off Caister, about midnight of the 11th March. It was then blowing hard at E. These sands, partially uncovered at low water, are quicksands as the tide flows, and a ship once fairly entangled on them has little more to hope for, except that the crew may be saved by a Life-boat, though it were but by the "skin of their teeth." The crew of the schooner soon lit up a great flare light on the deck of their doomed vessel, and by plentiful supplies of tar and oil contrived to keep it going, notwithstanding the avalanches of water that from time to time broke on board. The glare of the light on the troubled sea served to show the crew of the Life-boat, who had eagerly launched from Caister on seeing the signal, that while

the vessel was quickly disappearing in the sand, there was not water enough to float the Life-boat within reach of her; and three several attempts from different directions to get close to the wreck having failed, it seemed that the Life-boatmen would have to look on while ship and crew were gradually engulfed. Brave men in earnest are not easily put off their quest. The Life-boat was secured by her anchor to a part of the sandbank that still remained above water, a part of the crew were ordered to remain by the boat, and then PHILIP GEORGE, the coxswain, leaped overboard, "heaving-line" in hand, and, followed by the rest of his men, went staggering and stumbling across the treacherous sands, at one moment with the water only ankle-deep, at the next up to the shoulders, with the life-belts alone to trust to; and in this way these men waded for a hundred yards, in that cold night and storm! They had arrived as close to the vessel as was possible without being certainly washed away by the deepening water, when a line thrown from the wreck by one of the crew was fortunately clutched by one of the rescuers, and, a communication thus established, the schooner's crew were one by one hauled through the broken water and quicksand, and eventually got into the Life-boat. The most difficult task was the saving of the master of the wreck, who had been struck by the tiller and had three of his ribs fractured. The whole number, 6 in all, were saved, however, and landed by 8 A.M., by which time the wreck itself had wholly disappeared. A more gallant and devoted service than this has seldom been performed.

While the crew of the Life-boat were thus employed, they had observed the lights of another vessel in dangerous proximity to the sands, and every effort was made to warn her off, as was supposed with success, her lights having disappeared; but the light of morning showed the floating fragments of a wreck, that of the *Elizabeth*, of Yarmouth, which having, alas! no Life-boat at hand, had been sucked under by the quicksands, together with all her crew. The crew of the Life-boat had barely got to their houses when the discovery of this second wreck was made; but they promptly leaped from their beds, again launched through the storm of the winter's morning, and eagerly

scanned each floating fragment of wreck to see if perchance some poor fellow might still be floating on it. But no more than the name and port painted on the headboards, drifting about among the breakers, with planking and broken spars, was ever found even to show what the name of the vessel had been.

Just before daybreak on the 28th March, the wreck of the brig *Thirteen*, of Sunderland, was observed on the Middle Cross Sands, off Caister. It was blowing fresh from the north, with severe squalls and a considerable sea running. The Life-boat went off and embarked the crew, 8 in number, but received some damage in consequence of being delayed alongside by the unwillingness of the captain to desert his vessel. The poor fellow had little to hope from her, however, as before the Life-boat was halfway on shore her wreck had wholly disappeared.

Again, on the morning of the 10th May the cutter *Harkaway*, of Yarmouth, was lost on the Barber Sands. As it was only blowing a fresh breeze, two ordinary beachmen's boats essayed the task of removing the crew, but finding, on nearing the wreck, that the sea was breaking too heavily on the bank to justify the attempt, they signalled for a Life-boat, whereupon the Life-boat *Boys* was once more launched, and succeeded in rescuing the crew of the cutter, 6 in number.

EASTBOURNE.—Before daybreak on the morning of the 28th January the Life-boat *Mary Stirling* was launched in reply to signals of distress exhibited by the barque *Dunmore*, of London, bound from London to New Zealand, which ran on shore near Pevensey coastguard station. The night was dark and thick, but the wind was not violent. The Life-boat, with other assistance, succeeded in getting the distressed vessel afloat again, and she was towed back to London.

NEWHAVEN.—On the 29th January, at 7 P.M., the Life-boat, *Elizabeth Boys*, brought on shore the crew of 21 men from the barque *Margaret Evans*, of Glasgow, bound from Philadelphia to Antwerp, which vessel had run ashore under Seaford Head during a strong breeze at W.S.W., accompanied by thick weather. The Life-boat had gone out early in the morning, when

the dangerous position of the barque was first observed, and remained by her all day, but darkness bringing with it increase of storm, the master found it necessary to abandon his vessel, and, with his crew, was safely landed at Newhaven by the Life-boat.

BROADSTAIRS.—Soon after midnight of the 29th January the night signals of distress of a vessel on the North Sand End, Goodwin Sands, were observed. It was blowing hard from the N.E. at the time. The Life-boat *Samuel Morrison Collins* having been launched, stood off under sail and got alongside about 3 in the morning of the 30th. In hopes of saving the vessel, both crews remained by her till 4 in the afternoon, when the falling spars prevented the Life-boat remaining alongside any more, while the increase of the stormy weather and the approach of night rendered it advisable to abandon the vessel. The Life-boat therefore embarked the crew, 16 in number, and made for Broadstairs, where their arrival was hailed with great enthusiasm by a large concourse of the inhabitants. The stranded vessel was the barque *Anna*, of Bremen, from Rotterdam to New York.

ARDROSSAN, N.B.—On the evening of the 30th January the barque *Toronto*, of Glasgow, while on a voyage from Liverpool to Ardrossan, was wrecked off the latter port during a strong breeze at S.W. The Life-boat *Fair Maid of Perth* was launched as speedily as possible under the command of THOMAS PHILLIPS, the coxswain, who succeeded in landing in safety, by 10 P.M., all the persons on board at the time of wreck, including, besides the master, 8 men, 1 woman and 1 child.

MOELFRE, ISLAND OF ANGLESEA.—On the evening of the 30th January, at about 8 P.M., a large vessel was observed to have struck on the Parthingwy Rocks, near Moelfre. The *Lady Vivian* Life-boat, which had been sent to that station only a few weeks previously, was promptly launched, and, on reaching the stranded vessel, she was ascertained to be the barque *Nellie Moody*, of Yarmouth, Nova Scotia, bound from Liverpool to Charlestown. She had run on the rocks during a thick fog. There was now a ground swell with a light breeze from the eastward, and it was

hoped if the weather continued fine the ship would be got off. As the slightest breeze, however, would have destroyed her, the Life-boat remained by her the greater part of the night, and while so doing the Life-boat's crew became aware of a small boat in the offing making towards it; they were so fortunate as to fall in with the crew of the wrecked schooner *Hannah* of Liverpool, who, in a small boat, had escaped from their vessel, which had struck and foundered. The assistance thus rendered to those two men (the whole crew of the schooner) by the Life-boat was of vital consequence to them, and they were conveyed safely on shore. The weather continuing fine, a steam-tug, which had been sent for, got the barque off the rocks.

PALLING.—During the night of the 7th February the schooner *Zouave* was lost on the Hasbro' Sand. She belonged to Portsmouth, was bound from that place to Seaham, and carried a crew of 6 hands. The night was hazy and the wind fresh at S.W. when she got on shore. Her signals of distress were observed shortly after midnight, and the Palling No. 2 Life-boat, the *British Workman*, was promptly launched, and succeeded in reaching the wreck by 3 A.M., and safely embarking the crew, returned to the shore about daylight. A heavy sea was running when this service was accomplished, and the conduct of the coxswain, WALTER PESTEL, together with that of his crew, elicited the warm commendation of the Local Committee.

On returning from the wreck of the schooner, this Life-boat was again called off to another vessel, the brig *Lisbon*, which, after daylight, was seen to be aground on the same sand. On boarding her, the master and mate were found in an exhausted condition, having been in the maintop the whole night. The Life-boat succeeded in getting them safely on board, through a very heavy sea, and conveyed them to the shore. The remainder of the brig's crew had left, some hours before, in the ship's boat, but whether or not they had succeeded in getting aboard any other vessel or into a port of safety is not known.

On the 25th March this Life-boat again assisted, together with other boats and steam-tugs, in saving the ship *Ernestine*, of Amsterdam.

On the 21st January, at 10 P.M., in a fresh northerly wind and heavy sea, a vessel, which proved to be the barque *Lizzie Bovill*, of Newcastle, was seen at anchor near the shore in the neighbourhood of Palling, and burning signals of distress. This Life-boat was once more speedily launched, and took off the crew of 8 men. The master, however, having determined to remain by his ship, the Life-boat returned to her, and remained alongside until the following forenoon, when, with the further aid of a steam-tug, the vessel was got under weigh, and taken into Yarmouth Harbour.

NEWBIGGIN.—At 2 A.M. on the 8th February, the steamer *Shotton*, of West Hartlepool, got on the rocks off Newbiggin Point. A strong breeze at S.E. was blowing, and considerable sea was on. The Life-boat *W. Hopkinson of Brighthouse* went off to the assistance of the stranded vessel, and by laying out an anchor astern enabled her to swing off the rocks as the tide flowed. The steamer would have gone to pieces after a very little hammering on such rocks. The Life-boat, by her prompt action, thus saved both the ship and her crew of 18 men.

On the morning of the 9th March, the fishing vessel *Rosanna*, of South Shields, was observed from Newbiggin driving before a S.W. gale, with sails blown away. As the S.W. wind sets off shore on this coast, there was imminent danger of her being blown out of sight of land and the crew perishing. The Life-boat, therefore, lost no time in launching to the rescue, and, running off shore, soon overtook the helpless craft, and after an hour's hard struggle, succeeded in getting the *Rosanna* and her crew of 3 men into port.

COURTMACSHERRY.—On the 10th February the Courtmacsherry Life-boat, the *City of Dublin*, rendered assistance to the brigantine *Hattie B*, of Liverpool, which had got disabled in a gale of wind, and been driven on the "Black Tom" Rock in Courtmacsherry Bay, in a S.E. gale and considerable sea.

APPLEDORE.—On the 13th February the Appledore Life-boat, *Hope*, saved the crew of 3 men from the wreck of the schooner *Lydney Trader*, of Barnstaple. That vessel

had sailed last from Caldy Island, and had tried to get into Barnstaple Harbour, but failed from the state of the tide and the light wind, and in endeavouring to get out to sea again had been swept on to the shoals outside the harbour. Over the shallows of Barnstaple Bay there frequently rolls, in the calmest summer's day, a tremendous ground sea, which breaks in the shoaler places, and as it nears the shore, in an appalling manner. That was the state of affairs on the 13th February, and no sooner had the unfortunate schooner taken the ground than an avalanche of water swept over her decks, whilst great rollers and crested breakers surrounding her, set the efforts of all ordinary boats at defiance. A pilot gig, commanded by the coxswain of the Braunton Bay Life-boat, who chanced to be afloat, made a dash at the wreck, but was compelled to retire after losing some oars and narrowly escaping a capsizing.

In the meantime, Mr. NICOLL, the Assistant Hon. Sec., had summoned the Life-boat's crew, and very soon eight horses were galloping over the flats, with the *Hope* Life-boat behind them, and Jos. Cox, the coxswain, was not long in launching through the breakers, and getting on board the crew of the wrecked schooner, 3 in number. Not long after they had returned to the shore with the rescued crew, even the masts of the wreck had wholly disappeared.

PORTMADOC.—On the 13th February, the Life-boat *John Ashbury* put off to the assistance of the American ship *Edward O'Brien*, of St. Thomas, U.S.A., which, while on a voyage from Mobile to Liverpool, got on the Morpha Bychan Sand, Cardigan Bay, in a thick fog. The Life-boat brought on shore 3 of the crew, and afterwards, at the request of her officers, remained by her till she was out of danger.

VALENTIA.—On the 16th February, a boat containing part of the crew of the ship *Sydney Daeres*, from San Francisco to Liverpool, which had been abandoned at sea, arrived at Knightstown, in the island of Valentia, Co. Kerry. Fourteen of the crew were still missing, and the Life-boat *Mary* was at once launched and proceeded to sea in search of them, when after a row of seven hours, they were

found on the South-West Skellig Rock, and safely landed at Valentia at midnight, after a very hard day's work.

HOLY ISLAND.—On the 23rd February the Holy Island No. 1 Life-boat, the *Grace Darling*, assisted by a steam-tug, saved the French schooner *Augustine Louise*, which had grounded on the rocks near that place.

DOUGLAS, ISLE OF MAN.—On the evening of 24th February, the smack *Britannia*, of Belfast, being observed riding heavily to her anchors, in an exposed position, during a strong gale from N.E., with the night coming on, the Life-boat *John Turner-Turner* was despatched to her assistance, and succeeded in removing from her and landing in safety the crew of 3 men.

