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SIGNALS OF DISTRESS IN THE NIGHT.

THE need has been long felt of a shipwreck night-signal of distress, which could be seen from a far distance; be as different as possible from ordinary lights, so as not to be mistaken for one; be inexpensive, and above all be portable and easy of ignition or discharge, even in the heaviest gale and drenching rain.

More especially has such a means of night-signalling been needed as a distress signal for the use of merchant vessels of the smaller class, on board which neither guns nor rockets can be carried.

A new description of signal lights, which will meet all the above requirements, has been lately invented by Lieut. E. W. VERRY, of the United States Navy, which is already in use in that service, and which has been highly reported on to our own War Office by Major LE MESURIER, Inspector of Army Signalling at Aldershot, as a night-signal in lieu of the ordinary signal rocket hitherto in use.

Like many other useful and ingenious inventions, it is of such a simple character that it seems strange it was not sooner introduced.

Our readers will be acquainted with the common "firework" called a "Roman candle," consisting of a series of fire-balls shot perpendicularly into the air from a fixed case, or socket, on the ground. They have only to imagine such fire-balls, or stars, of great brilliancy and of any defined colour,

shot into the air to a height of from 300 to 400 feet from a pistol held in the hand, and they will have a clear conception of Lieutenant VERRY's night-signal apparatus, which consists of a large-bored, breech-loading brass pistol, of simple but peculiar construction, with water-proof cartridges precisely similar to those used with breech-loading rifles and sporting guns, each cartridge containing its own charge of powder, and in lieu of ball or shot a cylindrical lump, one inch in length, of a composition which bursts into complete ignition on attaining its greatest altitude, and then, slowly falling, burns brilliantly during its descent.

The pistol has a barrel three inches long, with a bore one inch in diameter, which is fitted to turn horizontally on a pivot in such a manner that the cartridges are inserted and fired alternately from one end and the other. Thus after discharging a signal the barrel is reversed by being turned through nearly half a circle, another cartridge is inserted at what at the previous discharge was the muzzle but now becomes the breech, the new cartridge pushing the used, empty one out, and the barrel being again turned into position along the stock it is once more ready to fire. In this manner as many as ten discharges could be made in a minute if required.

The barrel and metal work of the pistol

being of brass it is not liable to corrosion, and the cartridge-cases being made of the same length as the barrel the released gas does not come in contact with it and it never fouls, whereby no cleaning is requisite, unless at long intervals.

The special advantages of this description of signal over the ordinary rocket are its portability and the ease and certainty of its ignition under all circumstances of wind and weather, those advantages making it particularly suitable for distress night-signals, which will be readily acknowledged by all who have experienced the difficulty of igniting rockets in a gale of wind with rain, when matches and all ordinary exposed lights are instantaneously extinguished.

But more especially would they be of service in small merchant vessels, such as coasters and fishing craft. On such a vessel stranding in bad weather, the waves speedily break over her, clearing her deck and extinguishing all lights and fires on board. How under such circumstances, when men could not even retain a footing on her deck, could rockets be available? If provided, however, with these signals the master would have but to rush to his cabin or to wherever the box containing his signal apparatus was stowed, hang his pistol by its laniard round his neck, buckle round his waist the belt or pouch containing twenty or more of the waterproof cartridges, and, mounting the rigging, where he might have to lash himself, he could, even in such a position, continue to throw up brilliant signals of distress at intervals throughout the night, and might thus obtain help from the shore before his craft and all on board had succumbed to the waves; and, as these signals have been seen at sea from a distance of twenty miles, they might be so likewise from the land, unless in foggy or very thick weather, even on the most distant outlying banks on our coasts.

As above stated, Lieutenant VERY'S signals have been adopted in the United States Navy, and we hear that the English War Office have called for a tender for the

immediate supply of a large number. The NATIONAL LIFE-BOAT INSTITUTION is now making trial of them, and will, we have no doubt, shortly supply them to all its Life-boat Stations. We have no hesitation therefore in bringing them to the notice of shipowners and recommending their adoption, more especially as they can be used in the system of "Distress Signals" authorised by the BOARD OF TRADE, which, in the 3rd Clause of its Instructions for Night Signals of Distress states that "Rockets or shells of any colour or description, fired, one at a time, at short intervals shall be deemed to be signals of distress at night."

