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OUR SHINGLE BEACHES.

THOSE of our readers who have visited the watering-places and the Life-boat Stations of the NATIONAL LIFE-BOAT INSTITUTION on the south and south-east coasts of England cannot but have noticed with interest the vast quantity of shingle which fringes the whole line of coast in some parts; which, in the shape of bars at the entrances of harbours and in outlying banks, is a constant danger to shipping in stormy weather, and the accumulation of which on the shore is often an invaluable protection against encroachment by the sea. Hence we have thought that some information respecting it might be interesting to them.

Our shingle beds and beaches have in fact always been objects of interest to men of science; to the geologist, the hydrographer, and the civil engineer; and to the commanders and pilots of ships they have been professionally so, whilst even to the casual observer they must often have occasioned wonder as to the origin and source of supply of the innumerable pebbles of which they are formed. The geologist, having traced the shingle to the cliffs of our coast, from which it has been extracted by the action of the waves, aided often by water springs on the land, has in it an interesting field for thought and deduction before him, as he endeavours to decipher its past history, picturing to himself the quiescent bed of the ancient

sea, where the flints of our chalk downs were then living animals, and revolving in his mind the mighty changes in the earth's crust which converted those ancient seas to land and changed the ancient lands to seas. With interest he endeavours to account for the vast deposits of gravel and of water-worn stones, commingled with clays and marls, that one of the latest great ocean disturbances deposited in the vast beds and mounds, whence a large proportion of our shingle deposits have sprung, and by which they are being constantly replenished.

To the hydrographer, how important and interesting is the study of the movements of the shingle and sand, which gradually change the soundings of channels, raise and extend shoals and banks, and form the bars which obstruct the entrances to our river ports?

To our civil engineers, to whom we are chiefly indebted for the careful observations they have made as to shingle movements, how necessary is it to be able to trace the laws by which they are regulated, so that in designing or improving an artificial harbour, or projecting a pier or breakwater, they may be able to calculate beforehand how it will be affected by the movements of adjacent shingle or sand, and may know how to prevent its accumulation in a bar or in shoals at or about the harbour's mouth?

So also the landed proprietor, by an acquaintance with these laws, may learn how to protect his land from abstraction by the sea, and even the casual observer may find pleasure, and add to his store of useful knowledge, by meditating on its character and history.

The subject may be conveniently arranged under the following heads:—

1. The origin and nature of the stones of which shingle is composed.
2. The sources from which they have been derived and transported.
3. The causes and manner of their transport.
4. The contrivances by which they may be wholly or partially arrested in their course, and caused to deposit and accumulate wherever required.

1. The origin and nature of the stones of which shingle is composed.

By shingle we especially refer to the extensive masses of loose stones, nearly all of which are flints from the chalk, or small, opaque, irregular-shaped stones of yellowish, brown, or drab colour, derived from the vast beds of gravel that form so large a portion of the alluvial deposits in the southern and south-eastern counties of England, as distinguished from the pebbled beaches, such, for instance, as those at Northam and Clovelly on the north coast of Devon, and at Wicklow on the east coast of Ireland, which are solely composed of broken pieces of rock, of various kinds, which have been worn into round, oval, or flat pebbles by constant friction against each other from the breaking of the waves on the shore.

All such pieces of fractured rock, whether of limestone, sandstone, slate, granite, porphyry, jasper, serpentine, &c. or even of quartz, have all their angles rapidly rubbed off and their general form rounded by attrition, whilst on the other hand the flints and gravel stones, from their greater hardness, nearly retain their original shapes, as evidenced by the circumstance that the white or other opaque incrustation of the flints is rarely, if ever, found completely rubbed away.

As above stated, the chalk flints were, at least for the most part, originally animals which existed on the bed of a former sea, into the substance of whose bodies, or into the empty spaces within their dead shells, or the sponges or corals which they inhabited, the silicious matter subsequently infiltrated. Whether, however, that change took place whilst they were yet embedded in the ocean's floor, or by chemical action, possibly aided by subterranean heat, during the process of the induration of the chalk after upheaval from the sea, may never, with certainty, be known, although in all probability the latter was the case. Of the origin of the stones of the red and yellow gravels, we have been able to find no reliable theory; but that they were deposited by the sea, above the chalks, is evidenced by the positions in which they are found.

From the geological question as to the origin of the stones composing our shingle beaches, we pass to that of our second head—the sources from which, in their present positions, they have been derived. Whilst divided in opinion as to the extent to which they have been transported by tidal currents in deep water, all the writers we have been able to consult agree that they have been almost wholly derived from the land on our own coasts, wrested from it by the sea, and transported by its action to varying distances from the spots where they had lain, through an unknown number of ages, imbedded in the rocks or alluvial deposits on the land.

We may revert to this division of our subject, but will now proceed to the third head—the causes and manner of their transport.

It might at first thought be expected that the débris of fallen cliffs, &c. would remain on the shore near the spot where it had been engulfed, unless at a few places where the tides were exceptionally strong close to the beach, and that it would merely be thrown up and again withdrawn, in endless succession, by the advancing and receding waves. Such would undoubtedly be the case if the

waves of the sea always broke directly on the shore, that is to say, perpendicularly to it.

But a far more potent force than the tidal currents exists in the action of the waves when they are driven obliquely to the shore, when every advancing wave, as it breaks on a shingle beach, throws a greater or less number of its stones forward in the direction of its own progress, the receding water withdraws them seaward at right angles with the beach, only to be thrown forward again by the following wave. We have only then to imagine the countless myriads of stones which on a long line of beach are every moment thrown forward several feet by the ceaseless breaking of the waves, and we shall readily conceive that many thousand tons will be transported by a single gale driving the waves with headlong violence obliquely on the shore.

If the direction of strong winds was equally proportioned in the course of a year, the shingle which was carried forward by some would be carried back in the reverse direction by others; but such is not the case, and hence, the prevalent or greatly preponderating winds on the south coast of England being from the south-west, all shingle, as has been proved by repeated observations, travels on that coast from west to east, until its progress is stopped by either natural or artificial impediments.

Illustrative of the rapidity with which it is thus transported, it is stated by the distinguished meteorologist, the late Colonel REID, that in a single year pebbles from the Devonshire coast had been transported to the Chesil beach. On being arrested in its progress, it accumulates, and in this manner the vast beds of shingle, such as those at Dungeness, Orfordness, Pevensy, Winchelsea, and the Chesil beach, have been formed.

As the same general principle applies to all shingle or pebble beaches, we will confine our remarks to those on the south coast of England, which will serve as examples of all others.

The first or westernmost system of

shingle, if we may use the term, is that of West Bay between Start Point and the Bill of Portland, which latter promontory effectually arrests all further movement of the shingle to the eastward, beyond which another system of progressive shingle commences.

Accordingly, on the western side of Portland is found one of the largest masses of shingle in the kingdom, forming the celebrated Chesil beach, which, as being perhaps one of the most singular and imposing beaches in the world, we will select as an illustration of our subject. All the stones of the Chesil beach have been traced to their sources in West Bay. First come those from the red sandstone cliffs between Torquay and Sidmouth; next, with the exception of a few jasper pebbles, traced to Aylesbere Hill, and brought to the coast by the river Otter, are the flints from the chalk between Sidmouth and Lyme Regis, which form the greater portion of the shingle on the Chesil beach; and, lastly, those of the oolitic series of rocks between Lyme and Chesil.

A certain portion of the stones west of Lyme are detained by the projecting pier of that harbour, the remainder being washed over it or carried round it, continuing their course until distributed on the Chesil beach.

This extraordinary accumulation is no less than $10\frac{3}{4}$ miles in length, and has two striking peculiarities, the most striking being the distribution of its pebbles in regular gradation as regards size, ranging from very coarse sand at its western extremity to stones of several pounds' weight at Portland. This gradation is so regular that the native boatmen can tell, in the darkest night, on what part of the beach they are by the size of the stones; a knowledge which, it is said, the smugglers in the good old times of high duties turned to account, knowing which direction to take, with their kegs of spirits, when "making a run," as it was termed, by ascertaining the size of the stones at the first landing on the beach.

The second speciality is that the beach deepens from its western to its eastern end, at which latter it is so steep that there is 50 feet depth of water at 250 yards from the shore line at high water of spring tides, causing the sea, which in a south-west gale breaks at right angles to that end of the beach, to fall over in such enormous breakers as are said not to be equalled in size in any other part of the United Kingdom.

Here, then, we see that by a great natural barrier running out to seaward the onward movement of shingle is effectually stopped, and a vast accumulation of it is deposited, from which, and similar natural impediments, a practical lesson is learned by the civil engineer, which brings us to the consideration of our fourth head, viz. the contrivances by which shingle may be wholly or partially arrested in its course, and caused to deposit and accumulate wherever required.

The means adopted for this purpose are the erection of wooden barriers or groins, formed of rows of stout piles driven deeply into the beach, and the spaces between, from pile to pile, filled in with planking, the structure being further laterally supported by strong wooden shores. These groins are mostly placed at right angles with the beach line, and are carried sufficiently to seaward to prevent the shingle passing round their outer ends on the receding of the tide, and made high enough to prevent the sea from carrying it over them. They are made highest at their inner ends, where the shingle is thrown up to its highest level at high water, and taper gradually to the level of the beach at their outer ends. They are familiar objects to all visitors to the watering-places on our south and east coasts.

If at any place it is desired to accumulate shingle, lines of groins are run out at sufficient intervals, the one farthest to leeward, i.e. farthest from the direction whence the shingle travels, being planked high enough and carried far enough to seaward to prevent any shingle passing it; the others are then only partially planked

up, so as to retain a portion only of the shingle, the rest passing over their upper planks. When a sufficient quantity has accumulated between the leeward-most groin and the next one to it, the latter is also planked fully up to the tops of the piles, and so on in succession until the whole area over which the accumulation was desired is covered, after which all superfluous shingle would pass over the groins successively, and follow the same course as before.

An instance of the importance of preserving shingle as a barrier to sea encroachment, and a protection to low-lying lands, has recently occurred at Eastbourne, and which, in fact, originated these remarks on the subject.

Those of our readers who have visited that modern and pleasant watering-place will remember that at the eastern extremity of the sea-wall fronting the esplanade an extensive area of shingle deposit exists, which affords a convenient beach for launching and hauling up the fishing and pleasure boats of the place, and forms the only barrier to prevent the sea, at high tides, from inundating the adjacent country and low-lying districts of the town.

On the top of this bank of shingle the NATIONAL LIFE-BOAT INSTITUTION, in 1867, erected a new Boat-house for its Life-boat there, at which time the shingle extended to quite 30 yards immediately in its front. In consequence, however, of a mistaken view as to the effect of the groins that had hitherto arrested the eastward progress of the shingle, the upper planks of the groins were removed, as a consequence of which the shingle has been gradually swept away to the east and added to the great shingle bed called the Pevensy Levels, and in the autumn of 1877, the sea having encroached quite to the doors of the Boat-house, the NATIONAL LIFE-BOAT INSTITUTION had to erect a solid barrier of piles and planking, backed by lime concrete, to prevent the undermining and destruction of the building at the ensuing spring tides, which would

undoubtedly have occurred, had not that precaution been taken, whilst at the present moment, unless sufficient preventive measures are speedily taken, there is every probability of the remnant of the shingle bank being swept away, and an incalculable amount of valuable property destroyed by inundation of the sea.

The inhabitants of the town and the landowners of the district having, however, become seriously alarmed, and alive to the necessity of prompt remedial measures being taken, it is to be hoped such a disaster may be prevented.

Having selected the above instance of the serious evils which may result from neglect of effectual measures to preserve an accumulation of shingle, where required to prevent encroachment by the sea, we will, in contrast, select another where incalculable advantages have arisen from suitable measures being taken to preserve it. We allude to Brighton, where there formerly existed a complete town, with fortifications, the site of which is now beneath the waves.

By the construction of the sea-wall which now skirts its magnificent esplanade, the further encroachment of the sea was effectually prevented, and by a "well-designed system of groins" so large an accumulation of shingle has been secured that the esplanade wall is now effectually protected by it from even the juncture of the highest spring tides with a southerly gale.

If the labour and expense of these measures had been grudged and withheld, who can tell whether this queen of English watering-places, this London on the sea coast, as it has been termed, would ever have arisen above the level of an obscure and neglected sea-coast town?

There is, however, yet another effect of shingle movement which we have as yet only referred to, viz. the formation of bars across the entrances of ports. We have already stated that the pier of Lyme harbour does not prevent the passage of the stones round it on their way to join their congeners on the Chesil beach.

When, however, two parallel piers of equal length are run out to form an entrance to a harbour, the shingle is carried round the first one, and being interrupted in its onward course by the ebb tide running out between the two piers and the flood tide setting in, the combined forces cause an accumulation of it off the entrance, called a bar, which is often a serious obstruction by preventing all vessels of more than a certain draught of water from entering the port, and limiting the time of entry and exit to near high water in the case of all vessels larger than boats.

To remedy this evil, it has been advocated by Smeaton and other eminent engineers that the pier next to the direction of the prevailing winds and advancing shingle should be carried obliquely beyond the further one, so as to overlap it and conduct the shingle past the entrance and deposit it on the farther shore.

The probable correctness of their views would seem to be indicated by the natural disposal of shingle when interrupted in its onward march by an interposing river or harbour's mouth, unprotected by piers or other artificial works. The shingle on the windward side, which would accumulate on being arrested by any solid barrier, such as a groin or pier, gradually encroaches on the entrance, and drives it further to leeward, its accumulation thus forming a spit or peninsula on the windward side, which will be continually elongated, and the entrance carried farther and farther from its original position, until averted by either natural or artificial counter obstruction.