GORLESTON.—It was blowing fresh at S.E., on the 24th February, when the schooner *Jessie Brown*, of Yarmouth, from Yarmouth to Belfast, got ashore on Scroby Sand. The Life-boat *Leicester* launched just before dark, and succeeded in bringing on shore from the *Jessie Brown* her crew of 5 men. At a later date, the ship having beaten over the sand, the crew were again put on board by the Life-boat, and though nearly full of water, the Life-boat succeeded, with the aid of a steam-tug, in carrying her safely into harbour.

BROUGHTY FERRY.—On the 25th February the schooner *Ward Jackson*, of Carnarvon, from Wales to Montrose, was wrecked on the Abertay Sands, Dundee. A heavy gale from N.E., with snow and a tremendous sea, made the task of rescuing her crew one of extraordinary hardship. However, the services of a steam-tug being available at 8 A.M., the Life-boat *Mary Hartley* was launched, and being towed sufficiently to windward, was slipped and proceeded under oars to the wreck, which had by that time sunk, and the masts fortunately standing, the crew had taken refuge in the tops. From this position they were with difficulty rescued, under the skilful direction of GEORGE ANDERSON, the coxswain of the Life-boat, which carried the rescued crew of 5 men into Broughty Ferry about 10 o'clock.

BROUGHTY FERRY and BUDDON NESS.—At about 7 o'clock in the evening of the

26th February, the screw steamer *Tuskar*, of Glasgow, bound from Dundee to Liverpool, got on shore, in heavy weather, on the Abertay Sand Bank, at the mouth of the River Tay. A heavy sea soon swept over the steamer as she rolled to and fro on the bank. The roar of her signal-guns and the sight of her rockets apprised the crews of the Life-boats stationed at Buddon Ness and Broughty Ferry, and at 8 P.M. the latter was speedily on her way down the river under oars. At the mouth of the Tay the *Mary Hartley* was taken in tow by the steam-tug, *Thane of Fife*, and towed out against the gale to such a position as enabled that Life-boat to board the stranded vessel; an enforced delay followed, from the tide not having sufficient water on the bank for the boat to cross it. At last, about an hour after midnight, the feat was accomplished, and having embarked 16 persons, she made her way to the steam-tug, and was towed into the river. The return of the Life-boat with the rescued persons was hailed with hearty acclamations and congratulations by a considerable crowd of persons, who had been roused from their beds by the signal-guns, and who awaited the result in anxious suspense. This was at 2 A.M. on the 27th.

While the Broughty Ferry boat was thus doing her part, the other Dundee Life-boat, the *Eleanora*, stationed at Buddon Ness, had also made her way off to the wreck, and she returned into the river at 4 A.M. with the captain and remainder of the crew, 5 in number, making in all 21 persons saved during the night by the two Life-boats of the Dundee Branch.

HOWTH.—At 11 A.M. on the 26th February, during a strong gale at E., the schooner *Tantivy*, of Wicklow, bound from Liverpool to Wicklow, was forced ashore on the strand north of Howth Harbour. Immediately on striking, heavy seas rolled on board and filled the vessel. Before she had actually struck the ground, and when in the midst of the broken water, the Howth Life-boat *Clara Baker*, which had been despatched by Mr. JOHN LYONS, the Honorary Secretary, on his first perceiving the distressed condition of the schooner, arrived alongside, and the crew of the vessel, leaping into her from the quarter of the vessel, were being conveyed safely into Howth Harbour while their ship was

sinking. Four men were thus saved by the Life-boat on this occasion.

DUNDALK.—At daybreak on the 27th of February, a vessel of Dundalk, which proved to be the brigantine *Ida*, was observed ashore near Black Rock—near the entrance of the harbour of Dundalk. A gale was blowing from the E., and a considerable sea was running. The Life-boat *Stockport Sunday-School* was promptly launched. The work of doing so at this station, with an ebb-tide, which existed at the time, is one of considerable difficulty, on account of the flat nature of the ground, and frequently the men and horses who drag the boat-carriage into the sea far enough to enable the boat to float from it, incur considerable risk, and always have to exert themselves to the utmost. However, on this occasion the launch was successfully and quickly accomplished, and by 10 A.M. the Life-boat had reached the wreck, and by 11 had landed the whole of the crew, 7 in number, safely at Black Rock.

NORTH SUNDERLAND.—In the forenoon of the 9th March, the schooner *Cairnduna*, of Thurso, bound from Dundee to Sunderland, was driven ashore on the strand below Bamborough Castle, about five miles from the Life-boat Station at North Sunderland. The Life-boat—the *Joseph Anstice*—having been conveyed along the sands by horses, was launched abreast of the wreck, and succeeded in landing from her the crew of 4 men. A heavy northerly gale was blowing when this service was performed.

TYRELLA.—During the afternoon of the 26th February, the Life-boat *Tyrella*, in answer to signals of distress, was launched to the assistance of the schooner *Friends*, of Killyleigh, which vessel having had all her sails blown away while on a voyage from Girvan to Killyleigh, came to an anchor in Dundrum Bay, in an easterly gale. The sea in the bay was much broken, and the master of the schooner, expecting his vessel to founder at her anchors, hoisted signals calling for succour. The coxswain being absent, the Life-boat went out in charge of JOHN GORDON, the second coxswain, who succeeded in bringing the whole of the vessel's crew, 4 in number, safely on shore. The *Tyrella* strand is

much exposed in an easterly gale, and the task of getting the Life-boat off it in face of an on-shore gale is always one of difficulty, especially on account of the sparsity of population in that neighbourhood rendering it a work of time to collect a sufficient number of launchers.

BERWICK-ON-TWEED.—At 10 A.M. on the 9th March, the sloop *Osprey*, of Shields, whilst on a voyage from Shields to Dunbar, encountered a strong northerly gale, and, when off Berwick, sprang a leak. Finding himself in a sinking state, the master of the sloop bore up before the gale for the mouth of the Tweed, but the tide being too low, she struck the ground off Spittal Beach, outside the entrance of the river. The Life-boat *Albert Victor*, ably commanded by P. PATTERSON, the coxswain, was promptly launched, and reached the wreck in time to save the lives of the 2 men who formed the crew. Not long after the return of the Life-boat not a vestige of the vessel was to be seen.

WEXFORD.—On the 8th April, during very stormy weather, with the wind at N.E. and a very heavy sea running, signals of distress were shown from the yacht *Cruiskeen Lawn*, of Wexford, which vessel was stranded on the north end of the Dogger Bank. The Life-boat *Civil Service* was launched, and proceeding out of the harbour, succeeded in rescuing the 2 men who formed the crew of the yacht.

Again, on the 13th April a brigantine, which proved to be the *Florence*, of Annapolis, Nova Scotia, with a cargo of salt, was observed with a flag of distress flying, grounded on the Long Bank, about six miles from the entrance to Wexford Harbour. The Wexford No. 1 Life-boat, the *Ethel Eveleen*, went at once to her aid. With the aid of the Life-boat's crew the ship was lightened, in the course of a few hours got off the bank, and anchored in the South Bay.

CARNSORE, WEXFORD.—The Carnsore Life-boat, the *Iris*, also proceeded to the last named vessel, and assisted to lighten her and get her afloat.

On the 18th June the *Iris* Life-boat also went out to the assistance of the brig *Shields*, of Cork, which had gone on the Mahon Rocks, off the coast of Wexford, while the wind was blowing from the

W.S.W. The Life-boat remained by the vessel some time, and ultimately, at the request of the master, brought him and 2 other men ashore, the brig by that time rolling very heavily as the tide went down.

CROMER.—On the 9th April the small steam-tug the *Vixen*, of Shields, was observed at anchor in a heavy sea from E.N.E., with a flag of distress flying. The Cromer Lifeboat, the *Benjamin Bond Cabbell*, was launched through a heavy surf to her assistance. Attempts were then made to run her to leeward, but she would not steer. Being again anchored, the Lifeboat remained by her and assisted in pumping, &c., until the arrival of a powerful tug from Yarmouth, when she proceeded to that place in tow, and accompanied by the Life-boat. The crew of the latter, who had been wet through for thirteen hours, were kindly taken in at the Yarmouth Sailors' Home for the night, and returned to their station on the following day.

RAMSGATE.—On the 12th April, shortly after midnight, signal-guns were reported to have been heard in the direction of the north end of the Goodwin Sands. The Ramsgate Life-boat, the *Bradford*, in tow of the *Vulcan* steam-tug, at once proceeded to sea, and on arrival at the N.W. Spit, observed a vessel ashore. The Life-boat was then slipped, and made sail for her, the anchor was let go, and the boat hauled alongside. She was then bumping heavily on the sand, and it was thought she would become a total wreck. By dint of great exertion, however, and with the aid of the Life-boat and a Ramsgate lugger, a stout hawser was passed from the tug to the vessel, and the crews of the Life-boat and lugger set to work at the pumps, when after a while they succeeded in floating her, and taking her and her crew in safety to Ramsgate. She was found to be the brig *Belfort*, of Rochelle.

HASBOROUGH.—On the 12th April the sloop *Richard and Elizabeth*, of Portsmouth, coal laden, went ashore off Hasborough, on the Norfolk coast. The Life-boat stationed there, the *Huddersfield*, was speedily launched through the breakers to her aid. With the assistance of the Life-boatmen the vessel was pumped out, and hauled to a secure position on the beach.

BRANCASTER.—On the 13th April a barque, which proved to be the *Lucy*, of Antwerp, was seen to be in distress on the Burnham Flats, five miles and a half from the shore. The *Brancaaster Lifeboat*, the *Joseph and Mary*, was launched as soon as horses could be procured, and on reaching the vessel it was found that she had been abandoned, and had 2 men aboard from a neighbouring smack, who were in possession of her. On the tide rising sufficiently to float her, with the joint aid of a steamer and the crews of the *Lifeboat and lugger*, she was taken across the sands, and ultimately conveyed in safety to Lynn.

MARYPORT.—On the 23rd May the smack *Native*, of Piel, went aground on the North Bank, off Maryport, in a westerly gale. The *Life-boat* at that place, the *Henry Nixon*, went to her aid, and, with the assistance of a steam-tug, succeeded in getting her afloat, and safely into the harbour.

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

THE Thirty-sixth Annual Meeting of this truly national and useful Society was held at the City Terminus Hotel, Cannon Street, on the 4th of June. In the unavoidable absence of His Grace the DUKE OF MARLBOROUGH, President of the Society, the chair was taken by Capt. Hon. FRANCIS MAUDE, R.N. There were also present, amongst others, LORD BRABAZON, Sir ANTONIO BRADY, Admirals Hon. J. W. S. SPENCER, Sir W. H. HALL, K.C.B.; Sir CLAUDE H. M. BUCKLE, K.C.B., ALEXANDER BOYLE, and M. S. NOLLOTH; Captain ANNESLEY, R.N., and the Rev. GEO. WILKINS.

The Chairman briefly contrasted the position of the Society at the present time with that of 1846, when the late and present Secretaries were appointed, seven years after its establishment. In 1846 its income was 5,004*l.*; it then had 500 Honorary Agents, and had relieved 12,910 persons in seven years. Last year the income was 32,638*l.*; there were now over 1,000 Agents, and the number relieved in 1874 was 10,028! In 1846

there were 15,000 Fishermen and Mariners subscribing to the Society; in 1874 there were 47,847, by whom upwards of 7,000*l.* was voluntarily contributed. Previous to 1846 the Society only relieved the widows of those who were *drowned*; now they relieved on the same terms the widows of those who died a natural death. The Society would be most happy to help Liverpool or any other port with a grant towards such an Aged Seamen's Institution as the "*Royal Alfred*," at Belvedere, and on the same terms, viz., their having the privileges of votes and perpetual nominations of a certain number of In or Out Pensions for their oldest and most necessitous members. He then called upon the Secretary, Commander W. H. SYMONS, R.N., to read the Report, in which the Committee stated that whether they regarded the Society's income, or the magnitude of its operations, there had never been since its foundation more reason for thankfulness to God, and seldom so large a number of grants made to those who have been called to suffer from "sorrow on the sea." Their Royal Highnesses the PRINCE and PRINCESS OF WALES had graciously consented to become Vice-Patrons of the Society, and many large contributions were announced.

The Society had, amongst its other objects, a "*Mariners' National Pension Fund*." During the past year it had relieved no less than 4,769 shipwrecked persons, including crews of many foreign countries forwarded to their Consuls. Relief was given, during the same period, to 5,259 widows, orphans, and aged parents, making a total of 241,910 sufferers who had been promptly relieved at the time of great need since the formation of the Society in 1839.

Two silver medals and 58*l.* 7*s.* in cash had also been granted by the Society last year for gallant services in saving life from Shipwreck on the high seas and coasts of our colonies.

In conclusion, the Committee left with confidence in the hands of a benevolent public the cause of a charity which appealed so powerfully to all, and which was so especially and loudly called for in this great maritime country.

Various resolutions having been moved and seconded, the proceedings terminated.

THE LIFE-BOAT STATIONS OF THE UNITED KINGDOM.

V.—MARGATE.

The *Quiver*, No. 1.