There is one other mode in which we think these signals might be of much service on shipboard, viz., as a means of preventing collision on two vessels approaching each other at night, especially in narrow channels, as in the disastrous case of the steamers *Princess Alice* and *Bywell Castle*, when it might be of the greatest importance that one vessel should be able to intimate to the other any change in the direction of her helm and course. Thus a star or series of stars fired to the right or left might be made to signify that the helm was put in that direction or that the ship's head was being steered in that direction. A green star, being the colour of the starboard bow light, might be fired to starboard, from the starboard bow, or a red one from the port bow, as the case might be, which would still further make their signification unmistakable.

In an article on "Night-Signals of Distress" in the 109th number of this journal, in which we advocated the adoption of the two colours, red and green, in distress night-signals, as distinctive indications of danger to life or property, we observed, that in "the present international system inaugurated by the English BOARD OF TRADE no attempt was made, by any mark of distinction whatever, to show whether aid was required to save life or property, it being merely an inarticulate cry of distress, the night distress signal being—

"1. A gun fired at intervals of about a minute.

"2. Flames on the ship (as from a burning tar barrel, oil barrel, &c.).

"3. Rockets or shells of any colour or description fired one at a time at short intervals."

We believe also that a prejudice has been entertained against the use of coloured lights from the supposition that the distance from which they can be seen is very circumscribed compared with white lights, which is undoubtedly so, as regards the rays of white lights having to pass through coloured glass, which greatly obscures them. Such is not however the case in the instance of pyrotechnic-coloured lights, and we ourselves witnessed at the trial of Lieutenant VERRY's signals at Aldershot, above referred to, that his red stars were more distinctly visible to the naked eye at a distance of $17\frac{1}{2}$ miles than even a Drummond's lime light, which is known to be of intense brilliancy.

In the article above quoted we likewise stated that, "an experienced officer of the late Indian navy, now dock master of the Port of Cardiff and local honorary secretary to the NATIONAL LIFE-BOAT INSTITUTION," had suggested the adoption of "Roman candles" in lieu of ordinary rockets on board merchant vessels, as being much more easy of management.

Lieutenant VERRY's signals have since appeared, and we think them admirably adapted to effect the purpose advocated both by Captain Pengeley and ourselves.

We will only further add that Lieutenant VERRY has patented his invention in this and other countries, but has decided to claim no royalty on it from any life-saving societies by which it may be adopted, and that the agents for its supply in this country are Messrs. Dyer and Robson, pyrotechnists and ammunition manufacturers, Woolwich Road, East Greenwich, at whose city office, No. 139 Leadenhall Street, London, samples of the pistol cartridges may be seen.

THE NEW EDDYSTONE LIGHTHOUSE.

ON the 21st June last the Corporation of the Trinity House had arranged that the Foundation Stone of the new Eddystone Lighthouse should be laid—H.R.H. the PRINCE OF WALES having promised to perform the ceremony. Admiral H.R.H. the DUKE OF EDINBURGH, and the Princes ALBERT VICTOR and FREDERICK GEORGE of Wales were also to attend on the occasion; but the weather on that day was so stormy as to render it impossible to land on the Eddystone Rocks. In fact, no vessel attempted to approach the reef, except the Looe Life-boat of the NATIONAL LIFE-BOAT INSTITUTION and one steamer; accordingly the ceremony had to be postponed until a more propitious period.

At the Annual Banquet of the Trinity House, on the 28th June, the DUKE OF EDINBURGH, K.G., Master, made the following appropriate remarks on the

new Eddystone Lighthouse, and on other important matters relating to lighthouses and to the functions of the Trinity Corporation, in proposing the toast, "Prosperity to the Trinity House."