Illustrative of this principle may be quoted Shoreham harbour, on the coast of Sussex, where the shingle westward of the harbour's original entrance had gradually shifted it from west to east about 3 miles, when a new entrance was artificially made; likewise Aldborough, on the Suffolk coast, where the shingle movement is from N.E. to S.W., and where the present entrance to the harbour is several miles farther to

leeward, i.e. to the S.W., than it no doubt originally was.

The space at our disposal has necessarily required our curtailing our remarks, or we might relate many interesting details of other systems of shingle, but the description of the Chesil beach, taken chiefly from an admirable description and explanation of it by Sir JOHN COODE, read to the Institution of Civil Engineers, in the year 1853, will serve to illustrate the principle on which all others have been formed, viz. the disintegration of the matter of the cliffs and land bounding the coast, and the gradual movement of the stones contained in it in the direction of the predominant winds, chiefly caused by the oblique action of the waves, until arrested in its course by a natural

or artificial projecting barrier of sufficient extent, beyond which another system again commences wherever the sea encroaches on the land, and the latter contains the material of which shingle is composed.

As this article is intended to interest the general reader only, and does not pretend to be a scientific treatise, we have not quoted step by step the several authorities whose writings we have consulted, but may briefly state that it coincides with the opinions and observations of Colonel REID, of the Royal Engineers, Sir JOHN COODE, C.E., Mr. H. R. PALMER, C.E., Mr. DE LA BECHE, Mr. RIDDER, C.E., Admiral FITZROY, Professor AIRY, Mr. W. B. PRICHARD, C.E., Mr. J. B. REDMAN, C.E., and others who have written or spoken on the subject.

LIST OF THE MEDALS OF THE INSTITUTION VOTED TO NAVAL AND MARINE OFFICERS.

[Continued.]

In our issue for November we published the second list of the Gold and Silver Medals voted by the ROYAL NATIONAL LIFE-BOAT INSTITUTION to officers of the Royal Navy and Marines, in acknowledgement of their gallant deeds in saving life from shipwreck.

Having again failed to trace the following names in the Official Lists, we are compelled to conclude that most, if not all, of these gallant men are now deceased.

We continue to give their names in alphabetical order, thus enabling anyone to trace them without difficulty.

MCGLADERY, JOHN, Lieutenant of H.M. Coastguard at Dunfanaghy, Co. Donegal, awarded Silver Medal, on the 20th January 1847, for going off in the Coastguard galley with a crew of Coastguard men, and saving the master and 6 men from the schooner *British Queen*, which was wrecked at Dunfanaghy.

MACNAMARA, TIMOTHY, Lieutenant, awarded Gold Medal, on the 17th December 1840, for very gallantly assisting to rescue the crews, numbering 14 men in all, from the brig *Victoria* and sloop *Lively*, which were wrecked near Littlehampton, Sussex.

MANN, A. T., Lieutenant of H.M. Coastguard at Devonport, awarded Silver Medal, on the 8th May 1833, for gallantly assisting to save 2 men belonging to the barge *James*, which was wrecked off Plymouth, and 4 men from a boat which had gone off to the aid of the crew of the barge, but had capsized.

MARSH, DIGBY, Captain of H.M. Coastguard at Brighton, awarded Gold Medal, on the 17th December 1840, in recognition of his very gallant services in assisting to rescue the crews, consisting of 22 persons, from the brigs *Mary* and *Offerton*, and schooner *Sir John Seale*, which were wrecked near Brighton.

MATTHEWS, R. B., Lieutenant of H.M. Coastguard, awarded Gold Medal, on the 24th October 1827, in admiration of many gallant services rendered by him; he having been instrumental in saving 31 lives from various wrecks during the time he had been in the Coastguard service.

MAY, AUGUSTUS CHARLES, Mate of H.M.S. *Rover*, awarded Silver Medal, on the 13th March 1833, for gallantly going out in one of that vessel's boats, and assisting to rescue the crew of 10 men from the brig *Erin*, which was wrecked on Plymouth Breakwater.

METHERELL, R. R., Lieutenant of H.M. Coastguard at Youghal, Ireland, awarded Gold Medal, on the 15th April 1840, for very gallantly assisting to rescue the crew, consisting of 4 men, from the brig *Medora*, wrecked in Ardmore Bay.

MORGAN, RICHARD, Lieutenant of H.M. Coastguard at Rye, Sussex, awarded Silver Medal, on the 5th March 1834, for gallantly assisting to save the crew of 8 men of the vessel *Conrad*, wrecked near Rye.

MORRIS, JOHN ROW, Captain of H.M. Coastguard at Newcastle, Co. Down, awarded Gold Medal, on the 5th April 1826, in recognition of his very gallant conduct on the occasion of the wreck of the barque *Richard Pope*, during a strong gale from S.S.E. on the 6th March 1826.

MORRISON, Lieutenant of H.M. Coastguard at Youghal, Ireland, awarded Silver Medal, on the

27th February 1828, in recognition of his gallant services in assisting by means of ropes to save the master and 4 seamen from the sloop *Mermaid*, which was wrecked in Whiting Bay, near Youghal.

NELSON, WILLIAM, Commanding Officer of H.M. Coastguard cruiser *Eliza*, awarded Silver Medal for gallantly putting off in a small boat from the cruiser, with a crew of 4 men, and saving the crew of 5 men from the brigantine *Jane*, of Cork, which subsequently became a total wreck on Tramore beach, on the 3rd December 1866.

NEWNHAM, NATHANIEL, Lieutenant of H.M. Coastguard at Brighton, awarded Silver Medal, on the 17th December 1840, for gallantly assisting to save the crews, numbering in all 22 persons, from the brigs *Mary* and *Offerton*, and schooner *Sir John Seale*, which vessels were wrecked near Brighton.

NORCOCK, G. L., Inspecting Commander of H.M. Coastguard at Fowey, Cornwall, awarded Silver Medal for gallantly putting off in a boat, with 2 men, and, at great risk of life, saving the only survivor of the crew of the schooner *Endeavour*, of Ipswich, which was wrecked near Gribbon Point, Fowey, during a gale of wind, on the 6th May 1856.

NOTT, EDWARD B., Lieutenant, awarded 2 Silver Medals in recognition of his gallant services in assisting to save, at different periods, 2 persons from the sloop *Thomas*, of Newcastle, which was wrecked at Holy Island, and 9 persons from the schooner *Diana*, wrecked at Berwick.

PARRY, Lieutenant, awarded Gold Medal, on the 25th January 1832, in recognition of his very gallant services in going out in a boat with a crew of 4 Coastguard men, and saving 31 men from the French fishing-boat *L'Amée*, wrecked in Rye harbour.

PARSONS, THOMAS, Lieutenant of H.M. Coastguard at Bournemouth, awarded Silver Medal for gallantly putting off in a Coastguard galley, with a crew of 4 men, and saving 8 persons from the barque *William Glenanderson*, which was wrecked near Bascombe, on the coast of Dorset, during a heavy gale from S. to S.W. on the 27th December 1852, and afterwards saving 4 persons from a yacht's life-boat which had upset in attempting to go off to the wreck.

PARSONS, W., Lieutenant of H.M. Coastguard at Swanage, Dorsetshire, awarded Silver Medal, on the 9th January 1839, for gallantly putting off, with a crew of 7 Coastguard men, in a boat and rescuing 7 men from the French vessel *L'Amable Mère*, wrecked off St. Alban's Head, on the coast of Dorset.

PARTIDGE, W. L., Captain, Inspecting Commander of the Wexford Division of H.M. Coastguard, awarded Silver Medal for gallantly going out in the Carnsore Life-boat, and with much difficulty and danger saving the crew of 19 men from the barque *Guyana*, of Glasgow, which was wrecked on the Carrig Rocks, near Carnsore, during a heavy gale, on the 10th February 1861.

PEAKE, THOMAS L., Captain, awarded Gold Medal in acknowledgment of his valuable services in assisting to land the troops, women, and others, numbering in all 195 persons, from the transport-ship *Admiral Berkeley*, which vessel was wrecked off Portsmouth, on the 23rd November 1824.

PEDDER, WILLIAM, Lieutenant of H.M. Coastguard at Dungeness, awarded Silver Medal, on the

11th February 1835, for gallantly putting off in a boat with 2 Coastguard men, and saving the crew of 10 men of the brig *Lord Exmouth*, and for gallantly wading into the surf and assisting to rescue 4 men from the schooner *Cornubia*, of Penzance, which vessels were wrecked off Dungeness.

PRATT, JAMES, Lieutenant, awarded Silver Medal, on the 17th December 1840, in recognition of his gallant services in assisting to rescue the crews, numbering 22 persons, from the brigs *Mary* and *Offerton*, and schooner *Sir John Seale*, which vessels were wrecked near Brighton.

PRATTENT, JOHN, Lieutenant of H.M.S. *Hyperion*, awarded Gold Medal, on the 10th March 1830, for gallantly wading into the surf and, at great risk, helping to rescue the crew of 9 men from the French lugger *La Constance*, wrecked at Fairlight, near Hastings.

PYM, R. E., Lieutenant, awarded Gold Medal, on the 16th September 1829, in acknowledgment of his very gallant services in going out in the Whitby Life-boat and assisting in rescuing the master, his wife, and the crew of 8 men, from the brig *Aurora*, which was wrecked at Whitby.

RANDALL, HENRY, Lieutenant of H.M. Coastguard at Elie, N.B., awarded Gold Medal, on the 9th February 1825, in recognition of his valuable services on the occasion of the wreck of the *Devoran*, at the Bridge of Don, near Aberdeen. Lieutenant RANDALL, with all despatch, got the rocket apparatus down on the beach, and after great difficulty succeeded in throwing a line on board the wreck, by means of which a boat was got off, and 4 of the vessel's crew were rescued.

The "Gold Boat" was awarded to this officer, on the 21st May 1834, for very gallantly putting off in a boat with a crew of 3 men, and saving the crew of 7 men from the schooner *Wanderer*, which was wrecked at Elie.

RAWSTONE, Lieutenant of H.M. Coastguard at Newhaven, Sussex, awarded Silver Medal, on the 8th May 1833, for gallantly assisting to rescue, by means of the rocket apparatus, 5 persons from the smack *John*, of Jersey, which was wrecked in Seaford Bay.

READ, JAMES, Lieutenant of H.M. Coastguard at Newhaven, Sussex, awarded Silver Medal, on the 18th July 1833, for gallantly helping to save, by means of ropes, 3 men from the sloop *Industry*, which was wrecked at Newhaven.

RIDGE, G. A. E., Captain, Inspecting Commander of H.M. Coastguard at Newcastle, Co. Down, awarded Silver Medal for wading into the surf, at the risk of his life, to the rescue of 1 man belonging to a boat manned by 12 persons, who had put off with the view of rendering assistance to a capsized boat, containing the crew of the Austrian brig *Tikey*, of Trieste, which was wrecked off St. John's Point, Dundrum Bay, on the 14th December 1859.

ROBERTSON, ROBERT, Lieutenant, awarded Gold Medal, on the 15th December 1830, in recognition of his very gallant services in assisting to rescue 22 persons from the Royal Mail steam packet *St. George*, which was wrecked in Douglas Bay, Isle of Man.

ROBINSON, Lieutenant, awarded Silver Medal, on the 16th January 1828, in acknowledgment of his gallant services in putting off in a boat with others, and assisting in the rescue of 17 men from the Swedish ship *Fortroendert*, wrecked at Douglas, Isle of Man.

ROSS, THOMAS, Captain, Inspecting Commander of H.M. Coastguard at Swords, Ireland, awarded Gold Medal, on the 9th January 1839, in recognition of his very gallant services in going off in a boat with others, and saving 4 persons from the brig *Gainsborough*, which was wrecked at Swords.

ROTHERY, J., Lieutenant, awarded Silver Medal, on the 6th June 1838, for gallantly putting off in a boat with 6 men, and rescuing the crew, consisting of 7 men, from the schooner *Agnes*, which was wrecked at Sidmouth.

RYMER, D., Lieutenant, awarded Gold Medal, on the 9th May 1838, in recognition of his very gallant conduct in going out in a Life-boat at Berwick, and assisting to save 6 men from the schooner *Margaret*, of Dundee, which was wrecked on Spittal beach.

SANDERSON, J. P., Lieutenant of H.M. Coastguard at the Bridge of Don, N.B., awarded Silver Medal, on the 10th March 1830, in acknowledgment of his gallant services at the wreck of the smack *Fame*, in Aberdeen Bay, on which occasion 5 persons were saved by means of a boat and 9 by the rocket apparatus.

SERGEANT, JOHN, Lieutenant of H.M. Coastguard at Exmouth, awarded Silver Medal, on the 5th January 1831, for gallantly assisting, by means of ropes, to rescue the master and crew of 6 men of the brig *Unity*, which was wrecked off Exmouth.

SEWELL, H. F., Lieutenant, awarded Gold Medal, on the 9th November 1840, for very gallantly putting off in a boat with 1 man, and saving the crew of 5 men from the smack *Sarah*, which was wrecked off St. John's Point, Dundrum Bay, Ireland.

SHAW, CHARLES, Lieutenant of H.M. Coastguard at Redheugh, N.B., awarded Silver Medal, on the 22nd September 1830, for gallantly assisting to rescue, by means of the rocket apparatus, 4 persons from the sloop *Peggy*, of Peterhead, which was wrecked on the Tyne Sands, near Redheugh.