This Life-boat is 34 feet long with 8 feet 3 inches beam, and pulls 10 oars.

A LIFE-BOAT Station was first formed at the town of Margate, under the direction of this Institution, in 1860, in compliance with the wishes of the Town Council. Its first Life-boat had been presented by Miss BURDETT COURTS, and was built by Mr. TURNER, the then Master Shipwright of Woolwich Dockyard; but this was prior to the time of the station being handed over to the Institution, and we possess no record of its services. In 1866 the Institution had placed there another and larger boat on its own model, which is still doing good service, and is named the *Quiver*, No. 1. There have been saved at this station 55 lives, which would in all human probability have perished without the aid of the Life-boats of the Life-boat Institution, besides which, many vessels have received by the same means aid which has enabled them to escape with ship, cargo, and crew entire.

Margate—"this ancient port on the north side of the Island of Thanet," as the last century's gazetteers, and the like books, call it—is made up of three old villages—that of St. John (the site of the present High Street), Lucas Dane, and Meregate. Whatever protection the old and natural port may have afforded the mariners of ancient times, the shallowing of the river gradually did away with its usefulness; and, in 1787, an Act of Parliament was passed for a grant of money to build a stone pier, and thus was formed the modern harbour. This pier, however, was partially destroyed, in 1803, by a great storm, and was rebuilt with the help of another parliamentary grant.

Outside of Margate Roads are the Margate Sands, to the north of them again are the Girdler and Long Sands, while away to the north-east, at the apex of a triangle, of which Harwich and Margate are the base, is the famous Kentish Knock—a sand which, from its position, so far from the mainland, and therefore from human aid, has ever proved peculiarly destructive to shipping. Among these and many other minor sands the Life-boat *Quiver* has to thread her way in dark winter nights, alike as at broad noonday, when the signal gun gives warning that storm and breaker are doing their worst upon some poor wreck.

The great difficulty of the Life-boat here is the rapid current of the River Thames—with a flood tide the boat is liable to be swept up river, and with an ebb tide out to sea. Most of the work is done under canvas, for which the *Quiver* is well adapted; but with a flood tide it is all important to carry the boat by land as far to windward as possible, and some of the cleverest and most successful launches have been accomplished by creeping along under the foot of the cliffs east of Margate, when the state of the tide made it just possible to accomplish the feat, but highly dangerous to all concerned. The horses used here are fortunately well trained to work in water, and have been known to press on with the great boat on her carriage at their heels after the riders have been fairly washed from their backs. The riders themselves have also on several occasions

shown a devotion to the cause, and a hardihood which has won them nearly as much applause and good-will from the people of Margate as has been accorded to the real heroes who go off in the Life-boat.

The flat sands of Margate, which at low water have to be traversed a considerable distance by the boat on her carriage before launching, make these good horses and brave riders an important consideration in favour of the Margate Life-boat. On some other parts of the coast of a similar character we are not so well furnished in either respect.

The flourishing condition of this Branch is greatly due to the zealous care of E. Isaacson, Esq., for twelve years the Honorary Secretary. As for the crew of the Life-boat, it is sufficient to say that the crew of the *Quiver* is formed of some of the best of the Margate men, who, both in the Life-boat, and in their own small sailing craft, have done notable service to wrecks from time immemorial. The coxswain's name is WILLIAM GRANT; and in February, 1871, he was granted the silver medal of the Institution for his services, on the 26th January, to the brig *Sarah*, as well as in recognition of much valuable previous service.

It may possibly prove of some interest to those men who, in the *Quiver*, and in the adjoining Life-boats on the Isle of Thanet, or in their own vessels, have from childhood been familiar with the appearance from seaward of that line of low white cliffs topped by swelling mounds, green hill or copse, while along their base, on broad sand or tiny bay, glisten in the sunlight the roofs and windows of spruce little watering-places or gentlemen's mansions—to hear something of the history of the isle some fourteen hundred years ago.

For this Isle of Thanet is the spot where the ancestors of the great mass of the English people first made good their landing, when they came pushing across the stormy German Ocean to oust from their lands the ancient inhabitants of Britain. The people of Thanet and Kent generally show to this day, in the flaxen hair and fresh complexions so common among them, and which was the peculiar characteristic of the race of Anglo-Saxons, stronger marks of the stock from which they are sprung than the folk of any other part of England.

These fair-haired warriors were of the tribe of Jutes. There were three tribes famous in North Europe about the time that the Roman soldiers abandoned Britain (A.D. 406-418); these were the Jutes, the Angles, and the Saxons. These three tribes appear to have been of one race, and came wandering across Europe, as was supposed by the Roman writers of the time, from some region of Asia on the shores of the Caspian or the Black Sea. All that is known with certainty is that, though showing more or less of the marks of kinship with the great mass of the German or Teuton people, they were tolerably distinct from them.

The Jutes, as we have said, settled first in the Island of Thanet, round which they found abundance of secure anchorage for their shallow vessels, and from whence they could, having command of the sea, draw fresh supplies of warriors from the mother country, and, from their safe position at the mouth of the great River Thames, carry the war at leisure into the heart of the country. The island was to them also a natural fortification; for the river, then a mile wide, which sepa-

rated the Island of Thanet from the mainland could be covered at will by their small vessels of war. It is one of the great characteristics of this race that, from the earliest time of which we have notice of them, they showed a singular aptitude for sea-fighting and maritime life; a peculiarity in striking contrast to that of the ancient Britons, and, indeed, of the Celtic people generally, who, while they have ever been famous soldiers, have never shown any natural disposition to contend with their enemies at sea. These peculiarities of race continue, in a more or less modified form, to the present day, and are noticeable at every point of the history of the two great families, who in later times were to be fused into one empire under the Sovereign of the "United Kingdom of Great Britain and Ireland."

Hengist and Horsa were the leaders of the first band of Jutes who established themselves in the Isle of Thanet, about A. D. 446, at which time the ancient inhabitants of Britain, being unable to withstand their enemies, the Picts and Scots, who came down on the country from the north, invited them over as allies: from allies they became rivals; then enemies, and in the process of time, masters; their rapid success being mainly attributable to their superior prowess on and having command of the sea; for they were at first comparatively few in numbers, and the ancient Britons had not only been conspicuous for their courage, but as warriors had been well taught by their late masters the Romans. The Jutes did not, of course, at once become the enemies of the ancient people of the land; and some writers state that Vortigern, the native British king of Kent, married Rowena, the daughter of the Jutish leader Hengist. Eric, the grandson of Hengist, as is supposed, by this marriage, became in after times the first Jutish king of Kent; and that line of kings became known as *Æsingas*, or sons of the ash-tree, from Eric's war-vessel having been named *Æsc*, or Ash-tree. Cantwarra Land, or Kent, became established as an independent Jutish kingdom about 482, by which time the ancient inhabitants had been exterminated or driven over the borders of the kingdom westward.

Soon after the Jutes had established themselves in Kent, away across the maze of shoals at the entrance of the Thames, where the descendants of these same Jutes, in Life-boat or hoy, have in these days done so much noble life-saving work, there commenced also a struggle between their kindred, the Saxons, who followed in their wake across the sea, and the ancient inhabitants of Essex. These Saxons, by a similar exterminating policy, settled themselves in Essex, or East-Saxon Land; and thence pushing west, formed another kingdom of Middlesex, or Middle-Saxon Land; while Ella, another Saxon leader, occupying Sussex, formed that into a kingdom of Sussex. This Ella became so great that he was eventually acknowledged as Bretwalda, or emperor of all the kings of Britain. Some time after the Jutes and Saxons had established themselves in the south of England, the third tribe mentioned, the Angles, came swarming over, after the example set them by their brethren, and took possession of a part of the east of England, which they called East Anglia, the main portion of which is now called Norfolk and Suffolk; this was about A. D. 597. These Angles came over in such numbers, men, women, and children, that the movement assumed the character of the exodus of a whole people, and was thus unlike our modern emigration, in which the tide goes on so quietly, that new peoples are perpetually being formed westward of us, without any sensible diminution in the numbers left behind. These Angles gave

the name to England; and *old* England, the *real* old England, remained little better than an unpeopled waste for hundreds of years afterwards. Those splendid boat's crews, who have been so long famous for their seamanship and courage, in pursuance of their calling among the dangerous shoals and sand-banks of the Norfolk and Suffolk coasts, inherited from their forefathers, these Angles, their conspicuous aptitude for seafaring life.

In process of time, these Angles, uniting with their brethren the Jutes south of them, and their brethren the Saxons, still farther south, pressed the natives of the island northward and westward, till they were confined to the extremity of Cornwall, from whence considerable numbers migrated to Brittany, in France, or to the mountains of Wales, where we see them to this day. The war was one of extermination, as was the custom of those days, and it was a very long time indeed before there was any intermarriage of the two races of Celt and Saxon, and the ancient Britons, even in their retreats, had to pay tribute to be allowed to rest in peace to the descendants of those few sea warriors who, as we have seen, began the new kingdom in the Island of Thanet. In about 150 years the whole island of Britain, from the Firth of Forth southward, became subject to the Anglo-Saxon Bretwalda.

In the Island of Thanet, about the year 598, also landed Augustine and forty other preachers, who were sent by the Pope, Gregory, on the missionary work of converting the English to Christianity. The Anglo-Saxons, of course, were heathen; but it so happened that the then king of Kent, Ethelbert, who had been raised to the dignity of Bretwalda, or Emperor of Britain, had married Bertha, the sister of the king of Paris, who was a Christian. An opening was thus afforded for the introduction of the mission, which, notwithstanding its members were at first regarded by king and people as magicians, was so rapidly successful that ten thousand of the men of Kent were baptized on one Christmas Day, and Gregory had soon to write to the Patriarch of Alexandria with an account of these wonderful successes in what he termed "the most remote parts of the world."

Previous to the arrival of Augustine, however, Queen Bertha had fitted up as a Christian place of worship for herself a deserted Roman basilica. Afterwards, King Ethelbert conferred on Augustine his own palace as a place of residence for himself and companions: a church was soon built adjoining the palace, and is now known as the Cathedral of Canterbury, though nothing but the site of the old building was continued in the new, built by Lefranc in the eleventh century. The Danes made an attack on Thanet first in 858, and in 988 burnt the convent with all the nuns and priests, together with a large number of peasants who had taken refuge there.

An epoch connected with the history of Margate brings us down much nearer to our own times. It is that of the dispersion of the Armada in 1588.

When Howard and Drake had seen the scattered remnants of the Spanish fleet fairly north of the Firth of Forth, driving before the south gale, they turned and beat back again against the storm, and in due time anchored off Margate. As they had been compelled to abandon the pursuit of the enemy from sheer famine and want of ammunition, so now, when safe back at their anchors, and the fear of the foe had passed away, they were allowed to die of starvation by hundreds, and were brought on shore daily in boat-loads to die in the streets of the then small fishing village of Margate, of famine-bred disease, and of famine itself; and all the while the Government was

keeping back the over-due pay of the fleet. Howard and Drake extended such help as their private fortunes admitted; but, as a matter of fact, the deliverers of England and the champions of free Europe against Spanish tyranny perished of want within a few hours of London—perished gradually, week after week, till the question of the Queen and her councillors, as to how to dispose of so many sailors, was answered without further trouble on their part.

The bulk of the English sailors were dead—dead for want of some portion of that “hire” which veritably “had been kept back of fraud.” In a short time there remained an insufficient number of sailors to weigh the anchors, and the war-worn, tempest-tossed barques lay rotting at their anchors almost alone. Well might the Admiral, Lord Howard, when writing to the Queen’s minister, in one of his many efforts to procure either food or money, say, “It would grieve any man’s heart to see men who have served so valiantly die so miserably.”

Until very recent times, indeed, neither English sovereigns nor English governments have been remarkable for their care of English sailors after the victory has been won; but in all our history there is no national disgrace of this nature which can compare with the infamy of that “doing to death” of the victors of the great Armada fight.

As one of the dependencies of a Cinque Port (Dover), Margate sent her quota of men and ships to Edward I.’s great battle and victory of Sluys; and in the Dutch wars the Isle of Thanet seamen were in great request for the royal ships.

There are many antiquities of interest in the vicinity of Margate; but, in a place so well known, these are matters in the domain of the ordinary Visitor’s Guide-book.

VI.—BERWICK-ON-TWEED.

Albert Victor, 33 feet long, 8 feet beam. Placed in 1864.

THE ancient city of Berwick is situated near the mouth of the River Tweed, and on its north side. It still retains almost intact its ancient walls, both on the landward and river front; and to the eastward are ruins of outworks, which in their time must have been of considerable strength. A notable feature in the landscape is a magnificent bridge over the Tweed, opened by Her Majesty in 1850, which is 2,000 feet long. The old bridge was built in 1634.