With regard to the new work—the Eddystone Lighthouse—the one which stands at the present moment, strong and wonderful as it is, it has been found necessary to replace by a still better one. The new Lighthouse was decided upon in the course of last year, and is now in the course of construction. On the 17th July, 1878, the first landing was effected on the rock, and before the winter season set in as many as 38 landings were made, giving a total of 135 working hours. Since the return this year of the working season, which has been an unfavourable one, there have been 41 landings, which have given a total of 141 working hours. In these two periods the rock has been shaped so as to receive the stones, and there has been built of brick a coffer dam, in which the first stones are to be placed. This, considering the position of the rock and the very rare opportunities of getting upon it, is a very considerable amount of work, and it is most satisfactory that it should

have been accomplished in so short a space of time as is available for working operations. (Hear, hear). The most difficult part of the work has now been completed, as there has been placed in position the centre spindle, to which is fixed the crane that is to bring all the materials to the rock by the steamer. I will not go through the different works that have been built and the improvements that have been effected; I will only mention one—the case of a Lighthouse which is to be laid for the first time the day after to-morrow—that is, the Lighthouse built at a point in the Bristol Channel, an important part of the coast, the lighting of which hitherto has not been quite satisfactory. As you all know, the subject of electric lighting has occupied a very considerable amount of the attention of this Corporation, as it has in many other branches of society; but I believe in no other form has the electric light been brought to such perfection as in its adaptation to lighthouses. It is now twenty-one years since the South Foreland was first illuminated by it; therefore we may say that the electric light has entered upon its majority. It is not every one who at his majority has become quite perfect, and the electric light is not yet perfect, but we hope soon, with careful attention and experiment, to obtain from it a light which will be quite satisfactory. In the course of the past year a great deal of pains has been taken by the Corporation towards the classification of lights. Hitherto many lights have had so great a similarity that it was desirable to make an improvement in that respect, so that one light may be more readily distinguished from another; and in that respect, instead of fixed lights, the system of grouped flashing lights has been introduced. The attention of the Corporation has also been continued to fog-signals; great improvements have been made in the fog-horn, as it is commonly called; and numerous additional stations have been formed both on shore and afloat. I may mention one more and very important point, which is quite new, and which is still under experiment—that of anchoring buoys in exposed positions at sea. By means of compressed gas, these buoys, by a new process, can be made to show a light for a very considerable time. In one experiment which has been made in an exposed position, the light burned for thirty days, and neither wind nor waves extinguished it. I believe that invention may prove hereafter a very important factor in the protection of our shipping. The marking of wrecks is another point of great importance to seafaring men. Hitherto it has not been distinctly laid down on which side they were to be passed; but in the course of the year, a circular has been issued which shows on which side of any wreck a vessel should go so as to avoid the danger. Important works have also been carried out under the superintendence of this Corporation in the removing of wrecks which were a danger to navigation. Since the lamentable accident which occurred on the Thames in the sinking of the steamer *Princess Alice*, attention has been very much called to the pilotage of the Thames; a Committee has been appointed to inquire into its management; our

respected and valued Deputy-Master (Admiral Sir R. COLLINSON) has been appointed on the Committee; and he exerts untiring energy in the matter of this inquiry, as well as upon other subjects which occupy the attention of the Trinity House.

On referring to the *European Magazine* for November 1792, we find the following succinct reference to the death of Mr. Smeaton, the ingenious designer of the present Eddystone Lighthouse:

“The science of Mechanics on the 28th October (1792) lost one of its ablest and most amiable members—one whose fame will endure as long as, if not longer, than the stupendous works he executed—we mean the Eddystone Lighthouse and the Harbour at Ramsgate.”

We venture to express a confident hope that the eminent engineer of the new lighthouse, J. N. DOUGLASS, Esq., C.E., will be remembered like SMEATON, in after ages, for the permanence and greatness of his work.

THE LATE LORD LAWRENCE.