SIMS, ANDREW, Lieutenant of H.M. Coastguard at Peterhead, N.B., awarded 2 Silver Medals, for gallantly assisting, at different periods, to rescue, by means of the rocket apparatus, 4 men from the sloop *Frazer* and 7 men from the schooner *Helen*, which vessels were wrecked off Peterhead.

SNELL, GEORGE, Lieutenant, awarded Gold Medal, on the 29th January 1834, in recognition of his very gallant conduct in a Life-boat stationed at No. 31 Tower, near Dungeness, Kent, on the occasion of the rescue of the crew of 6 persons from the brig *Pioneer*, which was wrecked near Dungeness.

SOMERVILLE, JOHN, Lieutenant, awarded Silver Medal, on the 5th March 1834, in recognition of his very gallant conduct in assisting to rescue 8 men from the *Comrad*, which was wrecked near Rye, Sussex.

The Gold Medal was also awarded to this officer, on the 28th October 1835, for going off in a Coastguard boat, with a crew of 3 men, and very gallantly rescuing 6 men from the brig *Industry*, which was wrecked off Littlestone, near New Romney, Kent.

SOUTHEY, Lieutenant, awarded Silver Medal, on the 2nd December 1835, in recognition of his gallant services in the Life-boat stationed at No. 31 Tower, Rye, on the occasion of the rescue by that boat of 7 men from the brig *Charles*, of Cherbourg.

STARK, PETER, Lieutenant of H.M. Coastguard at Broughty Ferry, N.B., awarded Silver Medal, on the 3rd May 1837, for gallantly putting off in a Life-boat with a crew of 15 men, and saving 3 men from the *Two Sisters*, of Kirkcaldy, wrecked on the banks off the Tay.

The Gold Medal was also awarded to this officer, on the 21st March 1838, in recognition of his very gallant conduct in going out in a Life-boat, with a crew of 17 men, and rescuing 5 men from the *Ranger*, of Perth, which vessel was also wrecked on the banks off the Tay.

STEANE, JOHN, Lieutenant, awarded Gold Medal, on the 4th May 1831, in recognition of his very gallant services in attempting to save the crew of the brig *Fame*, which vessel was wrecked off Rye, on the coast of Sussex.

STRAGNELL, Lieutenant, awarded Silver Medal, on the 16th January 1828, in acknowledgment of his gallant services in putting off in a boat with others, and assisting in the rescue of 17 men from the Swedish ship *Fortroendert*, wrecked at Douglas, Isle of Man.

STRONG, FRANCIS M., Second Master, awarded Silver Medal, on the 13th March 1833, for putting off in a boat and assisting to save the crew of the vessel *Erin*, wrecked near Plymouth Breakwater.

STUART, J., Lieutenant of H.M. Coastguard at Littlestone, near Romney, Kent, awarded Silver Medal, on the 8th February 1837, for assisting to rescue, by means of ropes, 10 men from the vessel *Dixon*, which was wrecked at Littlestone.

SYMMES, H. A. S., Lieutenant, awarded Gold Medal, on the 9th January 1839, for putting off in a boat with a crew of 5 men, and very gallantly saving the crew, consisting of 9 men, from the French brig *Clair*, which was wrecked at Yarmouth, Isle of Wight.

TUDOR, JOHN, Commander, awarded Silver Medal, on the 1st October 1857, for gallantly going out in the Wick Life-boat and attempting to save the crew of a Hanoverian galliot, which was in a dangerous position off Wick, during a gale on the 9th October 1857. The Life-boat, however, was rendered useless by the heavy seas which broke over her, and broke or carried away all her oars.

The 2nd Service Clasp was also awarded to this officer, on the 6th December 1860, in acknowledgment of his intrepid services in taking command of a ship's boat, manned by 9 men, and, at much risk of life, saving 2 persons from the *Martha*, of Wick, which was wrecked near that port, during a heavy gale of wind, on the 20th November 1860.

TURNER, CHARLES, Lieutenant, awarded Gold Medal, on the 1st June 1831, for going out in a Life-boat stationed at Fraserburgh, N.B., and very gallantly assisting to rescue 3 men from the sloop *Janet*, which was wrecked off that place.

WALKER, Lieutenant, awarded Silver Medal, on the 2nd March 1825, in recognition of his gallant services at the wreck of the transport-ship *Admiral Berkeley*, at Portsmouth, on which occasion he assisted in making a raft, and with his boat's crew helped to land the troops and others from the vessel.

WARREN, CHARLES D., Lieutenant, awarded Silver Medal, on the 9th November 1840, for gallantly putting off in a boat with a crew of Coastguard men, and rescuing the crew of 2 men from the sloop *Banff*, of Fortrose, N.B., which was wrecked at Cromarty, N.B.

WATTS, WILLIAM STEPHEN, Lieutenant, awarded Gold Medal, on the 10th February 1830, in recognition of his very gallant conduct in assisting to rescue 17 persons from the *Mountaineer*, which vessel was wrecked on Walmer beach.

WESTBROOK, EDMUND B., Lieutenant, awarded Silver Medal, on the 7th February 1838, for going off in a boat, with 3 men, and saving 3 men from the sloop *Ann*, of Portsmouth, which was wrecked on Chichester Shoals.

WOODHAM, Lieutenant of H.M. Coastguard at Banff, N.B., awarded Silver Medal, on the 8th December 1847, in recognition of his gallant conduct at the wreck of the schooner *Pearl*, at Banff, on which occasion the vessel's crew of 5 men were

rescued by means of a coble and the rocket apparatus.

WYLDE, SYDENHAM, Lieutenant of H.M. Coastguard at Caister, Norfolk, awarded Silver Medal, on the 21st March 1838, for gallantly assisting to rescue, by means of a hawser, the master and 8 men from the schooner *Lapwing*, of Shields, which was wrecked at Caister.

YOUNG, THOMAS, Lieutenant of H.M. Coastguard at Atherfield, Isle of Wight, awarded Silver Medal, on the 5th February 1857, in acknowledgement of his gallant services and skilful seamanship in saving, with his boat's crew, the brig *Red Port*, of London, and her crew, on the 4th January 1857. He had also on previous occasions rendered valuable services in saving life from shipwreck.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.



GOURDON, N.B.—On the invitation of the local residents, a Life-boat Station has been formed by the NATIONAL LIFE-BOAT INSTITUTION at Gourdon, a fishing village about 12 miles north of Montrose. Shipwrecks are said to be increasing in that neighbourhood. It is also stated that the Boat will probably often be instrumental in aiding fishing-boats belonging to Gourdon, Bervie, and Johnshaven, on their being overtaken by sudden gales of wind while out pursuing their avocations, there being no other Life-boat nearer than Montrose on the south, and Stonehaven on the north, Gourdon being about midway between those places. The Boat sent to this Station is 33 feet long, 8 feet wide, and rows 10 oars double-banked; it is provided with a transporting carriage, while a substantial and commodious House

has been erected for their reception on a site kindly granted for that purpose by JAMES FARQUHAR, Esq., of Hallgreen. The expense of the Life-boat Establishment has been defrayed from a legacy bequeathed to the Institution by the late GEORGE IRLAM, Esq., of London, and the Boat, in accordance with his desire, is named the *Young George Irlam*. The inauguration of the Gourdon new Life-boat Establishment took place on the 12th October last, and a most interesting demonstration it was; the day being observed as a holiday, and the weather fortunately being remarkably fine, a large number of people assembled on the occasion. The Boat was first taken from Gourdon to Bervie in a procession which was headed by the band of the F. and K. Artillery Militia, and which comprised

the Provost, Magistrates, and Town Councillors, different Lodges of Freemasons, Odd Fellows, and Good Templars, the 2nd and 4th K. Artillery Volunteers, the Volunteer Life Brigade, the Coastguard, fishermen, and others. On returning to Gourdon, the Boat was handed over to the care of the Local Committee by one of the Inspectors of Life-boats to the Institution, the gift being suitably acknowledged by the Chairman, HERCULES SCOTT, Esq., of Brotherton. Sir THOMAS GLADSTONE, Lord-Lieutenant of the county, having also addressed the spectators, the Rev. J. BROWN, Honorary Secretary to the Local Life-boat Committee, offered up an appropriate prayer, after which the ceremony of naming was well performed by Mrs. FARQUHAR, and the Boat was launched and tried under oars and sails, when it gave every satisfaction to the crew.

HARTLEPOOL.—A new 33-foot 10-oared Life-boat has recently been sent to this port in the place of a Life-boat on the old plan. The expense of the new Boat and its equipment has been defrayed by Miss SARAH BARLOW, of Leicester, in memory of her late brother, after whom the Boat is named the *John Clay Barlow*. A most interesting ceremony took place in the old harbour on the 18th September last, on the occasion of the naming and launch of the new Boat. The Rev. JOHN BURDON, J.P., of Castle Eden, President of the Branch, in acknowledging the gift of the Boat to the locality, said that he thought there was no more divine characteristic of charity than the present of a Life-boat, and nothing more noble in nature than a band of brave men risking life to save their fellow-creatures. He felt assured that the new Life-boat could not be in better hands than those of the pilots and fishermen of Hartlepool, who were always ready for active duty. The Rev. EDWIN SHAW having offered a prayer for the success of the Boat, the ceremony of naming was performed by Mrs. ORMSBY, after which the Boat was launched and tried by its crew. The new Life-boat has since done good service in saving a shipwrecked crew, as will be seen by the account thereof given on p. 429 of this number of the *Life-boat Journal*.

DARTMOUTH.—A Life-boat Establishment has been formed by the Institution

at this town, in the hope that the services of the Boat may be made available, in conjunction with a steam-tug, in the event of shipwrecks occurring in Start Bay; the local residents having expressed a wish, at a public meeting specially convened by the Mayor to consider the subject, that the Institution would provide them with a Life-boat. The expense of the new Life-boat Station has been defrayed by Mrs. EMMA HARGREAVES, of Cleygate, Surrey, in memory of her late daughter; and in accordance with her desire, the Boat, which is one of the 33-foot 10-oared class, is named the *Maud Hargreaves*. The inauguration of the Life-boat Establishment took place on the 23rd October last. A procession, comprising the Mayor and Corporation, Foresters, Coastguard men, and Life-boat crew, with bands of music, proceeded through the town to the Life-boat House, where the Boat had been placed in readiness for launching. The Boat was presented by WALTER AUSTIN, Esq., on behalf of the donor, and the gift was accepted in suitable terms by Mr. CHARLES CHALKER, President of the Local Branch. The dedication of the Boat was then proceeded with, after which the hymn "For those in Peril on the Sea" was sung. The service proper for the occasion was read by the Rev. E. M. JOHNSTONE, assisted by the Rev. J. H. KNAPP. The religious part of the ceremony was brought to a close by the singing of the "Old Hundredth." The Boat was then named by Mrs. PERCY HOCKIN, the wife of the Local Honorary Secretary of the Institution, and successfully launched with the crew on board, amid the cheering of those present. In the evening, the Coxswain and crew were entertained at a dinner provided at the expense of Mrs. HARGREAVES.

DOVER.—A new Life-boat has been provided for this port in the place of a smaller one, which was considered not equal to the requirements of the Station. The new Boat is 35 feet long, 9 feet wide, and rows 10 oars double-banked; it is furnished with masts and sails, and is mounted on a transporting carriage. The expense of the new Boat and its equipment has been defrayed from a legacy bequeathed to the Institution by the late Mr. HENRY WILLIAM PICKERSGILL, R.A., after whom the Boat is named.

It should be mentioned that the South-Eastern Railway Company readily granted the Life-boat a free conveyance to its Station over their line in September last.

WITHERNSEA, YORKSHIRE.—The Life-boat on this Station has also been replaced by a new Boat, 30 feet long, 8 feet wide, and pulling 8 oars, the cost of which was defrayed from the Victoria Club subscription, raised as a memorial of the late Admiral ROUS, the Boat being named after him. The old Life-boat at Withernsea had been instrumental at different times in saving 42 lives from different shipwrecks.

DONNA NOOK, LINCOLNSHIRE.—The NATIONAL LIFE-BOAT INSTITUTION has also forwarded to the coast of Lincolnshire a fine new Life-boat, 34 feet long, 8 feet wide, rowing 10 oars double-banked, and provided with a transporting carriage, in place of the Boat on the Donna Nook Station, the Boat-house being improved and renovated for their reception from a design by the Honorary Architect of the Institution. The expense of this new Life-boat Station has been met from a munificent gift to the Institution by Miss DIXON, of Holton Park, in memory of her late brother, R. R. DIXON, Esq., and will hereafter be known as the Richard Roadley Dixon Life-boat Establishment, Donna Nook, the Boat itself being named the *Richard*. The inauguration of the new Life-boat Station took place on the 13th December last, on which day the Boat was taken in procession through the principal streets of Louth, and afterwards presented to the Institution in the market-place of that town by Archdeacon ILES on behalf of the donor. The Mayor and Corporation took part in the demonstration, and the Institution was represented on the occasion by one of its Inspectors of Life-boats. The Rev. R. W. CRACROFT and Mr. GILBERT HOULDEN also attended on behalf of the County Branch and the Life-boat Station, of which they are respectively the zealous Honorary Secretaries. The Boat was escorted from the railway station by the Mayor and Corporation, deputations from the magistrates, &c. and the local Volunteer Corps. The ceremony of naming was performed by Mrs. JAMESON, of Caistor, the donor's sister; and after a religious ceremony the Boat was despatched to its Station, amidst the

cheers of the numerous spectators; and the next day it was tried by the crew, who were much pleased with their new Life-boat.