As a commercial port, it has greatly declined in modern times, if we may take as a comparison the time of Alexander II., as in those days its export duties were equal to one-fourth part of similar revenue derived from all the seaport towns in England. The absence of manufactures has prevented its having an important trade of its own in modern times, and it has ceased to be the harbour of export for the interior, since increased facilities for road carriage have enabled producers to send their goods by rail to more convenient harbours. Thus, even the coal taken from the mines in the immediate neighbourhood is taken to the Tyne for shipment by rail instead of being embarked on the Tweed. The absence of a great maritime trade has prevented the expense being incurred of keeping clear or despending the mouth of the river, which now has a bar on which there is very little water at low tide, and this, again, operates to prevent its being used as a harbour of refuge, which, from its position midway between the important commercial towns on the Tyne and the Forth, it would speedily become were the river’s mouth deepened so as to admit vessels at low water.

The exports are at present confined to fish, wood, corn, and game, most of which goes to the London market. Its most important aspect is as a fishing station—the Tweed salmon being, of course, world-famous.

The greater part of the present fortifications were built in the reign of Queen Elizabeth, and in Berwick that sovereign concluded a treaty with James VI. of “mutual defence and assistance against all Roman Catholic powers,” a treaty soon to become useless by the union of the two kingdoms under one crown. With that union the important position which Berwick had for centuries held faded away. Placed as the ancient fortress was in a position to command the entrance of an important river and seaport, and in the midst of that debatable land which marked the borders of the two kingdoms of England and Scotland, it had for ages been a coveted prize to either nation, and had ever played a conspicuous part in the wars between those countries.

Once, however, its citadel must have been either of small resisting power, or been manned by a very sleepy garrison, for in the reign of Henry IV. it was surprised and captured by seven Scottish warriors. They do not appear to have been well backed up, however, by their countrymen, for it was soon after recaptured for England by the Percys. Berwick, however, was a very important fortress long before that, and was much valued by the Danes when they had possession of the county, and was strongly held by them as early as 870. Richard Cœur-de-Lion, in order to raise money for his crusade to the Holy Land, sold Berwick to the Scotch in 1189.

It was captured by Edward I. of England in 1296, one of the notable features of its siege on that occasion being the heroic defence of the Red Hall by thirty Flemings, to whom it had been granted by Alexander III. for manufacturing purposes, on condition of its never being surrendered to the English. Balliol did homage to Edward I. for the kingdom of Scotland in this town.

When the Percys rebelled against Henry IV., that monarch’s army besieged Berwick, which was garrisoned by the Percys; and it was captured more speedily than had been anticipated, in consequence of the soldiers inside becoming frightened at the sound of cannon employed by the besiegers, and said to have been used for the first time in the British Islands on that occasion.

Many bloody struggles raged around the walls of the old fortress, which from age to age were extended and strengthened, and it seems to have had a stirring time of it down to 1556, when, as the only possible way of giving it or the two peoples concerned in it peace, it was declared independent of either crown by the consent of both. It is still a county in itself, and so late as 1746, in the reign of George II., it was found necessary to state in an Act of Parliament that in any future Act “the word England is to be held as including ‘Berwick-on-Tweed.’”

The Berwick Life-boat, *Albert Victor*, is placed on the south side of the river’s entrance, just inside a narrow spit of sand. The boat-house is built on a firm beach close to the water’s side, and the gravelly nature of the soil enables the boat to be run down on its carriage, and launched with ease at any time of tide. It is then inside the mouth of the river, however, and with a strong flood tide its work of getting out to sea is most difficult. It, therefore, sometimes happens, when the wreck is on the south side of the river’s entrance, that it is found quicker to convey the Life-boat on its carriage to the nearest point to the wreck before launching, which operation has then to be effected off the open beach, and in the face of the storm.

Wrecks occur either on the bar itself or on the south beach, in consequence of vessels, while making the river, being set too far to the south when the gales are northerly.

The north side of the entrance of the Tweed is marked by a long stone pier, which runs out into the sea in an easterly direction from the mainland. At the end of the pier are two fixed lights to mark the entrance from the seaward. The bar spoken of runs from a point within the lighthouses in a southerly direction across the river's mouth.

Few sights are more magnificent than the sea breaking over the pier and lighthouses in a storm, while the sight of a vessel running into the river before the gale is one that attracts large numbers of the good people of Berwick, whatever the inclemency of the weather may be.

This Station of the ROYAL NATIONAL LIFE-BOAT INSTITUTION was formed in 1855, and since that period there have been saved by its Life-boat 74 lives. B. G. Sinclair, Esq., has ably fulfilled the duty of Honorary Secretary through the whole period. The *Albert Victor* was presented to the Institution by its Manchester Branch in 1864, and since that time the experienced F. PATERSON, the coxswain, has allowed no opportunity to pass of proving to the utmost the powers of the boat. He has at command the pick of a splendid body of fishermen, who, residing in cottages round the boat-house, are always at hand, and willing to do their utmost.

VII.—PEMBREY.

Stanton Meyrick of Pimlico, 10 oars, 32 feet long, 7 feet 6 inches beam.

THE *Stanton Meyrick of Pimlico* is stationed two miles from the little port and town of Pembrey, the boat-house being built among some sand-hills in a position about the most desolate and lonely that could well be conceived even for a Life-boat, although they are often to be found in the most out-of-the-way and apparently forsaken spots in these islands, some of the places most fatal to wrecks being very far removed from either town or fishing village.

The men who man the Pembrey Life-boat are partly Coastguard men, and partly fishermen; and they have to trudge a considerable distance over the soft sand to the boat-house from their various homes when the alarm signal tells them there is a ship in trouble.

The boat-house is built a quarter of a mile from the water's edge, that being the nearest spot where a firm foundation could be secured, the whole country-side in its vicinity being a mere mass of very fine loose white sand, which changes the position of its hills and valleys with every storm. Thus the horses and men alike have a hard time of it to fight their way to the water with the great Life-boat, and sometimes the men have to go before with their shovels, and dig out a track for the horses to go through. Once down on the hard sands when the tide is out, the powerful horses, who are well trained to their work, make up for lost time.

At low water, even in a gale, the boat is launched from its carriage in comparatively smooth water, extensive sands outside the channel being then uncovered; but when the tide is up, the war with wind and wave commences with the moment of launching. In either case the wreck that requires aid is pretty certain to be a long way off, surrounded by breakers, and resting for a short time before her final disappearance in quick-sands. The waves in this arm of the sea seldom roll with a regular motion, but are torn and distorted by shoal and deep current and counter-current into the most intractable of broken seas.

The area over which the Pembrey Life-boat's usefulness extends is included in that arm of the sea which runs in an east and west direction between the peninsula of Gower and the coast of Carmarthen. On the Carmarthen coast is the town and port of Pembrey, and farther up the Reach the much larger town of Llanelly. This stretch of water is known as the Bury River. It is in most parts a mere mass of shoals, banks, and quick-sands; but there is a deep-water channel through them all, and ships of considerable burthen pass up and down the Bury to Llanelly. The principal dangers of the Bury are to be found abreast of the Life-boat Station, and the Llanelly trading ships pass by it. Thus the *Stanton Meyrick* is useful to the commerce both of Llanelly and Pembrey, both of which places contribute to the support of the Life-boat Station.

The zealous Honorary Secretary, C. N. Broom, Esq., resides at Llanelly, which place has in its immediate neighbourhood extensive coal mines, and possesses large copper and iron works. It has a good harbour and docks, and a population of 17,000 persons. Pembrey has a small wet dock scarcely equal to its requirements, in which vessels of considerable size lay afloat; the dock gates carrying 24 feet over the sills at ordinary spring tides. There is also a small outer harbour nearly dry at low water. From Pembrey is exported large quantities of coal to France. It receives from St. Malo Pit wood, and from the West of England and the Isle of Man lead ore. Around the docks are large smelting works, and considerable quantities of silver for electro-plate are sent from them to Morecambe Bay.

The scenery around the Pembrey Life-boat house cannot be classed among the beautiful, but it is wild, weird, and very peculiar. Up the river we see factory chimneys and masts of ships rising here and there through haze and thick black fog of the smelting works, and down the river we have a choice of 20 miles of sand-hills, or the same extent of troubled waters. This, however, is when the day is fine. Standing in front of the Life-boat-house during a fresh south-west breeze, and the tide about half ebb, the eye encounters nothing but a driving wilderness of sand on one hand, and an apparently interminable waste of broken waves on the other. The sand being peculiarly fine, the wind lifts up great pillars of it in whirlwinds, and these, like the ghosts of giants, go careering over and among the hills in frantic chase of one another, while through all there is a steady mass of sand drift, which exhibits every object in a dim and foggy aspect; and through the haze one sees to the southward other great giants, of water, charging at each other among the breakers, and perpetually dissolving and springing up again into green columns, with foam-crowned summits. Away southward very dimly seen, and only at intervals, rises the high land of the Gower Peninsula, terminating to the westward in the remarkable-looking Worm's Head; while to give a significant interest to the whole scene, we have, as prominent objects in the "middle distance," the black ribs of long-sunken wrecks peering above their graves.

JOHN HANCOCK, chief boatman in charge of the Coastguard service, is coxswain of the Pembrey Life-boat. He has, fortunately, a good crew at command, and powerful horses are lent by gentlemen in Pembrey. So that when occasion requires the Life-boat, despite the many obstacles she has to contend with, she is not long in getting fairly afloat. Once there, both coxswain, crew, and boat have given repeated proofs that they know their work, and mean to do it.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



LONGHOPE, ORKNEY ISLANDS.—The NATIONAL LIFE-BOAT INSTITUTION has formed a Life-boat Station at Longhope, on the south side of Hoy, one of the South Orkney Islands, where a lamentable shipwreck, with loss of life, took place some little time since, and from which place it was thought the boat might be enabled to render service to the crews of vessels in distress in that part of the Pentland Firth. A powerful Life-boat has been provided for this station, 37 feet long, 9 feet wide, and rowing 12 oars double-banked; a substantial and commodious house being provided for the same on a convenient site, kindly granted for that purpose by the resident landed proprietor, J. MOODIE HEDDLE, Esq., who rendered every co-operation in the formation of the Life-boat establishment, and who gives the very liberal annual subscription of 30*l.* towards its support. This Life-boat was presented to the Institution by DICKINSON EDLESTON, Esq., of West Royd, Yorkshire, and has been named after that gentleman. The first launch of the Life-boat at its station took place on the 25th September last, under the superintendence of Captain DAVID ROBERTSON, R.N., Assistant-Inspector of Life-boats to the Institution. There was a strong wind on at the time, accompanied by considerable sea, and the men were well pleased with their boat, as was the case when she was taken out in the following December, while the wind was blowing a strong gale.

MONTROSE, N.B.—The Institution forwarded last year to Montrose a new Life-boat, to take the place of the old boat, No. 2, on that station, which was becoming unfit for further service. The new one is 30 feet long, 8 feet wide, and rows 8 oars double-banked. The expense of the Montrose second Lifeboat was given to the Institution by H. DAVIES GRIFFITH, Esq., of North Wales, and at his request the new boat is named the *Roman Governor of Caer Hân*. This designation was given to Mr. GRIFFITH by his friend Mr. GLADSTONE, the late Premier, on account of Mr. GRIFFITH having on his property in North Wales the remains of a Roman encampment resembling one near Rome which Mr. GLADSTONE had seen. It should be mentioned that the Caledonian Railway Company readily granted the new Life-boat and carriage a free conveyance over their line from Carlisle to Montrose. The first launch of the Life-boat at its station took place on the 4th July, last year, in the presence of a very large crowd of spectators; it was blowing a gale of wind from the S.W. at the time, and the behaviour of the boat gave every satisfaction. The naming of the boat was performed by Mrs. JAMES JOHNSTON.

IRVINE, N.B.—The Life-boat on this station having been reported to be unfit for further service, the NATIONAL LIFE-BOAT INSTITUTION has embraced the opportunity of completely renovating the Life-boat es-

tablishment. Accordingly it has forwarded to Irvine a new Life-boat, 33 feet in length, 7½ feet in width, and rowing 10 oars double-banked. The boat possesses the usual valuable qualities of stability, self-righting, self-discharge of water, &c., characteristic of the boats of the Life-boat Society. A transporting carriage and full equipment of stores accompanied the new Life-boat, and a substantial and commodious house has been erected for their reception on a convenient site. The whole expense of the new Life-boat establishment has been defrayed by a Scotch gentleman, WILLIAM SOMMERVILLE, Esq., who now resides at Bitton Hill, Gloucestershire; and at whose request the boat is named the *Isabella Frew*, Mrs. SOMMERVILLE's father, Mr. WILLIAM FREW, having been born at Irvine. The new Life-boat Station was publicly inaugurated on Saturday the 17th October last, under the superintendence of the Assistant-Inspector. After taking the boat on its carriage, drawn by eight fine horses, in procession through the town, it was presented to His Worship the Provost, who accepted it on behalf of the inhabitants of Irvine. Miss PATERSON, daughter of the Provost, then gracefully performed the ceremony of naming the new Life-boat, which was thereupon launched amidst ringing cheers, the boat being afterwards put through the usual tests to demonstrate its self-righting and other properties. The Magistrates and Town Council, at a special meeting subsequently held, resolved to confer the Freedom of the Burgh on Mr. SOMMERVILLE, in recognition of his munificent gift, which had enabled the Institution thus to undertake the entire renovation of the Life-boat Station.