THE memory of the late distinguished Viceroy of India will, like many of his great predecessors, be long honoured and held in affectionate remembrance. Lord Lawrence took considerable interest in the welfare of the NATIONAL LIFE-BOAT INSTITUTION, and was a liberal annual contributor to its funds. He spoke with great effect at its Annual Meeting in 1875, when Admiral H.R.H. the DUKE OF EDINBURGH presided. His Lordship said that “if there was one Institution among the many grand and noble institutions of this country, which emanated from and were supported by the people, which should command their enthusiastic assistance and support, it was the NATIONAL LIFE-BOAT INSTITUTION. It was based on the most philanthropic principles, its whole object and scope being the saving of human life. The men who manned the Life-boats were those who, above all others, appreciated the dangers and difficulties of those ‘who go down to the sea in ships and have their works in the mighty waters of the ocean.’”

He could hardly bring to his recollection anything that exceeded the records of self-abnegation, indifference to life, and a resistance to all the difficulties and dangers of the elements in their most terrible and formidable condition, than those afforded by this Institution. They had heard from its Annual Report, just read, how many lives had been rescued during the last fifty years in which this Institution had been in existence, but they could not estimate the number of lives which, in spite of the heroic exertions of those who worked in connection with it, had been lost during that period. What, therefore, did the history of this Institution bring before their minds? Why, that they should all act with one accord to help to extend its benefits, so that there should not be any point of danger on our coast where there should not be a Life-boat and crew, fully equipped and adequately maintained, to go out and do their best to save

life. This noble Institution, which had set an example to the world—for other countries with great sea-boards had followed it in the beneficent work it was doing—would on this occasion set another example to the philanthropic and noble-minded. One of the marriage presents which were made to his Royal Highness and his beloved consort consisted of two Life-boats—and he could well understand how that present was, above all others, appreciated by them, and how the true feeling of the Englishman, the naval officer, the generous-minded Prince, must have been touched by it. He earnestly impressed upon all the importance of uniting to do their utmost to extend the benefits of this noble Institution.”

HUNT'S GUN AND PROJECTILE FOR EFFECTING COMMUNICATION WITH WRECKED VESSELS.—We have been compelled to postpone our article on this important invention.

THE LIFE-BOAT WORK.

THE following account of a shipwreck on our coast, and a gallant rescue by a Life-boat, has been taken from a new work, 'Under one Roof,'* by Mr. JAMES PAYN, the well-known author, whose genius is determined to leave some marks on our age, and particularly so in his vivid account of a Life-boat service, arising probably from having been an eyewitness of some noble rescue:—

“There is a terrible storm at sea, I am sure, Walcot. Hush—is that thunder?”

“No, it is a minute gun.” As he spoke the door opened, and in ran a fair-faced blue-eyed lad of about nine years old.

“Oh, papa! oh, Mr. Walcot! There is a shipwreck off the Point!”

The flushed face and glowing eyes of the speaker betrayed intense excitement.

“If there is shipwreck there is danger to some poor souls, Frank,” said Sir Robert, reprovingly. “You should be sorry rather than pleased at such a catastrophe.”

* *Under one Roof*, by JAMES PAYN, Author of 'Lost Sir Massingberd,' 'By Proxy,' etc. Published by Messrs. Chatto and Windus, London. 1879.

“Oh, but indeed, papa, I am sorry, only—”
“Only we young people are a little thoughtless, eh,” put in Mr. Walcot. “We are apt only to think of ourselves, even though what is fun to us (as in the case of the fable of the frogs) may be death to others.”

“Don't let us say 'Death,'” said Sir Robert, gently. “And if it be so, how can the young picture it to themselves? We are not angry with you, my boy. If there was any one on board that unhappy ship in whom you had any interest or connection you would feel sorry enough, I know—You smile, Ferdinand. What is it?”

“Oh, nothing; I was only smiling at human nature. As it happens, there is in all human probability on board this very ship some one connected with our young friend; but then it is not likely to be a pleasant connection. *Lady Arden* expects the new governess from Bristol to-morrow. She should arrive there from the Continent by sea to-night.”

“Good heavens! I had forgotten that; but so, of course, had Frank; else his conduct would have been heartless indeed.”

Again Mr. Walcot shrugged his shoulders, and smiled his pitying smile.

“You expect too much of poor humanity,” he said; “you have been taught to look for too much.”