WEXFORD, IRELAND.—The Life-boat on this Station, having become unfit for further service, has been replaced by a new 10-oared one, 34 feet long and 8½ feet wide; the Boat being conveyed by steamer from London to Dublin, and thence by railway to its destination. Like the Boat it superseded, it was presented to the Institution by members of the Civil Service Life-boat Fund, through the indefatigable Honorary Secretary, CHARLES DIBDIN, Esq., F.R.G.S., and is named the *Civil Service No. 1*. A substantial and commodious House has been erected for the new Life-boat on a more convenient site, closer to the shore, the lease of which was readily granted to the Institution, at a nominal rent, by her Majesty's Commissioners of Customs. The old Boat had performed noble work in saving 122 lives from different shipwrecks, besides helping to rescue 3 vessels from destruction, as will be seen by the following list.

	Date.	Name of Vessel.	Lives saved.
1866	Oct. 19	Barque <i>Voluna</i> , of Liverpool	5
„	Dec. 12	Ship <i>Indus</i> , of Maitland, N.S.	2
„	Dec. 27	Workmen engaged on Dogger Bank	9
1867	Jan. 9	Smack <i>Noah</i> , of Cardigan	2
„	Mar. 23	Barque <i>Loretto</i> , of Liverpool, saved vessel and	14
„	May 9	Brig <i>Ayrshire Lass</i> , of Ardrossan, saved vessel and	4
„	Aug. 17	Smack <i>Robert Hudson</i> , of Arklow	4
1869	May 8	Schooner <i>Handy</i> , of Wexford	4
„	Dec. 9	Schooner <i>Columbine</i> , of Wexford	5
1870	Dec. 10	Smack <i>Arbitrator</i> , of Wexford	9
1871	Jan. 5	Smack <i>Lark</i> , of Wexford	2
„	Jan. 4-6	Barque <i>Paquita</i> , of Santander, saved vessel and	16
1872	May 13	Yacht <i>Little Dorrit</i> , of Weymouth	2
1873	Aug. 24-25	Schooner <i>Rambler</i> , of Wexford	3
„	Sept. 5	Schooner <i>Gem</i> , of Wexford	6
1875	April 8	Yacht <i>Cruiskeen Lawn</i> , of Wexford	2
„	Nov. 14	Brig <i>Emily Raymond</i> , of St. John's, N.B.	9
1877	Jan. 22	Fishing lugger <i>Mountain Hare</i> , of Wexford.	6
1878	April 25	S.S. <i>Montagu</i> , of Liverpool	18
Total lives saved, in addition to 3 vessels			122

DROWNING IN INLAND WATERS.

It appears from a parliamentary return moved for last session by HUGH BIRLEY, Esq., M.P. for Manchester, that altogether 2662 persons were drowned during the year 1877 in the rivers, canals, and lakes of England and Wales, excluding Scotland and Ireland; and this, probably, is the average number drowned every year in those waters.

Before proceeding to make some remarks on this interesting and instructive return, we may be permitted to mention the fact that it is now nearly thirty years since we first called public attention to the great loss of life from shipwreck that occurred every year on the coasts of the United Kingdom, mainly from the want of adequate means to save them. Since that period, however, these means have been so amply and efficiently supplied by the NATIONAL LIFE-BOAT INSTITUTION and the BOARD OF TRADE that we can now with confidence assert that hardly a single life is lost from shipwreck on our coasts which can by any human means be saved.

We venture to express a hope that the period is not far distant when it may be said with equal precision and truthfulness that no lives are lost from drowning in our inland waters which can by any possibility be restored to life. Meanwhile, it is our duty to direct attention to the following facts concerning the distressing loss of life from drowning in various districts as detailed in the parliamentary return to which we have already referred.

The accompanying chart, which we have carefully compiled from the facts detailed in the parliamentary return, cannot fail to bring this important subject home to everyone. It will be observed that on the chart each locality is given, and that the black dots indicate the number of persons who were unhappily drowned in 1877 in that locality; but in the case of Middlesex the number drowned, on account solely of the want of space on the chart, is given in figures.

With the help of this chart, aided by the accompanying remarks, we trust that

increased public attention will be directed to this vital and national subject, which clearly has been too long overlooked.

The following is the list of the lives lost by drowning in inland waters in England and Wales during the year 1877.

County.	Divisions.	In Rivers or Running Waters.	In Canals.	In Lakes or Ponds.
ENGLAND.				
BEDFORDSHIRE . . .	2	7	..	..
BERKSHIRE . . .	5	16	2	5
BUCKINGHAMSHIRE . . .	5	18	3	2
CAMBRIDGESHIRE . . .	5	18	1	4
CHESHIRE . . .	5	46	30	29
CORNWALL . . .	6	9	1	2
CUMBERLAND . . .	3	15	..	2
DERBYSHIRE . . .	6	16	15	10
DEVONSHIRE . . .	11	49	2	8
DORSETSHIRE . . .	7	11	..	2
DURHAM . . .	4	67	..	12
ESSEX . . .	5	40	1	8
GLOUCESTERSHIRE . . .	7	41	11	18
HEREFORDSHIRE . . .	3	13	3	3
HERTFORDSHIRE . . .	4	7	4	5
HUNTINGDONSHIRE . . .	4	6	..	2
KENT . . .	7	83	12	35
LANCASHIRE . . .	12	99	155	162
LEICESTERSHIRE . . .	4	10	12	6
LINCOLNSHIRE . . .	10	44	10	11
MIDDLESEX . . .	7	149	72	13
MONMOUTH . . .	3	14	9	11
NORFOLK . . .	6	33	..	6
NORTHAMPTONSHIRE . . .	4	13	5	4
NORTHUMBERLAND . . .	4	66	..	4
NOTTINGHAM . . .	4	20	5	5
OXFORDSHIRE . . .	8	16	7	4
SHROPSHIRE . . .	10	17	5	9
SOMERSETSHIRE . . .	5	44	3	24
SOUTHAMPTON . . .	10	37	3	6
STAFFORDSHIRE . . .	10	11	63	39
SUFFOLK . . .	6	13	..	13
SURREY . . .	2	110	15	4
SUSSEX . . .	4	8	1	9
WARWICKSHIRE . . .	5	23	42	9
WESTMORELAND . . .	1	2	..	4
WILTS . . .	6	14	6	4
WORCESTERSHIRE . . .	4	24	14	11
YORK . . .	21	123	111	66
WALES.				
BRECON . . .	3	3	..	..
CARDIGANSHIRE . . .	3	7	..	1
CARMARTHENSHIRE . . .	5	10	..	4
CARNARVONSHIRE . . .	2	5	..	2
DENBIGHSHIRE . . .	2	3	1	4
FLINTSHIRE . . .	2	6	..	5
GLAMORGANSHIRE . . .	4	20	12	14
MERIONETH . . .	1	3	..	..
MONTGOMERYSHIRE . . .	3	7	1	..
PEMBROKESHIRE . . .	2	4	..	1
RADNOR . . .	2	3	..	..
TOTALS . . .	..	1423	637	602

We shall now proceed to make a few salient remarks on these figures. On analysing the summary, we find that 2140 males and 522 females were drowned in 1877. This great difference in the number of the sexes who were drowned can partially be accounted for by the nature of their respective employments. The ordinary vocations of women do not expose them to any constant risk from water, while those of men, navigating steamers, barges, and lighters, and acting as stevedores, perpetually expose them to hazard. No one can witness the huge barges on the Thames and other large rivers, which sometimes have actually only one man on board to navigate them, without being deeply impressed how often such people must lose their lives, either from collision during the darkness of the night, a thick fog, or some other untoward cause.

Again, a large number of the deaths from drowning among men is probably due to accidents while bathing, or boating, or fishing, from which women are practically exempt. Then, again, of the 522 women whose deaths are returned, it is more than probable that somewhat more than half that number had committed suicide. Indeed, all that the return from this point of view shows is that those who are employed in and about the water necessarily run far greater risk of drowning than do those who are occupied on shore.

Running waters claim 1423 victims, canals 637, and lakes and ponds 602. These totals speak for themselves. Running waters include, of course, tidal rivers, where vessels are numerous and accidents connected with shipping frequent.

Lakes and ponds come next in order, partly because lakes like those of Cumberland and Westmoreland are exceptionally dangerous, and partly because the term "pond" must be presumed also to include "reservoir," and in the manufacturing districts, where there are large reservoirs for the storage of water, a certain number of casualties among bathers and boating parties is more or less a matter of annual

frequency. As between the different sexes and ages, too, the figures are very much what might have been expected. In running waters 901 males over twelve and 165 females of the same age have lost their lives.

It is remarkable to observe from the return the number of little girls who tumble into the water, and who are drowned. Seventy-one such deaths occurred during 1877 in rivers, 40 in canals, and 65 in lakes and ponds.

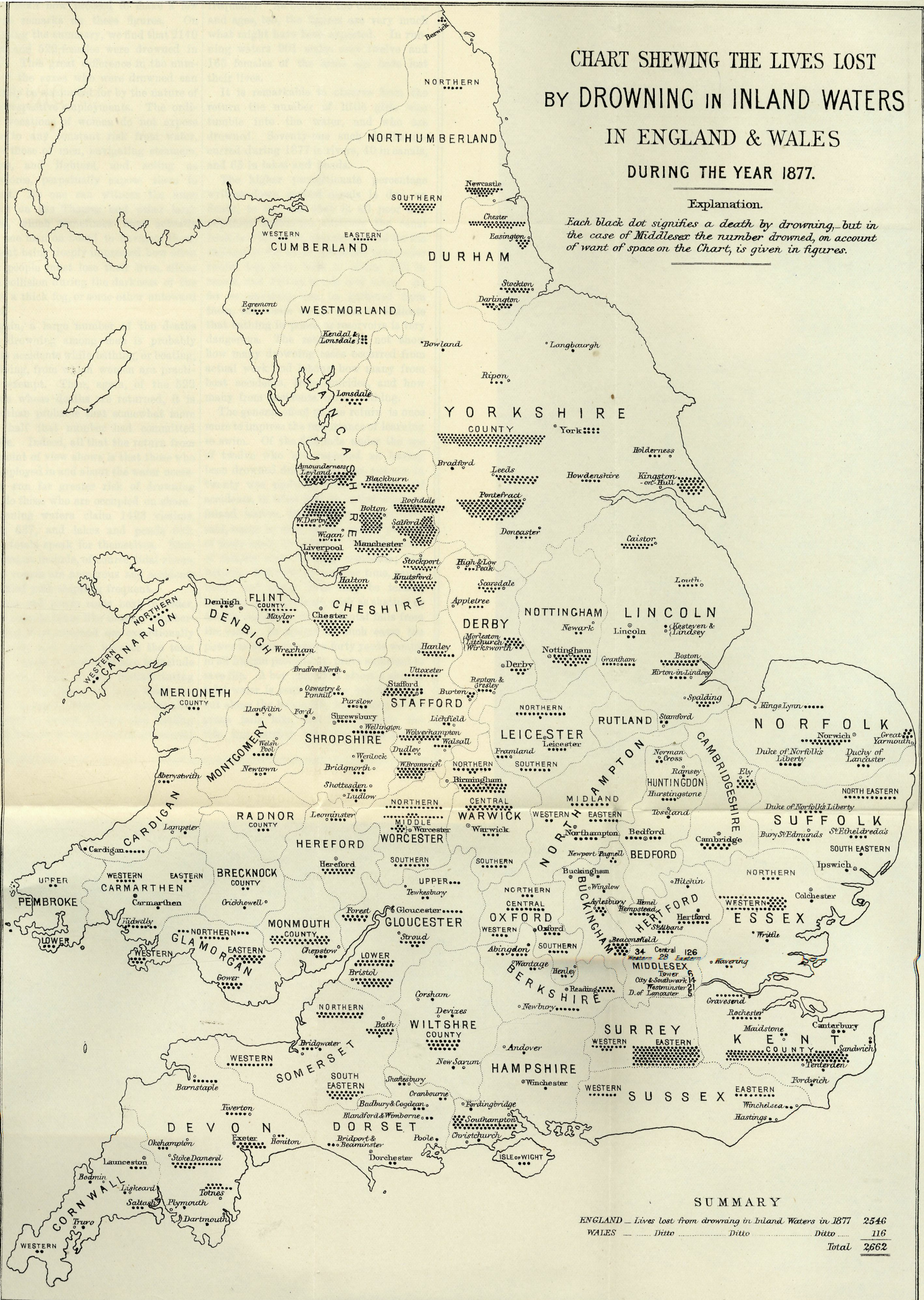
The higher proportionate percentage written down against canals is due, no doubt, to the fact that in all poor and populous suburban districts the canal bank is a favourite playing-ground for the children of the poor. Thus 286 lads under twelve lost their lives in rivers, 150 in canals, and 193 in ponds and lakes. As far as anything can be gathered from them, the totals would seem to indicate that bathing in ponds or reservoirs is very dangerous. The return does not show how many drowning cases occurred from actual work and labour, how many from boat accidents, from suicides, and how many from accidents while bathing.

The general effect of the return is once more to impress the importance of learning to swim. Of the 629 lads under the age of twelve who are reported as having been drowned during the year, not one in twenty was probably able to swim. Of accidents, in what may be called fresh or inland waters, the majority, as we have said, occur to men in the actual pursuit of their trade or calling. Next in order of fatality come boating accidents; and bathing, especially in summer time, ranks next; and lastly, what may be termed miscellaneous accidents, such as skating or fishing casualties, or accidental falls from the bank. In almost all such cases the power to swim thirty or forty yards would, in all human probability, prove sufficient to save life. A boy employed about a ship in tidal water is sent aloft, or has to climb out along the bowsprit; his footing or his grasp fails him, and in a minute the tide has carried him fifty yards away;

CHART SHEWING THE LIVES LOST BY DROWNING IN INLAND WATERS IN ENGLAND & WALES DURING THE YEAR 1877.