BRIGHTON.—The Life-boat at this popular watering-place has lately been replaced by a smaller and lighter boat, to meet the wishes of the crew. The boat, which was sent there last November, is 32 feet long, 7 feet 8 inches wide, and rows 10 oars double-banked. Like the boat it replaced, it is named the *Robert Raikes*, after the late well-known founder of Sunday-schools, the first boat having been provided from the London Sunday-school Lifeboat Fund raised some years since through the kind and valuable co-operation of CHARLES SEARE, Esq., the late J. R. BURCHETT, Esq., and other friends. It should be mentioned

that the London, Brighton, and South Coast Railway Company readily granted the new and old Life-boats a free conveyance over their line between London and Brighton.

HORNSEA, YORKSHIRE.—The Life-boat placed on this station by the Institution some years since has been replaced by a larger boat possessing all the latest improvements. The boat forwarded last May is 32 feet in length, 7½ feet in width, and pulls 10 oars double-banked. It is provided with a new transporting carriage. The cost of the boat and equipment was contributed to the Society through the kind and indefatigable exertions of CHRISTOPHER BROWN, Esq., the Honorary Secretary of the Settle Branch. This is the second Life-boat Mr. BROWN has been instrumental in presenting to the Institution, the first being stationed at Penmon, on the coast of Anglesey, where it has on more than one occasion done good service in saving shipwrecked crews. In addition to the assistance thus rendered to the NATIONAL LIFE-BOAT INSTITUTION, the Settle Branch has for some years past furnished a goodly list of annual subscriptions towards the support of the Life-boats, and an effort is now being made to raise an endowment fund for the permanent maintenance of the two "Settle" Life-boats. Before being placed on its station the Hornsea new Life-boat was forwarded to Settle for the inspection of the donors, and on the 26th May the boat was drawn on its carriage from the railway station to the market-place at Settle in procession, the local rifle corps, with two or three bands of music, taking part in the proceedings. On arriving there the Rev. W. F. PIERSON offered up a prayer for a Divine blessing on the boat, that she might be instrumental in saving lives, and that her crew might be endowed with courage, strength, and skill. The boat was then named by Mrs. R. INGLEBY in the usual manner, it being called the *Ellen and Margaret of Settle*, after Mr. BROWN's mother and sister. HECTOR CHRISTIE, Esq., afterwards, in the name of the subscribers, presented the boat to the Institution. He remarked that the little town of Settle had probably not more than 2,000 inhabitants, and, consequently, much credit was due to them for having raised upwards of 2,000*l.* in aid of the funds of

the NATIONAL LIFE-BOAT INSTITUTION during the past thirteen years, although the greatest honour should be paid to Mr. BROWN, not only for his energy, industry, and perseverance on behalf of this good work, but for his own liberal contributions to the Life-boat Fund. The gift of the Life-boat was suitably acknowledged by the Assistant-Inspector, and the assemblage was afterwards addressed in forcible and cogent terms by WALTER MORRISON, Esq., late M.P. for Plymouth, President of the Branch.

The first launch of the Life-boat at Hornsea took place, in the presence of a large concourse of spectators, on the 29th May. The railway company ran excursion trains, and the weather being fine, the trains were heavily freighted with passengers. Shortly before 2 o'clock, on the arrival of a train from Hull, a procession was formed near the Bridge Station at Hornsea. First in the procession came two seamen dressed in life-saving dresses, then the coastguard men, fully armed, under the command of the chief officer, Mr. BANYARD, and next, the Siggleshorpe and Seaton brass band. Then came the new Life-boat, manned by her crew, and drawn by eight horses. From the masts of the boat ensigns and the flag of the Life-boat Institution were flying, and the boat and the horses were decorated with ribbons and oak-leaves, it being "Royal Oak" Day. Next came the Local Committee and others, including W. DYSON, Jun., Esq., Chairman, Rev. J. WEBB, Honorary Secretary, and other gentlemen. In the rear was the drum-and-fife band from the Sailors' Orphan Home, Hull. The procession proceeded to the beach, followed by a large crowd, and on arrival at the sands a halt was made, and those present were addressed from the boat by Mr. DYSON and the Rev. JAMES WEBB, who, on behalf of the Local Committee and other residents, expressed their best acknowledgments to the Institution and Mr. BROWN for the gift of so fine a Life-boat, and said they felt sure the coxswain and crew would always do their utmost in the boat when required to save the lives of their fellow-men. The boat was afterwards launched amidst loud cheers, and, after being rowed and sailed for some time, was brought ashore and placed in the boat-house.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 7th Jan., 1875 :

THOMAS CHAPMAN, Esq., F.R.S., V.P., *Chairman of the Institution*, 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 Capt. J. R. WARD, R.N., the Inspector of Life-boats to the Institution, on his recent visits to Rye, Winchelsea, Jury's Gap, Shoreham, Lydd (Dungeness), and New Romney. Also the Report of Capt. D. ROBERTSON, R.N., the Assistant-Inspector of Life-boats, on his visits to New Brighton, Southport, Lytham, Blackpool, Fleetwood, and Piel.

Also the Report of Capt. C. GRAY JONES, R.N., the Second Assistant-Inspector of Life-boats, on his recent visits to Newquay, Padstow, Port Isaac, Bude, Clovelly, Appledore, Braunton, Morte Bay, Ilfracombe and Lynmouth, Watchet and Burnham.

[The special contributions and legacies received by the Institution during the month of December are given in the Annual Report, published on the 1st May, 1875.]

Reported that the late ISRAEL NOAKE, Esq., of Weymouth, had left the Institution a legacy of 500*l.*

Decided that the Tynemouth No. 1 Life-boat be replaced by a new and larger boat, to be provided from the Civil Service Life-boat Fund, and named the *Charles Dibdin*, after the Honorary Secretary of that Fund, who is the great-grandson of the well-known naval song-writer.

Read letters from THOMAS FULLER, Esq., M.D., Honorary Secretary of the Shoreham Branch, detailing a lamentable accident that had happened to the Shoreham Life-boat while out for exercise during very rough weather and in a heavy sea on the 16th Dec., resulting in the loss of one of her crew, ROBERT BRASIER.

The Committee expressed their deep regret at this sad casualty, and voted 150*l.* towards the local fund raised in aid of the family of the deceased man.

They also granted the Silver Medal of the Institution to Mr. W. T. SPREADER, Examining Officer of Her Majesty's Customs, who gallantly swam out through the surf to the poor man's assistance, and brought his lifeless body ashore; and voted the increased exercise pay of 10*s.* per man to the crew of the Life-boat.

Voted the thanks of the Institution to Mr. J. S. KEGG, Mr. PATRICK GATHERER, and Mr. C. H. LEICESTER, in acknowledgment of their past kind co-operation as the Honorary Secretaries, respectively, of the Castletown, Lossiemouth, and Bembridge Branches of the Institution.

The Committee expressed their condolence with the family of the late Mr. JOSEPH BIRT, who had been for more than twenty years the cork life-belt manufacturer to the Society, and who had faithfully served the Institution in his business.

Paid 2,339*l.* 13*s.* 10*d.* for sundry charges on various Life-boat Establishments.

Voted 387*l.* 17*s.* 9*d.* to pay the expenses of the Life-boats at Ayr, Howth, Looe, Port Logan, Caister, Donna Nook, Cleethorpes, North Sunderland, Saltburn, Whitby, Lowestoft, Newhaven, New Romney, Padstow, Holyhead, Ilfracombe,

St. Ives, Wexford, and Rye, in going off during stormy weather, and rendering the following services:—

	Men saved.
Schooner <i>Princess Helena</i> , of Fowey	5
Man found on Ireland's Eye Island	1
Schooner <i>Carolina</i> , of Amsterdam—remained by vessel.	
Yacht <i>Ethel</i> , of Dromore	1
Barque <i>Kingsdowne</i> , of Shields—vessel and	9
Schooner <i>Victoria</i> , of Blyth	5
Brig <i>Sarah</i> , of Whitby	6
Sloop <i>Kathleen</i> , of Lynn—vessel and	3
Barque <i>John George</i> , of Antwerp	11
S. S. <i>Grinkle</i> , of Jarrow	10
Schooner <i>Pride</i> , of Southampton	102
Schooner <i>Lady Bassett</i> , of Brixham	4
Schooner <i>Delight</i> , of Rye	5
Barque <i>Alliance</i> , of London	10
Barque <i>Mary Ann Way</i> , of Liverpool—rendered assistance.	
Barque <i>Regina</i> , of Sunderland—rendered assistance.	
Brig <i>Thomas</i> , of Whitehaven	6
Schooner <i>City of Chester</i> —remained by vessel.	
Brig <i>Utility</i> , of Workington	5
Schooner <i>Jaspur</i> , of St. Ives—vessel and	5
Schooner <i>Favorite</i> , of Dublin	5
Schooner <i>Celeste Houvi</i> , of Caen	4

In addition, the Lydd, Penarth, Guernsey, Ramsgate, Whitby, Ilfracombe, Alnmouth, and Filey Life-boats had performed the undermentioned services:—

Ship <i>Jason</i> , of Greenock—rendered assistance.	
Barque <i>Laura Maria</i> , of Dantzic—remained by vessel.	
Schooner <i>Old Goody</i> , of Whitstable—rendered assistance.	
Barque <i>Kingfisher</i> , of Shields	10
Barque <i>Consul Platen</i> , of Sunderland—landed from Lightship	5
Schooner <i>Pride</i> , of Southampton	8
Brig <i>Annie Arby</i> , of Dublin—vessel and	7
Alnmouth and Filey Fishing-boats—rendered assistance.	

[The particulars of most of these various Life-boat services will be found detailed in the last Annual Report of the Institution.]

Voted 340l. 13s. 3d. to pay the expenses of the Life-boats stationed at Montrose, Abersoch, Castletown, Fraserburgh, Holy Island, Rye, Sheringham, Chichester Harbour, North Deal, Redcar, Sutton, Wells, Drogheda, Hornsea, Lowestoft, Pakefield, Skegness, Theddlethorpe, Tynemouth, Great Yarmouth, Lizard, Lydd, Morte Bay, Lytham, Southport, Berwick, Bude, and Filey, in either assembling the crews or putting off in reply to signals of distress from various vessels which did not ultimately require the aid of the Life-boats.

The Scarborough, Tynemouth, Caister, and Ramsgate Life-boats had also gone out on other occasions, with the view of helping distressed vessels, when their services were not eventually needed.

Voted the Silver Medal of the Institution to ADAM MURPHY, coxswain of the Tyrella Life-boat, and JOHN GORDON, the assistant-coxswain; and the thanks of the Institution, inscribed on vellum, to JAMES FOLAND, one of the crew, in acknowledgment of their general valuable services in that Life-boat, and particularly on the occasion of their rescuing 6 men from the wreck of the brigantine *Donna Maria*, of Belfast, on the 29th Nov.

Also the Second Service Clasp of the Institution to Capt. C. GRAY JONES, R.N., one of its Assistant-Inspectors of Life-boats, in admiration of his valuable and skilful services in the Ilfracombe Life-boat on the 16th Dec., and also of his gallant conduct in rushing into the surf and helping to save the master of the smack *Charlotte*, of Padstow, which was wrecked in Widemouth Bay, Cornwall, during a westerly gale, and in a heavy sea on the 6th Dec.

The thanks of the Institution, inscribed on vellum, were likewise granted to Mr. JAMES TICKELL, chief boatman in charge of Her Majesty's Coastguard at Bude, in acknowledgment of his persevering services in assisting Capt. JONES in the performance of the last-named service.

Voted also the thanks of the Institution to Mr. JOHN C. DAVIES, of Fishguard, together with 2l. 10s. to 5 other men, for putting off in a boat and saving 3 men, whose boat, during a N.N.E. gale, had been capsized off Fishguard Harbour.

Also 10l. to some men belonging to West Hartlepool who had been instrumental in saving, by means of ropes, the crews, 11 in number, of the brig *Beeswing*, of Whitby, and the schooner *Hebe*, of Littlehampton, which were totally wrecked near the Pier at West Hartlepool, during a hurricane from N.N.E., on the 9th Dec.

Also 15l. to the crews of three boats belonging to Lydd, Dungeness, which put off to the stranded barque *Duna*, of Riga, near Dungeness Point, during a strong gale, and in a very rough sea, on the 13 Dec. Two of the boats were, fortunately, enabled to save the shipwrecked crew of 13 men.