“That is true, indeed,” said Sir Robert, with a deep sigh. “There was no one like my Madeline for thinking of others, nor ever will be.” He sat down in his chair again, as though quite forgetful

of his intention to go out, and covered his face in his hands. The thud of another storm-gun broke the silence, and once more roused him to a sense of the occasion. "Come," said he, "let us do what we can; it is well to remember the dead, but we must not forget the living."

When the two men entered the hall for their coats and wraps, they found all the rest of the family about to start on the same exciting errand—that is, all the able-bodied ones, which did not include "Baba" Nicoll (aged three and a half), nor Lady Arden herself, who never trusted herself to the tender mercies of the night air (in the country), and objected to all excitements (such as shipwrecks) which were not of a strictly fashionable kind.

* * * * *

The moon was at the full, but was only visible by fits, when the hurrying masses of grey clouds left her pale face clear at intervals of unequal duration. A great master of word-painting has described the wind as coming into "a rocking town and stabbing all things up and down;" but to no town-dweller can be conveyed an adequate conception of the force and fury of that element as it rages on such a coast as that which lies around Halcombe Point. The very land seemed to shudder as it swept across it; the sea grew livid under its ceaseless scourging. As far as the eye could reach, from the hill above the Point, was a world of wild white waters, the foam of which was dashed upwards in sheets fathoms high, and carried inland in sharp sleet.

On this white surface there was but one object, from which ever and anon there flashed a jet of flame, succeeded by a dull thud—a hoarse cry for help that it lay not in human power to give; it looked, and was, but a black, inert mass, a broken plaything, of which the storm had not yet tired; but it had been an hour ago a gallant steamship, prompt to obey its master, man. The wind was now the only power it acknowledged, and it was being driven before it at headlong speed towards the Point. The little party, huddled together for foothold, gazed on this spectacle with awestruck eyes.

"Poor souls, poor souls," cried Sir Robert. "Good God, can nothing be done?"

"Nothing," answered Walcot, gravely. "She will go to pieces when she touches the rocks."

"Thank Heaven, here is Mr. Dyneley, with some men," ejaculated Evy, looking back.

"Mr. Dyneley is a clergyman, Miss Evelyn," answered Walcot, with the least touch of scorn, "but he cannot work miracles."

"He has, however, brought the mortar apparatus," observed Milly, naively.

And, indeed, as the tall, brown-bearded curate drew nigh, they could see that he was followed by half-a-dozen stalwart men, who dragged behind them the implement in question.

"A sad sight, Sir Robert," bawled the curate (for indeed every one spoke at the full stretch of their lungs); "but if the ladies can bear to look at it you had better bring them down to the mill."

This was the saw-mill, of which we have already spoken, built upon the very edge of the harbour, and the only place for miles upon the coast in which on such a night shelter could be found.

"You are always right, Dyneley," said Sir Robert, approvingly; "do you take charge of one of the girls."

With a diffident, hesitating air, that contrasted rather comically with his stature and proportions, the young curate was about to offer his arm to Evy, but Mr. Walcot, who stood beside her, was

quicker in his movements, and took possession of that young lady, leaving her sister to fall to the other's share.

Thus they moved down the hill together to the mill, from the windows of which could be obtained almost as good a view of the driving ship as from the hill itself, but, nevertheless, such was the excitement of the little party, that they preferred to stand outside, sheltered only in a very moderate degree by the low stone wall of the quay.

The vessel, we have said, was approaching the point very rapidly, but not in a direct line; it was possible that she might just skirt it, and go ashore a few score yards beyond. In this case her destruction would not be so immediate, but, on the other hand, the life-lines could hardly be shot over her from the apparatus. The curate and his men, however, had everything in readiness; you would have said, to judge by their resolute and earnest faces as they stood beside the mortar, that they were about to defend their native soil against the attack of a foe. Mr. Walcot, too, faced the cruel blast with stern eyes and knitted brow, except when he dropped a word of exhortation to be of good courage to Evy; but Sir Robert and the young people were looks of fear and pity, and more than one of them already repented that they had come out with a light heart to behold so sad a scene.