Explanation.

Each black dot signifies a death by drowning, but in the case of Middlesex the number drowned, on account of want of space on the Chart, is given in figures.



SUMMARY

ENGLAND — Lives lost from drowning in inland Waters in 1877	2546
WALES — Ditto	116
Total	2662

if he is able to swim, he is probably in no danger, but in the absence of the art he is lost. Again, for bathers, swimming is even more necessary, especially in rivers, during the hot summer months. Whenever a chance of a dip offers itself during that period, in a river, in a reservoir, in a canal, or even in a pond, there bathers will collect in greater or less numbers. For those who cannot swim, fresh water is more dangerous than salt, as it is lighter. We have always contended that a boy, or even a girl, ought to be able to swim as naturally, easily, and with as little hesitation as in taking any other exercise. Strange as it may seem, swimming is not a natural exercise of the body, as walking may be said to be; but it can become so by practice, as acquirements of the mind are accomplished and perfected. We, therefore, contend that it is quite as much a duty to a lad to teach him to swim as to teach him any mental or physical exercise.

At any period of life, these undoubtedly can be mastered by assiduity and attention, as in the case of Dr. JOHNSON and others, who, when far advanced in life, have learned foreign languages and other accomplishments, and we trust that in

another generation it will probably be a strange thing to see a young man unable to swim.

It is well known that the philosophers and statesmen of ancient Greece and Rome measured the civilisation of a district by its appreciation of human life; and its importance is constantly inculcated in the Scriptures. Indeed we all know that everything human terminates in the twinkling of an eye with life; and the value of the life of a single person is beyond price, inasmuch as his life—and *his life alone*—concerns him; and when that life ceases, the world with all its hopes and cares also comes to an end.

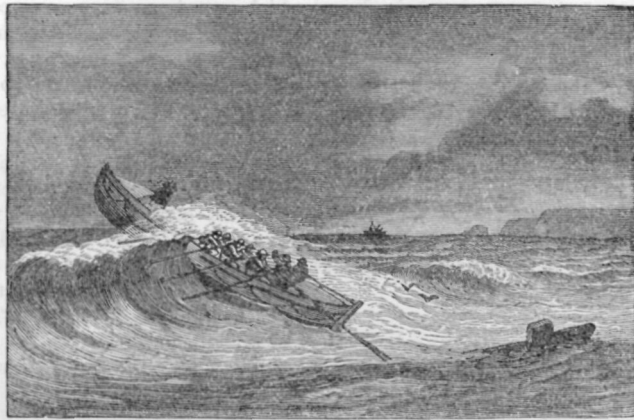
It is, therefore, with considerable satisfaction that we recognise the important services which various School Boards, in London and elsewhere, and the Ambulance Department of the Order of St. John of Jerusalem, are rendering to the cause of humanity by impressing on all the duty and absolute necessity—when life is endangered by any cause whatever—to take proper steps for its succour, and, particularly in the case of the apparently drowned, to see that they are treated in accordance with the Instructions of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION FROM THE 1ST OCT. TO THE 31ST DEC. 1878.

ISLE OF WHITHORN.—On the 2nd October, the smack *Swallow* was observed off Borough Head dismasted, and in danger of being driven on the rocks. The Whithorn Life-boat *Charlie Peek* put off to her assistance, but before she could get near the *Swallow*, another vessel arrived and took her in tow towards Drumore. The Life-boat was hailed to follow, and she assisted in passing a fresh tow-rope, as the one in use had nearly parted.

FISHGUARD.—On the 7th Oct. a very heavy S.S.W. gale was experienced here. Several vessels were lying at anchor in the roadstead, one of which, the schooner *Charlotte*, of Portmadoc, was anchored very far out, and fears were entertained for her safety.

In the afternoon she was seen to drag her anchors and drift on to the Cow and Calf Rocks. At about 6.30 p.m. she hoisted a signal of distress, and the Life-boat *Sir Edward Perrott* put off to her assistance, and soon arrived alongside the vessel. In the meantime, however, the crew, consisting of 4 men, had got on the Cow Rock, and great difficulty was experienced in getting them into the Life-boat. As soon as they were taken on board, an attempt was made to return to the shore, but as the Boat had to pass through a narrow opening between the mainland and the rock, through which there was a very heavy run of tide, the wind being dead against her, it was found impossible to make headway; and she therefore had to



run into Pwll Hir for shelter. She remained there for some hours until slack water, when another effort to pass through the sound was made; but when nearly through, the Boat was met by such terrific gusts of wind that she was driven back, and had again to seek shelter at Pwll Hir. After waiting there a long while, the gale slightly abated, and another attempt was made to pass through the channel, fortunately this time with success. The Life-boat men were very much exhausted on reaching the shore, having been out in the boat 9 hours, and were thoroughly wet, the rain having been pouring in torrents during the time they were at Pwll Hir.

MARYPORT AND WHITEHAVEN.—The barque *Carn Tual*, of Liverpool, sailed from Maryport on the 6th October, and on the 9th, at 9 P.M., she was observed to be showing signals of distress, at which time she was riding in the Solway between Robin Rigg and Dunrugh Banks, with loss of one anchor. A strong S. to W.S.W. gale was blowing, and the sea was very rough. The *Henry Nicson* Life-boat proceeded out, but as the barque had no lights up, she was unable to find her, and after searching for her in vain for 5½ hours she returned ashore. At 9 A.M. on the following morning the Life-boat went out again in tow of a steam-tug. She then found the vessel and brought ashore 9 men, one of whom had meanwhile become insane through fear; the master and mate, however, refused to leave their ship.

Information of the vessel being in distress was also received at Whitehaven, and

at about 11.30 A.M. the Life-boat *Elizabeth* proceeded to her assistance, in tow of a steamer. The barque was reached, and 12 of the steamer's crew were put on board her, when she was taken in tow and brought safely into Whitehaven.

The Silver Medal of the Institution was awarded to Mr. JOHN WEBSTER, Coxswain of the Maryport Life-boat, in recognition of his gallant services in the Boat on this and several former occasions.

ABERSOCH.—On the 10th October, a telegram was received from Barmouth, stating that a vessel was in distress, riding at anchor dangerously near to St. Patrick's Causeway, and that it was impossible for the Barmouth Life-boat to go to her aid, as the gale was blowing right in there. The Abersoch Life-boat *Mabel Louisa* was launched as quickly as possible, and proceeded to the vessel, which proved to be the barque *Dusty Miller*, of Liverpool, bound from St. John's to Holyhead with a cargo of timber. On arriving by her, the master requested that the Life-boat would stay alongside until the weather moderated. She accordingly remained by her during the night, and at about 6.30 on the following morning a steam-tug from Portmadoc came up, took the barque in tow, and brought her into St. Tudwall's Roads. The wind was blowing a gale from W.S.W. during the performance of this service, accompanied by a heavy sea.

The Second Service Clasp of the Institution was presented to the Rev. OWEN LLOYD WILLIAMS, Honorary Secretary of the Branch, in recognition of his gallant

services in the Life-boat on this and on other occasions.

SELSEY.—On the 18th October, signals of distress having been observed, the Life-boat *Four Sisters* was launched, and proceeded to the Royal Mail steamer *Elbe*, which had gone ashore on the Puller Bank during a strong E. wind and hazy weather. The Life-boat remained by her until the following morning, when she got off and proceeded on her voyage.

PALLING.—On the 28th October, at 4 A.M., during a fresh westerly wind, signals of distress from the North Hasborough Sands light were heard. The *British Workman* Life-boat proceeded out, and, when about 3 miles from the land, picked up a ship's boat containing 6 men. They proved to be the crew of the schooner *Smithfield*, of Aberdeen, bound from that port to London with stone, which vessel had stranded on the Hasborough Sands during the night. The master had been left on board the schooner, and the Life-boat therefore proceeded towards her, and with much difficulty succeeded in rescuing him from the rigging, the vessel having sunk. The Life-boat then made for her station, and arrived at about 2 P.M., having been engaged 10 hours in rendering this service.

CAISTER.—On the 6th November, flare lights having been seen in the direction of the Cross Sand, the No. 1 Life-boat *Covent Garden* proceeded out, and found the fishing-smack *Mystery*, of Great Yarmouth, just off the sand. She was partly dismantled, and had been abandoned by her crew. The Life-boat men boarded her, set sail, and took her into Yarmouth Roads, where she was anchored until the following morning. At daylight a steam-tug was engaged, and towed her into Yarmouth Harbour. It was subsequently ascertained that her crew had got on board another fishing-smack. The wind was blowing strongly from the N. at the time, accompanied by squalls, and the sea was very heavy on the sand.

On the 9th November, the No. 2 Life-boat *Godsend* went out in reply to signals of distress, and assisted to save the schooner *Milky Way*, of Fraserburgh,

which was in a dangerous position close to the Barber Sands, during a very strong northerly gale and heavy sea. The vessel was on a voyage from Ystero to London, with barley, and carried a crew of 4 men.

On the 14th November, at 4.30 A.M., the No. 1 Life-boat was launched, in reply to signals of distress, shown in the direction of the Middle Cross Sand. She sailed towards the sand, and met a boat containing 5 men, the crew of the schooner *F. Edwards*, of Grimsby. Their vessel had gone ashore on the sand, and become a total wreck, and the crew had taken to their boat, which, when met by the Life-boat, was nearly full of water, and had two oars broken. The men were at once taken into the Life-boat and safely landed at Caister.

On the 19th December, the No. 2 Life-boat put off and rescued the crew of 6 men from the brig *Melita*, of Blyth, which had stranded during a fresh N.W. breeze and heavy sea. The Life-boat also brought ashore 10 beachmen who had gone on board the vessel to try to save her from being wrecked.

On the 30th December, at 6.30 P.M., signals of distress having been observed, the No. 1 Life-boat went to the Cross Sand, and found the barque *Palmyro*, of South Shields, ashore there. Part of her crew had abandoned her in two boats, and the others were preparing to leave her. The Life-boat men boarded the vessel, and, finding only 18 inches of water in her, they decided to attempt to save her; and, with the aid of steam-tugs, she was eventually got off and taken into Yarmouth Roads.

DONNA NOOK, THEDDLETHORPE, AND CLEETHORPES, LINCOLNSHIRE.—A very severe gale occurred on the Lincolnshire coast last November, its violence being experienced more or less for nearly nine days.

On the 8th, at 8.30 P.M., signals of distress were shown near Grainthorpe Haven, by the brig *Matilda*, of Laurvig, during a whole gale from the N. and a very rough sea. The Donna Nook Life-boat *North Briton* was taken along the coast a distance of about five miles, and was then

launched, and succeeded in rescuing the crew, consisting of 10 men. The brig, which was bound from Laurvig to Hull with a cargo of ice, became a total wreck.

On the afternoon of the 15th, the gale then blowing very heavily, accompanied by squalls of rain, a vessel was seen drifting towards the shore at Donna Nook, which soon afterwards struck on the Hale Sand. The alarm was given at the Life-boat Station of the Institution, and the Boat was quickly got out, but before she could be launched, the vessel fortunately drifted off the sand, and by skilful manœuvring she rounded the west end of the bank and got away to sea in safety, having narrowly escaped shipwreck. A few hours afterwards, the gale having by no means moderated, signal lights of distress were shown from a vessel in the direction of Tetney Haven, and the Life-boat was again got ready; but as it was ascertained that, on account of the vast body of water in Grainthorpe Haven, she could not be got across there, rocket signals were made to the next Life-boat Station at Cleethorpes, requiring the services of their Boat. That Life-boat is named the *Manchester Unity*, she having been presented to the Institution by the Independent Order of Odd Fellows (*Manchester Unity*). She promptly proceeded out when the signals of distress were observed, and had to encounter a heavy gale from the N. and a very bad sea; however, the crew persevered, and found the brigantine *Sea Flower*, of Seaham, stranded off Grainthorpe. The greatest danger was incurred in rescuing the shipwrecked men, and the Life-boat received some injury by the ship's boat being washed on to her from the deck of the vessel by the heavy seas. The anchor and cable had to be slipped, and several oars and rowing crutches were broken. However, the men did not themselves receive any injury, and they had the satisfaction of landing the whole of the shipwrecked crew in safety.

On the night of the 17th, lights, repeated in quick succession, were seen in the direction of the New Sand light, and the Donna Nook Life-boat proceeded to sea, but the unfortunate vessel, which was found to be the *Annie*, of Montrose, had capsized, and the crew perished, long

before the Boat could get to their assistance. In launching, on this occasion, great difficulty was experienced; the flood tide coming in so quickly on the flat beach that it floated the Boat off the carriage, which latter had to be abandoned until the tide turned, and some of the launchers and two of the horses had a most narrow escape from drowning, as the water was over the backs of the horses, and they were only liberated just in time. The service was one of the most trying the men had ever experienced, the horses also suffering fearfully. It was a bitter cold night, and they did not get home until four o'clock in the morning. The men had just placed the horses in the stable, and were taking off their wet clothes, when the signal gun was again fired in quick succession. Fresh horses were procured, and the Life-boat was soon off to a ship ashore near Saltfleet Haven. She was the barque *Johann Benjamin*, of Memel, bound thence to Hull with a cargo of timber; two of her masts had been cut away, and she had also lost her mizen-top-mast and jibboom, and was altogether in a most dangerous position. The Theddlethorpe Life-boat had also gone to her aid, and she took off 6 of the crew; 3 went in the Donna Nook Life-boat, but the master and mate declined to leave their ship. Soon after the Donna Nook Life-boat landed, she was once more called out, and proceeded through a very heavy sea to the schooner *Briton*, of Sandefjord, bound from Charlestown to Frederikshavn with a cargo of coals, which had stranded near Grainthorpe. On reaching that vessel, it was found that the crew had been got ashore, but that they had left the signals of distress flying. There were two landmen on board. Another vessel—the Russian schooner *Krona*—also stranded at Donna Nook while the Life-boat was at Saltfleet; her crew of 11 men were saved by some of the boatmen, with the help of three horses. The Life-boat returned to Donna Nook about 3 P.M. on the 18th, the crew having been on service then for nearly twenty-one hours; they were nearly exhausted, but showed a most brave and determined spirit, and were quite ready to go out again in the Life-boat if required, notwithstanding their condition. Although too much praise cannot be given to the men who performed such noble services,

it may be mentioned that the rewards granted by the NATIONAL LIFE-BOAT INSTITUTION for these services of the three Life-boats amounted altogether to 241*l.*

GORLESTON.—On the 8th November, the Life-boat *Leicester* went to the assistance of the brigantine *Old Goody*, of Faversham, which had been in collision in the roads. Some of the Life-boat men went on board, and with the help of a steam-tug the vessel was brought safely into the harbour. She carried a crew of 8 men.