Also 9l. in consideration of the services rendered by 7 Donna Nook men, who, with the help of four horses, were instrumental in saving the crew of 6 men of the brigantine *Dea*, of London, which was wrecked on the Lancashire coast in a very heavy N.E. gale on the 9th Dec.

Also 4l. to 4 men of Wells, Norfolk, who put off in a boat and were successful in rescuing 2 of the crew of the brig *Demonico*, of Genoa, which, during a strong N.E. wind, had been driven on Wells East Sands on the 9th Dec.

Also 1l. to JAMES DUNN, assistant-coxswain of the Wells Life-boat, for saving 2 men from a small boat belonging to the Coastguard at Wells, which had been capsized off that place during squally weather on the 11th Nov.

Also 2l. to 6 men of Whitby, who descended the cliff at that place and saved the crew of 8 men of the brig *Britannia*, of Shoreham, which was wrecked on Whitby Scarr during a N.E. gale on the 9th Dec.

Also 1l. to DAVID EVANS, a young seaman belonging to Pwllheli, who had saved a fisherman, whose boat had been capsized off that place during a strong wind on the 16th Nov., 1872.

Also 1l. to 2 men of Porlock, Somerset, for saving 2 of the crew of the smack *Nancy*, of Newport, which became a total wreck on Porlock Gore Point during squally weather on the 14th Aug.

THURSDAY, 4th Feb.

The Chairman of the Institution, 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 visit to Hartlepool.

Also the Report of the Assistant-Inspector of Life-boats on his visits to Bembridge and Newport (Isle of Wight), and Aberystwith.

Also the Report of the Second Assistant-Inspector of Life-boats on his visits to Horsea, Withernsea, Flamborough, Bridlington, Filey, and Scarborough.

Decided, on the application of the local residents, and the recommendation of the Inspector of Life-boats, to take charge of the Hartlepool Life-boat Establishments, and to undertake their complete renovation—a new Life-boat being provided for the Harbour Station, and a new Life-boat and transporting carriage for the station at the North Sands, the boat-house and launching slipway at the first-named place, and the boat-house at the North Sands being also replaced by new ones.

Also that the Hartlepool No. 1 Life-boat be provided from the munificent sum presented to the Society by Mrs. ANNIE MATHER, of Longridge, Northumberland, to defray the cost of a Life-boat Station in memory of her late husband, CHARLES MATHER, Esq.

Also to appropriate the Hartlepool No. 2 Life-boat Station to G. P. WRAGGE, Esq., of Birmingham, who had presented to the Institution, from a fund placed at his disposal by the late Rev. CHARLES INGLEBY, the entire cost of a Life-boat Establishment, the boat being named after the deceased gentleman. Mr. WRAGGE had also generously promised to contribute 200*l.* himself towards an endowment fund of 2,000*l.* for the Charles Ingleby Life-boat Station, which fund Messrs. C. and W. BARWELL, the Honorary Secretaries of the Birmingham Branch of the Institution, are now endeavouring to raise.

Also that the Horsea Life-boat be replaced by a new and larger boat, on the recommendation of the Inspector, and that the same be appropriated to the second Special Life-boat Fund raised by CHRISTOPHER BROWN, Esq., of Settle, the boat being named, after his late mother and sister, the Ellen and Margaret of Settle. Mr. BROWN is now making strenuous efforts to raise an endowment fund on behalf of his two boats, and, in addition to his previous contributions, he has himself generously promised a contribution of 100*l.* per annum for five years in aid of that object.

[The special contributions and legacies received by the Institution during the month of January are given in the Annual Report, published on the 1st May, 1875.]

Reported that the late Lady HABERFIELD, of Clifton, had left the Society 640*l.* for a Life-boat Establishment.

The Committee expressed their condolence with the families of the late Dr. J. WADDY and Mr. ALEXANDER WEIR, Jun., who had respectively acted as Honorary Secretaries of the Branches of the Institution at Carnsore and Stonehaven.

Ordered that a new Life-boat house and slipway be constructed at Staithes, Yorkshire, at an expense of 341*l.* 15*s.* 10*d.*

Reported that SAMUEL LOVELOCK Esq., the Auditor, had examined the accounts of the Institution for the past year, and found the same correct.

Paid 1,391*l.* 14*s.* 8*d.* for sundry charges on various Life-boat Establishments.

Voted 226*l.* 7*s.* 6*d.* to pay the expenses of the Orme's Head, Lytham, Tramore, Port Logan, Brooke, Kingstown, Duncannon, Palling, Sunderland, Caister, Newhaven, Ardrossan, Broadstairs, and Moelfre Life-boats in performing the following services:—

	Men saved.
Flat Hester, of Conway	2
Schooner <i>Mary Tatham</i> , of Beaumaris	4
Schooner <i>Fanny</i> , of Salcombe	4
Barque <i>Britannia</i> , of Shields	14

	Men saved.
Barque <i>Blanche Marguerite</i>	10
Schooner <i>Arrow Belle</i> , of Aberystwith	4
Brig <i>Vittorioso G.</i> , of Venice	9
Barque <i>Lizzie Bovill</i> , of Newcastle	9
Ketch <i>Queen Victoria</i> , of Lynn	3
Brig <i>Pike</i> , of Shoreham	7
Barque <i>Margaret Evans</i> , of Glasgow	21
Barque <i>Toronto</i> , of Glasgow	11
Barque <i>Anna</i> , of Bremen—saved vessel and	16
Schooner <i>Hannah</i> , of Liverpool	2

The St. David's, Ramsgate, Eastbourne, Moelfre, and Caister Life-boats had also rendered the following services:—

Schooner *Amity*, of Beaumaris, rendered assistance; ship *Lord Strathnairn*, of Liverpool, assisted to save vessel; and barques *Dunmore*, of London, and *Nelly Moody*, of Yarmouth, N.S., and ship *Oriental*, of North Shields, rendered assistance.

[The particulars of these various Life-boat services will be found detailed in pages 376-380 of this Journal.]

Voted 199*l.* 17*s.* 6*d.* to meet the expenses of the Life-boats at Aberystwith, Blackpool, Southend (Cantyre), Brightstone Grange, Irvine, Cahore, Poole, Greencastle, Courtown, Arklow, Courtmacsherry, Caister, Poolbeg, North Deal, and Cadgwith, in launching with the view of helping vessels in distress.

Also the Silver Medal of the Institution to Mr. STEPHEN PILCHER, coxswain of the Tramore Life-boat, in acknowledgment of his long and gallant services in that boat, and particularly on the occasion of the rescue of the crew of 7 men of the schooner *Fanny*, of Salcombe, which was wrecked in Tramore Bay, during a S.W. wind and in a heavy surf, on the 3rd Jan.

Decided that, with the expression of the sincere condolence of the Committee, the sum of 30*l.* be given to the widow of THOMAS BRICE, one of the crew of the New Romney Life-boat, in acknowledgment of his general zeal and hearty assistance whenever called on to go out in the Life-boats. He unhappily lost his life through the capsizing of the barque *Mary A. Way*, of Liverpool, near Dover, on the 12th Dec., he having gone on board that vessel from the Life-boat to assist in navigating her to Dover.

Voted 5*l.* 10*s.* to 8 men belonging to Tory Island, Co. Donegal, for putting off in a shore boat and saving one of the crew of the steamer *Fairholm*, of Glasgow, which struck on the island and immediately sank, during a thick fog.

Also 3*l.* to JOHN ROWMAN, of Knalton, Co. Waterford, in acknowledgment of his services on the occasion of the wreck of the barque *Gwenissa*, at Knalton Cove, when he afforded shelter to 3 of the crew who had got ashore, and afterwards assisted to save 6 others of the crew, all of whom were taken to his house and provided with food; he also procured medical attendance for the men, one of whom was in a very precarious condition when landed.

Also 2*l.* to the crew of 3 men of the coble *Brotherly Love*, of Staithes, for saving 3 men from the coble *Sir Titus Salt*, which had been capsized in a squall on the 16th Dec.

Also 1*l.* 10*s.* to some Yarmouth men who had gone to the assistance of 3 men belonging to two fishing-boats, which were in danger off Lynmouth during a strong S.S.E. wind on the 15th Dec.

Also 1*l.* to JOHN KENNEDY, of Ballinabuck, Co. Kerry, for descending a cliff and saving the crews, 7 in number, of two canoes which had been unable to land at Brandon Creek, Dingle Bay,

and were driven in under the cliffs while the wind was blowing a fresh gale from the S.E., on the 31st Dec.

THURSDAY, 4th March :

His Grace The DUKE OF NORTHUMBERLAND, P.C., President of the Institution, in the Chair.

Read and approved the Inspector's Report on his visits to Brighton, Worthing, Swanage, and Southampton.

Also the Report of the Assistant-Inspector on his visits to Aberdovey, Aberystwith, Barmouth, Dyffryn, Portmadoc, Porthdinllaen, Abersoch, Llanddwyn, Holyhead, Penmon, Rhoscolyn, Rhosneigr, Bull Bay, Cemaes, Moelfre, and Llandudno.

Also the Report of the Second Assistant-Inspector on visiting Filey, Scarborough, Whitby, Uppang, Runswick, Staithes, Saltburn, Redcar, Hartlepool, Middlesborough, Seaton Carew, and West Hartlepool.

Decided, on the invitation of the local residents, and the recommendation of the Inspector, to form a Life-boat Establishment at Swanage, Dorset, and to station there the Life-boat *Charlotte Mary*, the cost of which had been presented to the Institution by SAMUEL J. WILDE, Esq., of Serjeants' Inn, Fleet Street, it representing an amount which his late aunt, Miss MARGARET RYDER WILDE, by an informal document, had desired him, as the residuary legatee, to pay to the Institution to establish a Life-boat to be thus named.

[The special contributions and legacies received during the month of February are given in the Annual Report, published on the 1st May last.]

Reported that the following legacies had been bequeathed to the Institution :—

	£.	s.	d.
The late ROBERT MARSHALL, Esq., Edinburgh	300	0	0
The late MALCOLM KERR, Esq., Glas- gow	250	0	0
The late ALEXANDER MACKENZIE, Esq., Glasgow	50	0	0
The late Mrs. S. I. BERRY, Chester Terrace, N.W.	19	19	0

Read letter from the BOARD OF TRADE of the 19th Jan., stating that they had received through the Foreign Office, from Her Majesty's Consul at Nicolaia, Russia, a despatch announcing the establishment of four additional Life-boat Stations, and one Rocket Apparatus Station, in connection with the Russian Life-boat Society.—To be acknowledged.

The Secretary of the Institution reported that, at the invitation of the Local Committee, he had delivered a lecture at Bradford on the 18th Feb., on the operations of the NATIONAL LIFE-BOAT INSTITUTION, and the work of the Bradford Life-boat stationed at Ramsgate under the management of the BOARD OF TRADE.

Ordered that a launching slipway be constructed at Towan Head, Cornwall, for the use of the Newquay Life-boat, at a cost of 28l.

Paid 1,657l. 2s. 6d. for sundry charges on various Life-boat Establishments.

Voted 156l. 8s. to defray the expenses of the Palling, Appledore, Portmadoc, Valentia, Douglas, Buddon Ness, Broughty Ferry, Tyrella, Howth, and Dundalk Life-boats, in the performance of the following services :—

Schooner <i>Zouave</i> , of Portsmouth	Men saved.	6
Brig <i>Lisbon</i> , of London		2

Schooner <i>Lynsey Trader</i> , of Barnstaple	Men saved.	3
Ship <i>Edward O'Brien</i> , of St. Thomas, U.S.		3
Ship <i>Sydney Dacres</i> , of Liverpool—rendered assistance.		
Smack <i>Britannia</i> , of Belfast		3
Schooner <i>Ward Jackson</i> , of Carnarvon		5
Steam-ship <i>Tuskar</i> , of Glasgow		21
Schooner <i>Friends</i> , of Killyleigh		4
Schooner <i>Tantivy</i> , of Wicklow		4
Brigantine <i>Ida</i> , of Dundalk		7

The Newbiggin, Courtmacsherry, Holy Island, and Gorleston Life-boats had also rendered the following services :—

Steam-ship *Shotton*, of West Hartlepool, assisted to save vessel and crew of 18 men; Brigantine *Hattie B.*, of Liverpool, and schooner *Augustine Louise*, of Nantes, rendered assistance; and schooner *Jessie Brown*, of Yarmouth, saved vessel and crew of 5 men.

[The particulars of these various Life-boat services will be found detailed in pages 381-2 of this Journal.]

Voted 47l. 7s. to pay the expenses of the Seaton Carew, Hasborough, Braunton, West Hartlepool, and Kessingland Life-boats, in either assembling the crews or going afloat to the help of vessels in distress when their services were not eventually needed.

The Guernsey and Caister Life-boats had also proceeded out on recent occasions under similar circumstances.

Voted the Second Service Clasp of the Institution to Mr. WILLIAM CORKHILL, coxswain of the Padstow Life-boat, on the occasion of his leaving that place, in acknowledgment of his long and valuable services in the Life-boat.

Also the Silver Medal of the Society to Mr. ALEXANDER RITCHIE, farmer, of Sanda Island, N.B., in acknowledgment of his gallant and persevering conduct in wading into the surf and saving 3 of the crew of the barque *Perica*, of Glasgow, and afterwards putting off in a boat with three other men, and saving 7 persons from the same vessel, which was wrecked on Sanda Island, during a gale of wind and in a heavy sea, on the 2nd Jan.

5l. 2s. were also granted to the men who assisted in the performance of these services.

Also the Silver Medal to Mr. JOHN LOSE, Chief Officer of H.M. Coastguard at Swanage, and 12l. to 12 Coastguard-men, for gallantly putting off in their boats and saving the crew of 6 men of the brigantine *Wild Wave*, of Exeter, which was wrecked on Peverell Ledge, Dorset, in a gale of wind and heavy sea, on the 23rd Jan.

Also the thanks of the Institution, inscribed on vellum, to Lieut. JOHN WINCHESTER, R.N.R., and 3l. to 3 other men, for putting off in a coble and making three attempts to succour the crew of the barque *John George*, of Antwerp, wrecked on Bamburg Sands, in a strong wind and heavy sea, on the 9th Dec. The North Sunderland Life-boat was eventually enabled to save 11 men from that wreck.

Also the thanks of the Institution to Mr. JAMES BARRY, Chief Officer of H.M. Coastguard at Newquay, Cornwall, and Mr. JAMES, farmer, for their active and valuable co-operation on the occasion of the wrecks of the sloop *Friends*, of Bridgwater, and the Greek brig *Calamidas*, off Newquay.

Also 8l. to 8 men who put off from Newport, Pembroke, in a boat, and were enabled to save 7 men from the schooner *Edith*, of Newry, stranded on Newport Sand during a fresh W.N.W. gale on the 24th Jan.

Also 2l. to MICHAEL DEMPSEY and another man, for putting off from their vessel, the schooner *Sunbeam*, of Arklow, and saving 2 men from a boat capsized on Arklow Bar, during a S.W. wind, on the 5th Feb.

THURSDAY, 1st April:

The Chairman of the Institution, 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 Hartlepool, West Hartlepool, Seaton Carew, Saltburn, Staithes, Runswick, Uppang, Whitby, Bridlington, Broadstairs, and Kingsgate.

Also the Assistant-Inspector's Report on his visit to the Rhyl and Llandulas Life-boat Stations.

Also the Report of the Second Assistant-Inspector on visiting the Life-boat Stations at Sunderland, Whitburn, Tynemouth, Cullercoats, and Newbiggin.

[The special contributions and legacies received during the month of March are given in the Annual Report, published on the 1st May last.]

Reported that the following legacies had been bequeathed to the Institution:—

	£.	s.	d.
The late Mrs. MARGARET PARK, Row, N.B.	500	0	0
The late WILLIAM PARK, Esq., Row, N.B.	150	0	0
The late Miss GRIFFITH, Dudley	200	0	0
The late THOMAS TOMKINSON, Esq., Bath	100	0	0
The late JOHN REDPATH, Esq., North Shields	19	19	0

Decided that a Life-boat Establishment be formed at Balbriggan, near Dublin, where a Shipwreck had recently taken place, with lamentable loss of life.

Also to appropriate the station to Mrs. SARAH LANGWORTHY, of Manchester, who had given the Society the entire cost of a Life-boat Establishment, and to name the boat, at her request, the *Maid of Annon*.

Also that a barometer be presented by the Institution for the use of the sailors at Par, Cornwall.

Paid 1,918l. 6s. 7d. for sundry charges on various Life-boat Establishments.

Voted 116l. to pay the expenses of the Caister, Berwick-on-Tweed, Newbiggin, and North Sunderland Life-boats in performing the following services:—

	Men saved.
Schooner <i>Punch</i> , of Carnarvon	6
Barque <i>Thirteen</i> , of Sunderland	8
Sloop <i>Osprey</i> , of Shields	2
Coble <i>Rosanna</i> , of Shields—coble and	3
Schooner <i>Cairaduna</i> , of Thurso	4

The Caister No. 1 Life-boat had also assisted to save the distressed ship *China*, of South Shields, and her crew of 22 men.

[These various Life-boat services will be found fully detailed on pages 379-84 of this Journal.]

Voted 164l. 11s. 4d. to meet the expenses of the St. Andrew's, Great Yarmouth, Corton, Pembrey, Salcombe, Rye, Wicklow, Ardrossan, New

Brighton, Silloth, Ramsey, Winchelsea, Cemaes, and Llandwyn Life-boats, in either assembling the crews or putting off with the view of helping vessels in distress.

Also 6l. 15s. to 9 Filey fishermen, who went out in a fishing-coble and saved the crew of 5 men from the brig *Economy*, of Scarborough, which was wrecked off Filey during a gale of wind from W.S.W. on the 9th March.

Also 5l. to 18 men for putting off in two boats from the Scilly Islands in a dense fog, and towing ashore two boats containing the crew, 30 in number, of the steamer *Zelda*, of Liverpool, which had struck on the rocks near Bryhar Island, and afterwards foundered, during a N.N.W. wind, on the 15th April.

Also 3l. to the crew of 6 men of a Gorleston shore boat, which was enabled to save 3 of the crew of the disabled brig *Tweedside*, of Cley, in Yarmouth Roads, during a fresh N. wind on the 19th March.

THURSDAY, 6th May:

His Grace The President in the Chair.

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

Also the Report of the Inspector of Life-boats on his recent visits to Folkestone, Sandgate, Hythe, Dover, Deal, Walmer, Kingsdowne, and Brighton.

Also the Report of the Assistant-Inspector of Life-boats on visiting the Life-boat Stations at Looe, Fowey, Mevagissey, Portloe, Falmouth, Lizard, Cadgwith, Porthoustock, Mullion, Porthleven, Penzance, Scilly Islands, Hayle, St. Ives, and Sennen Cove.

Also the Report of the Second Assistant-Inspector of Life-boats on his visits to Blyth, Cresswell, Hauxley, Alnmouth, Boulmer, Holy Island, North Sunderland, Berwick-on-Tweed, Seaham, Sunderland, and Withersnea.

Reported the receipt of the following special contributions since the last Meeting:—

	£.	s.	d.
Miss J. E. HERRING, "In memory of departed friends." To be added to the amount of Miss ELIZA NEALE'S legacy for the purchase of a Life-boat to be named the <i>Pendock Neale</i> , and placed on the Cornish coast, additional	53	3	5
Miss BARKWORTH, additional	50	0	0
M. B. T. W.	50	0	0
THOMAS BRADBERRY, Esq.	50	0	0
Collected by Passengers on board the U.S.S. <i>Nyanza</i> on her homeward voyage from Cape Town	10	11	6
Collected on the 4th April in the Parish Church of West Haddon, Northamptonshire, per Rev. W. G. L. FANQUIER	3	15	1

Reported also that the following legacies had been bequeathed to the Institution:—

	£.	s.	d.
The late Mrs. C. R. WRIGHTSON, York	200	0	0
The late Madame BERGONZI, Boulogne-sur-Mer	200	0	0
The late Mrs. ELIZA FOULSTON, South Kensington (Stock)	100	0	0
The late Mrs. MARY MILLER, Huddersfield	19	19	0

Decided that a new Life-boat Establishment be formed near Hythe, Kent, and that it be appropriated to Miss HANNAH DE ROTHSCHILD, who had presented to the Institution, in memory of her late father, Baron MATER DE ROTHSCHILD, formerly M.P. for Hythe, the entire cost of a Life-boat Station, together with a handsome sum towards its future maintenance.

Also that a third Life-boat be stationed at Blyth, Northumberland, to be kept on the pier at that place, and that the gift of 500*l.* to the Institution from M. B., for a Life-boat to be named the *Abraham Thomas*, be appropriated to that boat.

Also that the thanks of the Committee be given to NICHOLAS B. DOWNING, Esq., H.S.HASLETT, Esq. and Capt. W. REES, in acknowledgment of their past kind co-operation as the Honorary Secretaries, respectively, of the Penzance and Senneen, Londonderry and Greenacastle, and Tenby Branches of the Institution.

The Committee expressed their deep regret at the lamented decease of Mr. HENRY SANDFORD and Capt. THOMAS FLÉER, who had respectively occupied for many years the post of Honorary Secretary of the Cromer and Guernsey Branches of the Society.

Ordered that additional works be carried out at the Watchet Life-boat Station at a cost of 105*l.* 16*s.* 2*d.*

Paid 2,134*l.* 12*s.* 10*d.* for sundry charges on different Life-boat Establishments.

Voted 29*l.* 2*s.* 6*d.* to meet the expenses of the Wexford No. 2, Hasborough, and Caister No. 2 Life-boats in respectively saving 2 men from the stranded yacht *Cruiskeen Lawn*, of Wexford, the sloop *Richard* and *Elizabeth*, of Portsmouth, and her crew of 4 men, and the crew, 6 in number, of the wrecked smack *Harloway*, of Yarmouth.

The Palling No. 2, Cromer, Hamsgate, Brancaster, and Carnsore Life-boats had also severally assisted to save the ship *Ernestine*, of Amsterdam, and her crew of 22 men; the steam-tug *Vizen*, of North Shields, and 8 men; the brig *Belfort*, of Rochelle, and 9 men; the barque *Lucy*, of Antwerp, and the brigantine *Florence*, of Annapolis, N.S., and her crew of 8 men.

[The details of these various Life-boat services will be found on pages 380-5 of this Journal.]

Voted 137*l.* 5*s.* 10*d.* to defray the expenses of the Skerries, Mundesley, Brightstone Grange, Salcombe, Wicklow, Blakeney, Sheringham, Skegness, Cahore, North Deal, and New Romney Life-boats, in either assembling the crews or putting off in reply to signals of distress from different vessels when no service was eventually rendered.

Also the thanks of the Institution to Mr. J. WICKHAM, of H.M. Customs at Wexford, Ireland, in acknowledgment of his services in taking an oar in that Life-boat when she was short-handed on the 8th April, and when she was afterwards fortunately the means of saving 2 men from the distressed yacht *Cruiskeen Lawn* of that port.

TUESDAY, 11th May.

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at the Egyptian Hall, in the Mansion House, with the kind permission of the Right Hon. the LORD MAYOR of LONDON; H.R.H. THE DUKE OF EDINBURGH, K.G., in the Chair.

HIS ROYAL HIGHNESS having opened the Meeting with some suitable observations on the great

and national character of the operations of the Institution, its officers for the current year were chosen.

Mr. LEWIS, the Secretary, then read the Annual Report.

The Meeting was then addressed by the Right Hon. LORD LAWRENCE, G.C.B., G.C.S.I., late Viceroy and Governor-General of India; His Excellency COUNT SCHOUVALOFF, Ambassador Extraordinary and Minister Plenipotentiary from His Imperial Majesty the Emperor of All the Russias; the Right Hon. DAVID HENRY STONE, Lord Mayor of London; EARL PERCY, M.P.; THOMAS CHAPMAN, Esq., F.R.S., V.P., Chairman; Vice-Admiral Sir J. WALTER TARLETON, K.C.B., Admiral Superintendent of Naval Reserves; the Right Hon. EARL FORBESQUE; the Right Hon. LORD LISGAR, K.C.B.; Sir EDWARD G. L. PERROT, Bart., V.P.; GEORGE LYALL, Esq., late Governor of the Bank of England, Deputy Chairman; His Grace the DUKE OF NORTHUMBERLAND, P.C., President, and Vice-Admiral Sir W. H. HALL, K.C.B., F.R.S.

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

The Report and Resolutions will be found in the May number of the *Life-boat Journal*.

LADNCHING THE LIFE-BOAT.*

Ho! build the Life-boat, heart and hand;
Quick! take the many-voiced command!
The black-winged tempest downward dips,
Like death, on night-bewildered ships,
Let wrinkled age and valiant youth
Close rib it as with ribs of truth;
Send home each trusty bolt, for love
Of man below and God above.

Lo! where it stands, fine-moulded, sleek,
A thing of truth from stern to beak;
No lie in it, but worthy Thee,
O Pilot of Lake Galilee!
So bless it, eager lips and leal,
Each plank and bolt from prow to keel.
And dash, O maid! the bold bright wine,
And send it on its course divine!

Ho! man the Life-boat, while the North
Whistles the bristling tempest forth:
Bravely, and God will guide the keel,
Ye hearts of oak and hands of steel!
Now launch it, launch it; fling it free
Into the boundless-bosomed sea:
Pause not, though death pursue amain,
Death is no end, but endless gain!

WILLIAM FREELAND.

* From Good Words.