On the same day, the Boat again proceeded out, during a heavy N.N.W. gale, and, with the aid of a steam-tug, brought the schooner *Zephyr*, of Montrose, safely into harbour. She had lost her anchor and chain, her sails had been blown away, and she was leaking, having been on one of the sands. She had a crew of 5 men, and was loaded with cement.

NEWBIGGIN.—On the 8th November, a very heavy gale from the N.E. sprang up at about 10 A.M., and several fishing cobbles which had gone out at 4 o'clock, when it was quite calm, were in very great danger. At 1 P.M. the storm increased to such an extent that it was deemed advisable to launch the Life-boat, four of the cobbles not having returned to port. The Life-boat *W. Hopkinson* of *Brighthouse* accordingly proceeded out, and accompanied the boats round Newbiggin Point and into the bay, the presence of the Boat being a great encouragement to the men in rounding the point.

RHYL.—On the 8th November, at about 3 P.M., the *Jane Dalton* Life-boat proceeded to the aid of the sloop *Raven*, of Liverpool, which had lost her mainsail, and, becoming unmanageable, had been driven ashore at Plastirion Point. The vessel's crew of 3 men were taken into the Life-boat, and safely landed at Rhyl about 3.45. She was bound from Llanddulas to Liverpool with limestone.

ANSTRUTHER.—On the 9th November, the *Admiral Fitzroy* Life-boat rescued the crew, consisting of 4 men, from the s.s. *Dryad*, of Glasgow. The vessel was on a voyage from Montrose to Campbeltown, with barley, and when near the entrance

of the Forth, during hazy weather, her machinery was disabled. She then made for the land under sail, but went ashore amongst the rocks, the water being low at the time. When left by her crew, she was fast filling with water, and was likely to become a total wreck.

LOWESTOFT.—On the 10th November, at about 4 A.M., signals of distress were seen from a vessel on the Holm Sand. The No. 1 Life-boat *Samuel Plimsoll* was launched, and on reaching the sand found the s.s. *Gorm*, of Copenhagen, ashore there. The Boat went alongside her, took off her crew of 21 men, and safely landed them at Lowestoft at about 7.15. The vessel was bound from Riga to London with oats.

On the 27th November, at 9 P.M., signals were shown by a vessel in Lowestoft North Roads. The No. 1 Life-boat proceeded out in tow of a steam-tug, and brought ashore the crew of 5 men from the schooner *Zestoria*, of Colchester, which vessel was riding at anchor in the roadstead, but labouring very heavily, her cargo having shifted. On the following morning the vessel was brought into harbour.

THORPE.—On the 10th November, the schooner *Margaret*, of Goole, riding off Thorpeness during a S.S.W. gale, was observed to drag her anchor. She slipped her cable, but her rudder chains broke, she became unmanageable, and drove on to the rocks. The Thorpe Life-boat *Ipswich* went to her assistance, and succeeded in rescuing her crew of 5 men, and landed them at Sizewell. The vessel became a total wreck.

RAMSGATE.—On the 13th November, at 3 A.M., during a fresh breeze from the E.N.E., signals were fired from the *Gull* lightship, in response to which the *Bradford* Life-boat and steam-tug *Aid* proceeded to the sands, and found a barque ashore there. The Life-boat was slipped from the tug, and sailed towards the vessel. Some of the Life-boat men boarded her, and the master at once requested them to assist to get her off. Part of her ballast was thrown overboard to lighten her, and, on the tide flowing, the headsail was set, the steamer backed in, and her towing hawser was attached.

After towing for some time, the vessel was got afloat, and was taken into Ramsgate harbour. She proved to be the barque *Ridesdale*, of Southampton, bound from Hull to Southampton in ballast.

BURNHAM.—On the 28th November, the dandy *Henry*, of Bridgwater, was seen at anchor off the Gore Sands, with a flag of distress flying. The Burnham Life-boat was launched, and on reaching her, it was found that her sails had been blown away, and that she was leaking; and as the sea was making a clean breach over her, the Life-boat, at the master's request, remained by her until a steamer came to tow her out of her dangerous position.

HARTLEPOOL.—On the 28th November, at about 1.50 A.M., the ketch *Escape*, of Goole, was observed making for Hartlepool, and showing signals of distress. The sea being very high, the No. 3 Life-boat *John Clay Barlow* put off and went towards her; but before she could be reached, she had drifted on to Middleton beach. It was found that she had 5 feet of water in her hold, and her crew, consisting of 4 men, and 3 other persons who were on board her, were therefore taken into the Life-boat and brought safely ashore. The ketch became a total wreck.

CARNSORE.—On the 19th December, the Life-boat *Iris* was launched to the assistance of the dandy *Fairy*, of Wexford, which vessel is employed as tender to the Tuskar lightship. Her mast had been carried away while wearing, during a fresh N.W. wind and rough sea, and she was lying at anchor close to the Tuskar Rock, with a large quantity of water in her. Her crew, consisting of 6 men, had taken refuge on the rock, and it was only with great difficulty that the Life-boat was enabled to take the men off and bring them safely to land.

SUNDERLAND.—On the 29th December, the Life-boat *Florence Nightingale* rescued the crew, consisting of 4 men, from the schooner *Marianne*, of London, which was totally wrecked on Sunderland South Rocks, during a strong S. wind and heavy sea.

THE PRICE OF FISH IN LONDON.

TO THE EDITOR OF THE LIFE-BOAT JOURNAL.

SIR,—As so many of the gallant men who are ever ready to man the Life-boats of the NATIONAL LIFE-BOAT INSTITUTION belong to the hardy fishing population of our coasts, I have thought that a few remarks on the sale of cheap fish in the London market would be interesting and instructive to them and to the readers of the *Life-boat Journal* generally. In order that your general readers may understand the question, I will describe the working of the fish trade as familiarly as I can.

The first persons connected with the trade are, of course, the fishermen, who go out fishing from the various seaports and villages around our coasts. When the fish is caught, it is, as soon as possible, brought to shore and sold. There are various ways of selling the fish, and as they are the mysterious secrets of the trade, which cause both the scarcity and dearness of fish, I will endeavour to explain them in detail.

The method most commonly adopted is as follows—in fact, with a few exceptions, it is almost the only one. There are certain persons, by no means a large class, who either reside or have agents at all the principal fishing stations in the kingdom. They agree for a certain period with the local fishermen to take every poundweight of fish that is brought to the landing-place at a certain fixed price per stone or hundredweight, no matter how much or how little. It is, when landed, immediately packed and sent to the market town where it is intended to be offered for sale. These factors are banded together for the purpose of keeping up the price of fish, under all conditions of supply, and carry out this system as follows.

Telegrams are exchanged between the various fishing places and the markets of Billingsgate, Manchester, Leeds, Birmingham, and others, and the exact amount of fish in the fishing-boats and on offer in the markets carefully ascertained. The matter is then cautiously considered, and the fish sent to the most favourable market for sale.

Should there be an extra quantity of fish likely in any way to bring down the price by glutting the market, it is immediately destroyed, and what should have provided for the starving people is lost for ever. A more objectionable and unfair proceeding, having for its motive the increase of a few dealers, I never heard of or even read about. Neither is there any excuse for such practices; for if there were any fear of rendering fish unsaleable by unduly overstocking the market (a circumstance it is at all times wise, if possible, to prevent in all businesses), it would be quite practicable to cure or salt the fish in numerous ways, without destroying it. The price paid for the fish by these factors to the fishermen ranges from a farthing to 1½d. per lb., soles and turbot sometimes being sold separately. In some places the fish is sold by public auction, but the factors' knock-out renders it an utter farce. Some fishermen bring their fish direct to Billingsgate at their own risk, to be sold by auction, but their number is very small indeed as compared with the general trade.

I will now endeavour to give further particulars relating to the re-sale of fish by the factors. As the customs observed at Billingsgate are followed, more or less, by the provincial trade, a description of the London market will amply suffice to explain the matter to your readers.

Before proceeding with the details of sale, it will be necessary to describe, as nearly as possible, the way in which fish is prepared for sale at Billings-

gate by the factors at the landing-place or fishing station. The fish is packed in barrels, baskets, boxes, and in what are known to the trade as machines. A machine is a closed shallow box, carried on a railway truck, supposed to contain about two tons of fish. The fish, when landed at the seaport, is almost immediately put into the machine or baskets and sent at considerable speed up to Billingsgate. The factors consign the fish to certain auctioneers, who make it their business to sell it on commission by public auction in the market. The purchasers of this fish are not, as the public generally suppose, the retail fishmongers and costermongers of London, but the stall-holders of Billingsgate, who rejoice in the expressive but inelegant appellation of "bummeres."

The "bummeres" are also, in part, the cause of the present absurd, unreasonable price of fish, for before the ordinary retail fishmonger has well commenced his purchases, these "bummeres" have sold and re-sold the fish among themselves several times over, and, of course, each sale increases the price of this valuable article of food. After the "bummeres" have finished their transactions, the fish is exposed for sale on or near the stalls of these traders. The retail fishmongers then come in and select the various kinds of fish which they think will be most useful for their purpose.

Of the wholesale price of fish paid by the retail fishmonger to the "bummeres," it is impossible to give any definite or certain estimate, as the prices appear to vary from one halfpenny per lb. to twopence per lb. Soles and the more expensive kinds of fish are sold by the pair; crabs, lobsters, and crayfish by the dozen, and other fish in various ways.

To sum up the whole matter, somehow or other, from the moment the fish leaves the hands of the fisherman at the seaside, at a price something between a farthing and a penny a pound, on arriving on the table of the consumer it has been worked up to charges varying from 6d. to 1s. 6d. per lb., according to the quality of the fish sold.

In these calculations I do not include scarce fish, such as salmon, trout, or mullet.

I am, however, at a loss to understand how the fishermen, who risk their lives in all sorts of weather to supply us with fish, make such bad bargains with the middle men in the first instance, except from the fact that the large salesmen are the mortgagees of most of the boats. The truth is that under the present system the public pay through the nose and the fishermen are poverty-stricken. It is high time, I think, that co-operation should come upon the scene to break down this fish "ring."—Yours faithfully,

January 1879. A MAN IN THE CROWD.

SUMMARY OF THE

MEETINGS OF THE COMMITTEE.

THURSDAY, 3rd October 1878 :

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 Reports of three of the Inspectors of Life-boats to the Institution on their visits to the following Life-boat Stations:—

1. Dover, Hartlepool, Montrose, Gourdon, Los-

siemouth, Buckie, Banff, Fraserburgh, and White-link Bay.

2. Porthoustock, Falmouth, Portloe, Porthleven, Mevagissey, Fowey, and Looe.

3. Rhosneigr, Rhoscolyn, Holyhead, Cemlyn, Cemaes, Bull Bay, Penmon, Moelre, Orme's Head, Llanddulas, and Rhyl.

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

	£.	s.	d.
Friends at Manchester, to defray the cost of a Life-boat to be named the <i>William and Mary</i>	800	0	0
The late Lady CUNINGHAM FAIRLIE'S Bequest, additional payment, per Glasgow Branch	60	7	11
Collected at the Bristol Mercantile Marine Office, per G. C. WILTWILL, Esq., additional	2	4	3
Portion of Harvest Thank Offering from the Parish of Newton-by-Sudbury, per Rev. REGINALD SMITH, additional	2	0	0
Collected on board the s.s. <i>Ascupart</i> , of Southampton, per Capt. A. HARLOW, additional	2	0	0
Contents of Contribution Box, per Miss FARRAR, additional	1	17	2
—To be severally thanked.			

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

	£.	s.	d.
The late J. A. BATHO, Esq., Brighton	100	0	0
The late Mrs. HANNAH ARMSTRONG, of Skerton, Lancaster	19	19	0
The late Mrs. ELIZABETH TINKLER, of Brixton	5	0	0
The late Mr. CHARLES PARTRIDGE, of Shelly, Suffolk. (An annual contribution of 2l., to be paid during the lives of his brother and sister.)			

Reported the transmission to their Stations of the Dover and Hartlepool new Life-boats.

The South-Eastern Railway Company had kindly granted a free conveyance to the Dover boat.—To be thanked.

Voted the thanks of the Institution to the Rev. J. WEBB, in acknowledgment of his past long and valuable co-operation as the Honorary Secretary of the Hornsea Branch of the Society.

Paid 3536l. 19s. 9d. for sundry charges on various Life-boat Establishments.

Voted 101l. 1s. to pay the expenses of the Life-boats at Wells, Whitby, Douglas, Thurso, Fleetwood, Tyrella, and Montrose, in rendering the following services:—

	Lives saved.
Sloop <i>Sally</i> , of Wells	4
Fishing-boat <i>Welcome</i> , of Hartlepool	2
Whitby fishing-boats, rendered assistance.	
Brigantine <i>Delhi</i> , of Belfast	6
Brigantine <i>St. Helen</i> , of Carnarvon	5
Smack <i>Maggie</i> , of Sunderland	3
Smack <i>Ann</i> , of Berwick	2
Schooner <i>Eoa</i> , of Runcorn	4
Schooner <i>Unionist</i> , of Berwick	5
Schooner <i>Caroline Marton</i> , of Dumfries	4
Schooner <i>Jane Shearer</i> , of Thurso	4
Schooner <i>Ann</i> , of Runcorn	6
Schooner <i>Phœnician</i> , of Douglas	4
Schooner <i>Lark</i> , of Aberdeen	4
Barque <i>Charles Challoner</i> , of Fleetwood	1
Smack <i>Wasp</i> , of Belfast	3
A pilot boat of Montrose, saved boat and	2

The Staithes and Newbiggin Life-boats had rendered assistance to distressed fishing-boats.

The Lytham Life-boat had saved the schooner *Emerald Isle*, of Drogheda, and her crew of 5 men. [The particulars of these services will be found on pages 392-397 of the last number of the *Life-boat Journal*.]

Voted 70*l.* to pay the expenses of the Ruuswick, Tenby, Troon, Palling, and Campbeltown Life-boats, in either assembling their crews or putting off in reply to signals of distress shown by vessels which did not ultimately need the services of the boats.

Also 20*l.* to the crew of a Gorleston private Life-boat for saving the crew of 4 men from the schooner *William*, of Hastings, which had stranded on the North Sands, off Gorleston, during a strong S.W. wind and a heavy sea, on the evening of the 22nd September.

Also 5*l.* to 7 men for putting off in a boat and saving one of two men whose boat had been capsized by a heavy squall in Mulroy Bay, Co. Donegal, on the 11th August.

Voted also an additional sum of 5*l.* to a man who had rendered gallant service in saving life on the occasion of the wreck of the fishing-boat *Swan* at Porthleven, Cornwall, on the 24th November last, and who had suffered from illness caused by exposure incurred in performing the service.

Voted 4*l.* to 8 men for putting off in a boat from Palling, Norfolk, and saving the crew of 8 men, and the master's wife and child, from the barque *Blue Wave*, of Blyth, which had stranded off Palling during a N.W. gale, on the 20th September.

Also 1*l.* to a Coastguard boatman at Salcombe, Devon, for assisting to rescue 3 men from a Coastguard galley which had been capsized on Salcombe Bar, in a heavy sea, on the 7th May.

THURSDAY, 7th November:

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.

Read the Report of the Chief Inspector, and also those of the three other Life-boat Inspectors, on their visits to the following places:—

1. Liverpool, New Brighton, Dartmouth, Porthcawl, and Plymouth.
2. Fraserburgh, Whitelink Bay, Peterhead, Cruden, Newburgh, Aberdeen, Stonehaven, Gourdon, Bervie, Arbroath, Broughty Ferry, Buddon Ness, St. Andrews, Anstruther, Edinburgh, Eyemouth, Dunbar, and North Berwick.
3. Penarth, Porthcawl, Swansea, Pembrey, Ferryside, Tenby, Milford, Solva, St. David's, Fishguard, Cardigan, Newquay, and Aberystwith.
4. Ramsgate, Margate, Broadstairs, Kingsgate, North Deal, Walmer, Kingsdowne, Dover, Hythe, New Romney, Lydd, Rye, Winchelsea, and Hastings.

Reported the receipt of 600*l.* from the Misses BROOKE, sisters of the late JOHN BROOKE, Esq., Q.C., per JOHN RICHARDSON, Esq., Q.C., of Clones, Ireland, to defray the cost of a Life-boat to be named the *John Brooke*.

Decided that the donors be thanked, and that their generous contribution be appropriated to the new Life-boat about to be sent to Cahore, Ireland.

Also the receipt of 600*l.* from SAMUEL BIRD, Esq., of Belsize Park Gardens, for a Life-boat to be called the *Lily Bird*, and stationed on the coast of Norfolk or Suffolk.

To be thanked, and ordered the donor's wishes to be carried into effect as early as practicable.

Also the receipt of 550*l.* the result of a collection amongst the officers and employes of the Locomotive and Carriage Department of the Great Western Railway, to provide a Life-boat as a memorial of the late Mr. JOSEPH ARMSTRONG, who was for many years their Chief Superintendent.

Decided that the donors be thanked.

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

	£	s.	d.
Executors of the late THOMAS ARMSTRONG, Esq., of Ore, near Hastings	200	0	0
Lord OVERSTONE, additional	50	0	0
Mrs. ANN JONES, Faversham	25	0	0
Collected on board the saloon steamer <i>Albert Edward</i> , per Mr. F. WATKINS, additional	5	6	0

—To be severally thanked.

Also the following legacies had been bequeathed to the Institution:—

The late EDWARD JONES, Esq., of Port Hope, Ontario, Canada	3000	dols.	
The late Mrs. POPHAM, of Ardchattan, Argyleshire	500	0	0

The Committee expressed their sincere sympathy with the Marquis of CHOLMONDELEY, V.P., on the occasion of the lamented decease of the Marchioness of CHOLMONDELEY.

Also their deep regret at the death of Mr. GEORGE MATHIESON, of Edinburgh, who had been for many years the much valued and able Honorary Secretary of the Edinburgh and Leith Branch of the Institution.

Reported the transmission to their stations of the new Life-boats for Dartmouth, Gourdon, N.B., and Wexford, Ireland.

Ordered that various works be carried out at the Bude, Torquay, Broadstairs, Dartmouth, Winterton, and Newcastle (Dundrum) Life-boat Stations, at an expense of 280*l.* 0*s.* 8*d.*

Paid 3506*l.* 0*s.* 2*d.* for sundry charges on various Life-boat Establishments.

Voted 89*l.* 12*s.* to pay the expenses of the Life-boats at Isle of Whithorn, Fishguard, Maryport, Palling, and Ilfracombe, in rendering the following services:—

	Lives saved.
Smack <i>Swallow</i> , rendered assistance.	
Schooner <i>Charlotte</i> , of Portmadoc	4
Barque <i>Carn Tual</i> , of Liverpool	9
Schooner <i>Smithfield</i> , of Aberdeen	7
Brig <i>Cochrina</i> , of Cardiff, remained by vessel.	

The Whitehaven, Abersoch, and Selsey Life-boats had also rendered the following services.—Barque *Carn Tual*, of Liverpool, assisted to save vessel; barque *Dusty Miller*, of Liverpool, and Royal Mail steamer *Elbe*, remained by vessels. [The details of most of these services will be found on pages 424-426 of the *Life-boat Journal*.]

Voted also 173*l.* 9*s.* to pay the expenses of the Life-boats at Porthdinllaen, Holyhead, Portmadoc, Fleetwood, Kingsdowne, Deal, Southport, Chapel, Great Yarmouth, Donna Nook, Broadstairs, and Ramsey, in assembling their crews or putting off to the assistance of vessels showing signals of distress, but which did not eventually require the aid of the Life-boats.

The Ramsgate, Cullercoats, and Eastbourne Life-boats had also been taken out in reply to distress signals, but their services were not ultimately needed.

Voted the Silver Medal of the Institution to Mr. JOHN WEBSTER, Coxswain of the Maryport

Life-boat, in acknowledgment of his general gallant services in saving life from shipwreck, and especially on the occasion of the rescue by that Life-boat of 9 men from the barque *Carr Tual*, of Liverpool, in a gale of wind and very rough sea, on the 10th October last.

Voted 10*l.* to 13 Gorleston men for putting off in the salvage Life-boat *Refuge*, and saving the crew of 6 men from the brig *Fuchsia*, of Sunderland, which had stranded on Scroby Sand during a gale from S.W. on the 24th October.

Also 6*l.* to 6 Coastguard men at Mulroy, Co. Donegal, for putting off in their Life-boat and saving the crew of 3 men from the schooner *Star of the Sea*, of Preston, wrecked at Downings, Co. Donegal, during a strong W.N.W. gale and heavy sea, on the 17th September.

Also 5*l.* to 5 men for putting off in a boat from Tenby, during a whole gale from the S.W., with the view of saving the crews of two vessels, the *Ella Vale*, of Cork, and *Minerva*, of Belfast, which had been in collision in Caldy Roads, and were in a sinking condition, on the 15th September.

Also 3*l.* to 2 men for saving 3 persons from the boat *Victoria Nyansa*, of Teignmouth, which had been capsized off that place on the 14th September.

THURSDAY, 5th December:

His Grace the DUKE of NORTHUMBERLAND, Lord Privy Seal, President 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 Chief Inspector, and those of the three other Life-boat Inspectors, on their visits to the following places:—

1. Eastbourne and Totland Bay.
2. Crail, Rome Bay, Balcombe, and St. Andrews.
3. Kingstown, Howth, Rogerstown, Poolbeg, Skerries, Balbriggan, and Drogheda.
4. Eastbourne, Newhaven, Berwick-on-Tweed, Holy Island, North Sunderland, Boulmer, and Alnmouth.

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

	£.	s.	d.
J. CALDWELL, Esq., Starcross	100	0	0
Independent Order of Odd Fellows (Manchester Unity), annual subscription in aid of the support of their Life-boat at Cleethorpes	50	0	0
"K. W."	20	0	0
Moiety of Collection in Trinity Church, Weston-super-Mare, on Sunday, 10th November, per Rev. W. HUNT and Captain R. D. CRAWFORD	16	13	8
Ditto in St. John's Parish Church, Weston-super-Mare, on Sunday, 17th November, per Rev. Prebendary BUCKLE and Captain R. D. CRAWFORD	13	2	0
Clapton Debating Society, per THOMAS CARPENTER, Esq.	6	18	6
Contents of Contribution Box at the Railway Clearing House, per H. TURNER, Esq., additional	5	10	6

—To be severally thanked.

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

	£.	s.	d.
The late EDWARD FISHER, Esq., of Ashby-de-la-Zouch (duty-free).	100	0	0
The late Miss ALICE ATKINSON, of Giggleswick, York	19	19	0

Decided, on the recommendation of the Inspectors of Life-boats, to place new Life-boats at Fleetwood, Kingstown, and Drogheda, in lieu of the boats at present on those Stations.

Also to carry out various works at the Giles' Quay and Silloth Life-boat Stations, at an expense of 244*l.*

Reported that, on the invitation of the Sheriffs of London and Middlesex, a Life-boat of the Institution, mounted on its transporting carriage, and manned by a crew, formed a prominent feature of the Lord Mayor's Procession on the 9th November, for the first time, and attracted universal attention and admiration.

Paid 1448*l.* 3*s.* 4*d.* for sundry charges on various Life-boat Establishments.

Voted 244*l.* 13*s.* 10*d.* to pay the expenses of the Life-boats at Caister, Rhyll, Donna Nook, Theddlethorpe, Anstruther, Lowestoft, Thorpe, Cleethorpes, Hartlepool, and Burnham, in rendering the following services:—

	Lives saved.
Schooner <i>F. Edwards</i> , of Grimsby	5
Sloop <i>Raven</i> , of Liverpool	3
Brig <i>Matilda</i> , of Laurvig	10
Barque <i>Johann Benjamin</i> , of Memel	9
Steamer <i>Dryad</i> , of Glasgow	4
S.S. <i>Yorm</i> , of Copenhagen	21
Schooner <i>Zosteria</i> , of Colchester	5
Schooner <i>Margaret</i> , of Goole	5
Brigantine <i>Seaflower</i> , of Seaham	5
Ketch <i>Escape</i> , of Goole	7

Dandy *Henry*, of Bridgwater, remained by vessel.

The Caister, Newbiggin, Gorleston, Lowestoft, and Ramsgate Life-boats had also rendered the following services:—Fishing-smack *Mystery*, of Great Yarmouth, and schooner *Milky Way*, of Fraserburgh, assisted to save vessels; Newbiggin fishing-cobles, rendered assistance; brigantine *Old Goody*, of Faversham, assisted to save vessel and 8; schooner *Zephyr*, of Montrose, assisted to save vessel and 5; schooner *Zosteria*, of Colchester, assisted to save vessel; barque *Ridesdale*, of Southampton, assisted to save vessel and 12.

[The particulars of these Life-boat services will be found on pages 426-429 of this Journal.]

Voted 367*l.* 10*s.* to pay the expenses of the Life-boats at Donna Nook, Howth, Padstow, Cleethorpes, Pakefield, St. Ives, Winterton, Mundesley, Sutton, Gorleston, Clacton-on-Sea, Harwich, Margate, New Romney, Broadstairs, Porthdinllaen, Hartlepool, and Tynemouth, in either assembling their crews or putting off to the aid of vessels not ultimately needing the assistance of the Life-boats.

Also 10*l.* towards a local subscription for the relief of the widows and families of EDWARD BASSETT and two of his sons, who were drowned on the occasion of the wreck of their fishing-boat, *Jabez*, on the rocks near St. Ives, Cornwall, during a hurricane, on the 12th November. E. BASSETT was one of the St. Ives Life-boat crew, and had been out in that Boat on service on many occasions.

Also 7*l.* to 7 men for putting off in a fishing-boat from Thurso, N.B., and saving the crews, numbering in all 11 men, from the schooners *Antelope*, of Carnarvon; *Gourie*, of Perth; and *Mary Alice*, of Liverpool, which were in imminent danger in the roadstead during a N.E. gale, on the 12th November.