NOTICE.—The next number of the "Life-boat Journal" will be published on the 1st of November, 1875.

Royal National Life-Boat Institution,

For the Preservation of Life from Shipwreck.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patrons—*Her Most Gracious Majesty the Queen.*

List of the Two Hundred and Fifty Life-Boat Stations under the Management of the Institution.

ENGLAND.

Northumberland—Berwick-on-Tweed—Holy Island (two boats)—North Sunderland—Boulmer—Alnmouth—Baxley—Creswell—Newbiggin—Blyth (two boats)—Oullescoan—Tynemouth (two boats)
Durham—Whitburn—Sunderland (four boats)—Seaham—East Hartlepool (three boats)—West Hartlepool (two boats)—Seaton Carew
Yorkshire—Middleborough—Redcar—Saltburn—Sudthwaite—Bunwick—Ugging—Whitby (two boats)—Scarborough—Filey—Flamborough (two boats)—Bridlington—Hornsea—Withernsea
Lincoln—Clasthorpe—Doona Nook—Theddlethorpe—Sutton—Chapel—Skegness
Norfolk—Hunstanton—Brancker—Wells—Blakeney—Sheringham—Cromer—Mundesley—Bacton—Bassorburgh—Falling (two boats)—Winterton—Caister (two boats)—Yarmouth (two boats)
Suffolk—Gosleston—Orton—Lowestoft (two boats)—Fakenhall (two boats)—Kingsland (two boats)—Southwood (two boats)—Dunwich—Thorpeness—Aldborough
Kent—Margate—Kingstree—Broadstairs—Ramsgate—North Deal—Walmer—Kingsdowne—Dover—Hythe—New Romney—Dungeness
Sussex—Rye—Winchelsea— Hastings—Eastbourne—Newhaven—Brighton—Seymour—Worthing—Selsey—Chichester Harbour
Hampshire—Hayling Island
Isle of Wight—Bembridge—Brightstone
Grange—Brooks
Alderney—St. Anne
Guernsey—St. Samson's
Dorset—Poole—Swanage—Chapman's Pool—Kimeridge—Weymouth—Lyne Regis.

South Devon—Sidmouth—Ermouth—Tatamouth—Brisham—Salcombe—Plymouth—Cornwall—Looe—Fowey—Meragilly—Portloe—Falmouth—Porthoustock—Cadgwith—Lizard—Mullion—Porthleven—Fenanco—Sennen Cove—Scilly Isles—St. Ives—Hayle—New Quay—Padstow—Port Isaac—Bude
North Devon—Clovelly—Appledore (two boats)—Braunton—Morris Bay—Itraconab—Lynmouth
Somerset—Watchet—Burnham
Cheshire—New Brighton—do. Tubular
Lancashire—Soutport—Lytham—Blackpool—Fleetwood—Fiel
Cumberland—Seascale—Whitehaven—Maryport—Silloth
Isle of Man—Ramey—Douglas (two boats)—Castletown

WALES.

Glamorganshire—Penarth—Porthcawl—Swansea
Carmarthenshire—Pembrey—Carmarthen Bay
Pembrokeshire—Tenby—Milford—Solva—St. David's—Fishguard (two boats)
Cardiganshire—Cardigan—Newquay—Aberystwith
Carnarvonshire—Aberdovey—Barnmouth
Merionethshire—Portmadoc—Abersoch—Porthmillaen—Orma's Head
Anglesey—Llanddwyn—Rheenceligir—Rhoscolyn—Holyhead—Cemaes—Bull Bay—Moelfre—Penmon
Denbighshire—Llandfnlas
Flintshire—Bhyl (Tubular)

SCOTLAND.

Kirkcudbright—Kirkcudbright
Wigtownshire—Whithorn—Port Logan
Ayrshire—Ballantrae—Girvan—Ayr—Troon—Irvine—Ardrossan
Isle of Arran—Kildonan
Argyllshire—Campbeltown—Southend
Cathness-shire—Thurso
Orkney Islands—Longhope—Stromness
Glasgowshire—Losemouth
Banffshire—Buckie—Banff
Aberdeenshire—Fraserburgh—Peterhead
Kincairdineshire—Stonehaven
Perth—Montrose (two boats)—Arbroath—Buddo Ness and Broughty Ferry (Dundee)
Fife-shire—St. Andrew—Anstruther
Haddingtonshire—North Berwick—Dunbar

IRELAND.

Co. Londonderry—Greencastle
Antrim—Portrush
Down—Groomsport—Rallywater—Tyrone—Newcastle (Dunrath Bay)
Louth—Dundalk—Drogheda (two boats)
Dublin—Balbrigan—Skerries—Rogers-town—Howth—Foobag—Kingstown
Wicklow—Greystones—Wicklow—Arklow
Wexford—Greystown—Cahora—Wexford (two boats)—Carnew—Duncannon
Waterford—Tramore—Dungarvan—Ardmore
Cork—Tonghal—Rallycooney—Queenstown—Courtmacsherry
Kerry—Valentia

Total, 250 Life-boats.

Services of the Life-boats of the Institution in 1874.

<i>Active</i> , schooner, of Montrose .. 5	<i>Atlanta</i> , brig, of Mamel .. 10	<i>Lady Bassel</i> , sch. of Brixham .. 4	<i>Rose</i> , schooner, of Tonghal ... 4
<i>Altiance</i> , barque, of London ... 10	<i>Alameda</i> , schooner, of London—assisted to save vessel and crew 10	<i>Lady Handcock</i> , barque, of Liverpool .. 17	<i>Byers</i> , sch. of Yarmouth, N.S.—rendered assistance.
<i>Aina</i> , barque, of Tonaberg ... 13	<i>Great Admiral</i> , ship, of Bristol—rendered assistance.	<i>Laura Maria</i> , barque, of Danzig—remained by vessel.	<i>Sarah M. Dudman</i> , barque, of Yarmouth, N.S.—rendered assistance.
<i>Amelia</i> , s.s. of Liverpool ... 13	<i>Graintham</i> , sch. of Jarrow ... 10	<i>Lewis</i> , smack, of Castletown ... 3	<i>Sarah M. Whitby</i> .. 6
<i>Anna</i> , schooner, of Drammun ... 6	<i>Gravelly</i> , barque, of Harbourside—assisted to save vessel and 20	<i>Liverpool</i> , smack, of Aberdovey ... 5	<i>Sir William Pulteney</i> , brig, of Guernsey .. 10
<i>Annie Arby</i> , brig, of Dublin—saved vessel and crew ... 7	<i>Harriet Julia</i> , brigantine, of Maryport—remained by vessel.	<i>Liberal</i> , brig, of Colchester ... 3	<i>Sophia and Isabella</i> , schooner, of Lowestoft—rendered assistance.
<i>Argam</i> , barque, of Newcastle—remained by vessel.	<i>Helen</i> , schooner, of Grant ... 4	<i>Linda Flor</i> , brigantine, of Ipswich—rendered assistance.	<i>Squirrel</i> , schooner, of Aberystwith—saved vessel and crew 5
<i>Baltic</i> , schooner, of Liverpool ... 3	<i>Henry</i> , brigantine, of Girvan ... 5	<i>Maria</i> , yacht, of Preston ... 6	<i>Thomas</i> , brig, of Whitehaven ... 5
<i>Bomborough</i> , s.s., of Shields ... 11	<i>Horsana Habonora</i> , Spanish brig ... 8	<i>Maria Elizabeth</i> , sloop, of Honfleur .. 4	<i>Three fishing boats</i> of Buckie 17
<i>Beckwith</i> , brig, of Shields—remained by vessel.	<i>Howth Shore-boat</i> .. 1	<i>Maria</i> , schooner, of St. Valery-en-Caux .. 5	<i>Tiger</i> , schooner, of Glasgow—remained by vessel.
<i>Belle Star</i> , brigantine, of Yarmouth, N.S. 5	<i>Huddah</i> , schooner, of Watford .. 5	<i>Maria</i> , lugger, of Lampion, France—saved vessel and crew .. 5	<i>Utility</i> , brig, of Worlington .. 5
<i>Birk</i> , ketch, of Dunbar .. 3	<i>Indian</i> , brig, of Bordeaux ... 5	<i>Mary</i> , smack, of Grimsby ... 5	<i>Uncas</i> , brigantine, of Stavanger, Norway .. 9
<i>Camden</i> , sch., of Aberystwith ... 4	<i>Industry</i> , schooner, of Girvan ... 3	<i>Mary Ann</i> , sch., of St. Ives—assisted to save vessel and .. 5	<i>Venus</i> , smack, of Douglas—saved vessel and .. 4
<i>Carolina</i> , barque, of Bideford ... 5	<i>Jane Young</i> , barque, of Ardrossan—assisted to save vessel and crew .. 8	<i>Mary Jane</i> , sch., of Liverpool ... 2	<i>Victoria</i> , schooner, of Blyth ... 5
<i>Carolina</i> , schooner, of Amsterdam—remained by vessel.	<i>Jason</i> , ship, of Greenock—rendered assistance.	<i>Mary A. Way</i> , ship, of Liverpool—rendered assistance.	<i>Ville des Oueds</i> , chase marte, of Nantes .. 3
<i>Catoe Hunt</i> , schooner, of Cam Chusan, steamer, of Glasgow ... 6	<i>Jaeger</i> , schooner, of St. Ives ... 5	<i>Minnie</i> , ketch, of Bideford ... 4	<i>Walgrief</i> , barque, of Scarborough—remained by vessel.
<i>Corinna</i> , schooner, of Whitby ... 5	<i>Jerome</i> , schooner, of Belfast—rendered assistance.	<i>Moor</i> , schooner, of Portray ... 4	
<i>Delight</i> , schooner, of Bye ... 5	<i>Jessie</i> , schooner, of Blyth ... 5	<i>Montrose</i> , sch., of Liverpool ... 4	
<i>Donna Maria</i> , brigantine, of Belfast .. 6	<i>John George</i> , barque, of Youngers 11	<i>New Eagle</i> , billiboy, of Grimsby—rendered assistance.	
<i>Dunrobin</i> , schooner, of Wexford .. 6	<i>John and Jennifer</i> , schooner, of Fowey .. 5	<i>Newbiggin fishing cobbles</i> —rendered assistance.	
<i>Eliza Cornish</i> , schooner, of Sunderland, saved vessel and crew .. 5	<i>John Barbour</i> , ship, of St. John's, N.B.—rendered assistance.	<i>Ocean</i> , of Bant, fishing boat .. 10	
<i>Elizabeth</i> , brig., of Kingstown ... 7	<i>J. T. Jones</i> , schooner, of Barrow ... 5	<i>Old Goody</i> , schooner, of Whitstable—rendered assistance.	
<i>Emma Eden</i> , brigantine, of Guernsey .. 7	<i>Kathleen</i> , sloop, of Lynn—saved vessel and crew ... 3	<i>Pandora</i> , sch., of Portsmouth ... 5	
<i>Essex</i> , brig, of Sunderland ... 1	<i>Kilda</i> , yacht, of Belfast—assisted to save vessel and crew ... 8	<i>Prize</i> , sch., of Southampton ... 10	
<i>Ethel</i> , yacht, of Drumatra ... 1	<i>Kingfisher</i> , barque, of Shields ... 10	<i>Princess Helena</i> , sch., of Fowey .. 5	
<i>Favourite</i> , schooner, of Dublin ... 1	<i>Kingdoms</i> , barque, of South Shields—saved vessel and crew 3	<i>Regina</i> , barque, of Boston—rendered assistance.	
<i>Five fishing cobbles</i> , of Whitby ... 15	<i>Krona</i> , barque, of Hoganas—assisted to save vessel and ... 12	<i>Richmond</i> , s.s., of Aberdeen ... 10	
<i>Forest</i> , ship, of Winton, N.S.—remained by vessel.			
<i>Fria</i> , barque, of Blyth—saved vessel and crew ... 11			
<i>Gen</i> , schooner, of Padstow ... 4			

THE COMMITTEE OF MANAGEMENT have to state that during the past year (1874) the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £23,480 on various Life-boat Establishments on the Coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 713 persons from various Shipwrecks on our Coasts, for which services it granted 25 Silver Medals and Votes of Thanks on Vellum, and pecuniary rewards to the amount of £2,413.

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 23,900; for which Services 91 Gold Medals, 963 Silver Medals, and £45,800 in cash have been paid in Rewards.

The expense of a Life-boat, its equipment, transporting-carriage, and boat-house, averages £800, in addition to £70 a-year needed to keep the establishment in a state of efficiency.

Donations and Annual Subscriptions will be thankfully received by the Bankers of the Institution, Messrs. WILLIS, FERGIVAL, and Co., 75 Lombard Street; by all the other Bankers in the United Kingdom; and by the Secretary, RICHARD LEWIS, Esq., at the Institution, 14 JOHN STREET, ADELPHI, LONDON, W.C.—End August, 1875.