Also 2*l.* to 3 men, for putting off in a boat and saving two young women whose boat had been capsized between the islands of Trondra and Papa, Shetland, during a strong S.E. wind and squally weather, on the 7th October.

Also 3*l.* 10*s.* to Mr. JAMES BAKER, Chief Officer of H.M. Coastguard at Youghal, Ireland, and his crew of 5 men, for putting off in the Coastguard Life-boat and saving the crew of 5 men from the cutter *Kingfisher*, of Youghal, which was dismasted off that port during a fresh gale and a heavy sea, on the 11th November.

THURSDAY, 2nd January 1879 :

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.

It was then moved, and carried unanimously, that the following vote of condolence of the ROYAL NATIONAL LIFE-BOAT INSTITUTION, on the occasion of the deeply deplored death of H.R.H. the Princess ALICE, be presented to her Majesty the QUEEN, through the Right Hon. R. ASSHETON CROSS, M.P., the Principal Home Secretary of State :—

“That, having regard to the great affliction that has befallen her Majesty the QUEEN—the Patron of the ROYAL NATIONAL LIFE-BOAT INSTITUTION—by the lamented and sudden death of the Grand Duchess of Hesse-Darmstadt (the Princess ALICE), its Committee of Management, at their first Meeting, beg to tender to her Majesty the expression of their deep and earnest sympathy.

“NORTHUMBERLAND, *President.*

“THOMAS CHAPMAN, *Chairman.*

“RICHARD LEWIS, *Secretary.*”

By order of the Comr ittee the vote was sealed with the seal of the Institution.

The following is Mr. Cross' reply to the resolution of the Committee :—

“Home Office, January 14.

Sir,—I have had the honour to lay before the QUEEN the loyal and dutiful address of the Committee of the ROYAL NATIONAL LIFE-BOAT INSTITUTION on the occasion of the death of H.R.H. the Grand Duchess of Hesse, Princess ALICE of Great Britain and Ireland, and I have the satisfaction to inform you that her Majesty was pleased to receive the same very graciously.—I am, &c.

“(Signed) R. ASSHETON CROSS.

“To the Secretary.”

Read and approved the report of the Chief Inspector of Life-boats, and also those of the three other Life-boat Inspectors, on their visits to the following Life-boat Stations :—

1. Harwich.
2. Crail, Fraserburgh, Cruden, Whitelink Bay, Bridlington, Louth, Theddlethorpe, Donna Nook, Grimsby, and Cleethorpes.
3. Clogher Head, Dundalk, Giles' Quay, Ballywalter, Tyrella and Newcastle (Dundrum Bay), Portvogie, Cloughy, Groomsport, Portrush, Green-castle, Kingstown, and Drogheda.

4. North Sunderland, Hauxley, Cresswell, Newbiggin, Blyth, Cullercoats, Tynemouth, Sunderland, Whitburn, Seaham, and Brighton.

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

	£	s.	d.
Collected at the Glasgow Custom House, per T. MILLER, Esq., and Mr. M. O'HALLORAN, additional	47	14	0
THOMAS H. VIE, Esq., Ashford, his family and scholars, additional	2	0	0
Worshipful Company of Saddlers, additional	20	0	0
“J. W.”	20	0	0

—To be severally thanked.

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

	£.	s.	d.
The late RICHARD THORNTON WEST, Esq., of Exeter (duty-free)	500	0	0
The late Miss M. A. WRIGHT, of Cottingham, York, two legacies of 150 <i>l.</i> each in aid of the Hornsea and Withernsea Life-boats.			

Ordered that various works be carried out at the Cruden Bay and Pakefield Life-boat Stations at an expense of 84*l.* 5*s.*

Reported the transmission to its Station of the Donna Nook new Life-boat.

A very successful inauguration of the new Boat had taken place at Louth on the 13th December, under the superintendence of one of the Inspectors of Life-boats.

Paid 4486*l.* 7*s.* 1*d.* for sundry charges on various Life-boat Establishments.

Voted 32*l.* 16*s.* to pay the expenses of the Life-boats at Carnsore, Caister, and Sunderland, in rendering the following services :—

	Lives saved.
Dandy <i>Fairy</i> , of Wexford	6
Brig <i>Melita</i> , of Blyth	16
Schooner <i>Marianne</i> , of London	4

[The details of these Life-boat services will be found on pages 426-429 of this Journal.]

Voted also 131*l.* 2*s.* to pay the expenses of the Life-boats at Lossiemouth, Blyth, Rye, Cullercoats, Rhyl, Filey, Kirkcudbright, Great Yarmouth, and Scilly, in assembling their crews or putting off in reply to signals of distress exhibited by vessels not eventually needing assistance.

Voted the Second Service Clasp of the Institution to the Rev. OWEN LLOYD WILLIAMS, in recognition of his continued intrepid services in the Abersoch and Porthdinllaen Life-boats of the Institution, and especially on the occasion of the service by the Abersoch Life-boat to the distressed barque *Dusty Miller*, of Liverpool, as described on page 425.

Also the Silver Medal and 1*l.* to Mr. JAMES MACKAY for saving 2 boys by swimming at great risk to a boat, which had been swamped while attempting to cross the Bar of Tongue, Sutherland, in a fresh gale and heavy sea, on the 16th November; 2*l.* 10*s.* were also granted to 5 men who put off in a ferry-boat and tried to rescue the boys.

NOTICE.

The next number of the *Life-boat Journal*, containing the Annual Report, &c., will be published on the 1st May 1879.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

President—His Grace THE DUKE OF NORTHUMBERLAND, P.C., D.C.L.

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

Services of the Life-boats of the Institution in 1878.

<i>Admiral</i> , schooner, of Thurso ... 4	<i>Gorm</i> , s.s., of Copenhagen 21	<i>Prospero</i> , barque, of Genoa—rendered assistance.
<i>Ann</i> , smack, of Berwick 2	<i>Greyhound</i> , ketch, of Porthcawl—assisted to save vessel and... 3	<i>Raven</i> , sloop, of Liverpool 3
<i>Ann</i> , schooner, of Runcorn 6	<i>Henry</i> , schooner, of Whitby—rendered assistance.	<i>Ridesdale</i> , barque, of Southampton—assisted to save vessel and... 12
<i>Balmoral</i> , s.s., of London 19	<i>Henry</i> , dandy, of Bridgwater—remained by vessel.	<i>Royal Arch</i> , barque, of Sunderland—rendered assistance.
<i>Blossom</i> , schooner, of Aberdeen... 3	<i>Heroine</i> , schooner, of Dartmouth. 3	<i>St. Helen</i> , brigantine, of Carnarvon 5
<i>Broughton</i> , barque, of Swansea... 15	<i>James</i> , schooner, of Thurso 4	<i>Sally</i> , fishing-sloop, of Wells... 4
<i>Carn Tual</i> , barque, of Liverpool. 9	<i>James and Sarah</i> , fishing-boat, of Scarborough 2	<i>Sarah</i> , coble, of Scarborough—saved vessel and 3
<i>Caroline Marton</i> , schooner, of Dumfries 4	<i>Jane</i> , fishing-coble, of Cullercoats—rendered assistance.	<i>Seafarer</i> , brigantine, of Seaham. 5
<i>Charles Challoner</i> , barque, of Fleetwood 1	<i>Jane Shearer</i> , schooner, of Thurso 4	<i>Smithfield</i> , schooner, of Aberdeen 7
<i>Charlotte</i> , schooner, of Portmadoc 4	<i>Jeanne d'Arc</i> , brig, of Trouville—assisted to save vessel and... 12	<i>Southern Cross</i> , pilot-boat, of Montrose—saved b at and... 2
<i>Cochrina</i> , barque, of Cardiff—remained by vessel.	<i>Johann Benjamin</i> , barque, of Memel 9	<i>Spartan</i> , s.s., of Rotterdam 10
<i>Countess of Durham</i> , barque, of Youghal—rendered assistance.	<i>Lady of the Lake</i> , smack, of Porthmouth 4	<i>Stallies</i> fishing-cobles—rendered assistance.
<i>Cygnel</i> , brigantine, of Silltho... 4	<i>Lark</i> , schooner, of Aberdeen ... 4	<i>Star of Peace</i> , barge, of London . 3
<i>Delhi</i> , brigantine, of Belfast 6	<i>Margaret</i> , schooner, of Goole ... 5	<i>Star of the West</i> , schooner, of Bridgwater—saved vessel and . 5
<i>Dispatch</i> , schooner, of Wundreland—assisted to save vessel and .. 3	<i>Margaret Ann</i> , schooner, of Carnarvon—assisted to save vessel and 4	<i>Sueine Meinde</i> , barque, of Pillau. 10
<i>Donna Maria</i> , brigantine, of Swansea—assisted to save vessel and 6	<i>Marianne</i> , schooner, of London . 4	<i>Swallow</i> , smack—rendered assistance.
<i>Dryad</i> , steamer, of Glasgow 4	<i>Mary</i> , schooner, of Inverness 5	<i>Theresa</i> , barque, of North Shields 11
<i>Dusty Miller</i> , barque, of Liverpool—remained by vessel.	<i>Mary Ann</i> , smack, of St. Andrew's 3	<i>Thorn</i> , smack, of Chester 2
<i>Eagle</i> , s.s., of Neath—remained by vessel.	<i>Mary Elizabeth</i> , schooner, of Beaumaris 5	<i>Unionist</i> , schooner, of Berwick .. 5
<i>Elbe</i> , steamer—remained by vessel.	<i>Matilda</i> , brig, of Laurvig 10	<i>Velocity</i> , schooner, of Nefyn.... 3
<i>Eliza</i> , brig, of Shoreham 9	<i>Meggie</i> , smack, of Sunderland ... 3	<i>Wasp</i> , smack, of Belfast 3
<i>Eliza</i> , fishing-boat, of Scarborough 2	<i>Melita</i> , brig, of Blyth—crew and beachmen 16	<i>Welcome</i> , fishing-boat, of Hartlepool 2
<i>Elizabeth Klousterboer</i> , brigantine, 1	<i>Milky Way</i> , schooner, of Fraserburgh—assisted to save vessel and 4	<i>Whitby</i> fishing-boats—rendered assistance.
<i>Elizabeth and Catherine</i> , barque, of Sunderland—remained by vessel.	<i>Montagu</i> , s.s., of Liverpool 18	<i>William Naizby</i> , barque, of London—assisted to save vessel.
<i>Emerald Isle</i> , schooner, of Drogheda—saved vessel and 5	<i>Mystery</i> , cutter, of Great Yarmouth—saved vessel.	<i>Wladener</i> , brig, of Libau 8
<i>Escape</i> , schooner, of Hull 7	<i>Newbiggin</i> fishing-boats—rendered assistance.	<i>Zephyr</i> , schooner, of Montrose—assisted to save vessel and 5
<i>Eva</i> , schooner, of Runcorn 4	<i>Old Goody</i> , brigantine, of Faversham—assisted to save vessel and 8	<i>Zosteria</i> , schooner, of Colchester—assisted to save vessel and .. 5
<i>Fairy</i> , dandy, of Wxford 6	<i>Olinka</i> , Austrian brig 12	
<i>Fearless</i> , schooner, of Guernsey . 6	<i>Olive Branch</i> , sloop, of Cardiff .. 3	Total lives saved by Life-boats, in 1878, in addition to 17 vessels. 471
<i>F. J. Edwards</i> , schooner, of Grimsby 5	<i>Oscar</i> , s.s., of Leith 22	During the same period the Institution granted rewards for saving lives by fishing and other boats 145
<i>Florida</i> , brigantine, of Christiania—assisted to save vessel and .. 7	<i>Phœnician</i> , schooner, of Douglas. 4	
<i>Frances Mary</i> , brigantine, of Drogheda 1	<i>Phœnix</i> , schooner, of London.... 4	Total of lives saved } 616 in 1878..... }
<i>Garland</i> , brig, of South Shields. 9	<i>Pioneer</i> , steamer, of Dublin—rendered assistance.	
<i>Golden Plover</i> , brig, of Sunderland 10		

THE COMMITTEE OF MANAGEMENT have to state that during the year 1878 the ROYAL NATIONAL LIFE-BOAT INSTITUTION expended £35,358 on its 268 Life-boat Establishments on the coasts of England, Scotland, and Ireland, in addition to having contributed to the saving of 616 persons from various shipwrecks on our coasts, for which services it granted 2 Silver Medals and 9 Votes of Thanks on Vellum, besides pecuniary rewards to the amount of £2750.

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 26,051; for which services 92 Gold Medals, 890 Silver Medals, and £56,890 in cash have been granted as rewards.

The Committee desire to acknowledge, with gratitude, the liberal support which they have received from the British public during the past few years, a support which has enabled them to establish their present great fleet of 268 Life-boats on the shores of the United Kingdom. Deeply sensible, however, of the great responsibility that rests on them to maintain their fleet in a thoroughly efficient state, and its crews practised in the management of their boats, which can only be effected by a large and permanent annual income, they earnestly appeal to all classes of their countrymen to continue to aid them in upholding and perpetuating so great and truly national a work.

The expense of a Life-boat, its equipment, transporting carriage, and Boat-house, averages £900, 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. COUETTS AND CO., 59 Strand; Messrs. HERRIES, FARQUHAR, AND CO., 16 St. James's Street; Messrs. HOARE, 37 Fleet Street, London; by all the other Bankers in the United Kingdom; by all the Life-boat Branches; and by the Secretary RICHARD LEWIS, Esq., at the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—January 1, 1879.