"Do you know the ship?" asked the curate of the man beside him. He himself had been on the coast for years, but to his landsman's eyes the shattered mass before him was but a black and shapeless hulk.

"It is the *Rhineland*," answered the other, confidently; "the steamer that plies between Rotterdam and Bristol."

"You may say 'that used to ply,'" put in another—it was John Jenkins, parish clerk, who plumed himself on employing terms of accuracy, "for she will never make another voyage."

"Do you hear that, Mr. Walcot?" exclaimed Evelyn, in terrified accents; "it is the *Rhineland*; that is the boat that poor Miss Hurt is to come by."

"Was to come by," murmured Mr. Jenkins, fortunately beneath his ordinary ecclesiastical tones, so that the amendment was inaudible.

The huge hull came flying on, like some mighty sea-bird on a broken wing, for whose discordant screams the shrieking of the wind might easily have been taken; her mainmast and rigging could now be clearly seen standing out against the moonlight; without a rag of sail or puff of steam, her ghastly and spectral form was hurrying on, when her headlong course was suddenly arrested; the crash of rending timber was mingled for an instant with the roaring of the storm, and a white shroud of foam enveloped her and hid her from sight.

"God of Heaven, she has foundered!" exclaimed Sir Robert. The two girls uttered a scream of anguish.

"Nay, I still see her," cried the curate, eagerly.

"She is on the Lancet, sir," said a coastguardsmen. "The wind must have shifted a point to have took her there."

The Lancet was a long sharp line of rocks, about two hundred yards from shore, but quite disconnected with it; the waves always covered it, but at low tide—which was now the case—only a few inches.

The hull looked considerably higher now than she had been in the water, the wind and waves having probably carried her bodily on to the ledge; nevertheless, in her stationary position, the sea, climbing and raging about her at its will,

seemed to devour her more completely even than before.

"Is the position altered for the better by this, Marley?" inquired the curate, anxiously.

"She may hold together now for a few hours," answered the coastguardsman: "but she will go to pieces at the flow." He was an old sailor, and his mind was fixed on the fate of the ship rather than on those it carried.

"I mean as respects the poor souls on board, man," continued the curate, with some asperity.

"In my opinion nothing can save them, sir. If the men at Archester have already put out the life-boat, it is possible they may be here in time; but not otherwise."

"But is it not probable they have done so?"

"No, sir; they must have known from her position (judging from the sound of the guns) that the ship would be ashore hours before they could reach her; and of course they did not take into account the chance of her grounding on the *Lancet*."

"A swift horse, even with this wind across him, would reach Archester in an hour," soliloquised the curate. "I am a heavy weight; but then I know how to ride, which these men don't. Might I take your bay mare, Sir Robert?"

"Of course, my dear fellow; and don't spare her. Ten pounds a piece from me, mind, to every man who mans the life-boat, but don't volunteer yourself, Dyneley; Halcombe can't spare you."

The compliment was lost on him for whom it was intended, for the curate was already on the slope of the hill.

"I think I see figures upon the rigging," observed Sir Robert, anxiously. "Is it not so, Marley?"

"Yes, sir; the sea has found its way into the hull, and some poor souls have taken to the shrouds."

"To the shrouds?" murmured little Frank, trembling with awe. He knew that shrouds and death were somehow associated.

"Yes, my boy," said Sir Robert, kindly. "They will thus, for the time, be out of the reach of the waves, and let us trust that they will be able to hold on there till help arrives."

Mr. Marley shook his head with a grunt. It was his manner of expressing disagreement with the baronet's opinion. They might hold on indeed up in the cross-trees and elsewhere for an indefinite time, but it was not possible, he meant to imply, that the ship could hold together.

The storm had abated nothing of its ferocity, yet none of the party at the Point thought of going home. It seemed to all of them, though they could do nothing in the way of help, that it was a forsaking of these poor drowning creatures to quit their post. But the Hall folks did leave the quay and withdraw into the mill, from the windows of which they continued to watch the doomed vessel.

When the good ship *Rhineland* started from Rotterdam for Bristol on what turned out to be her last voyage, the weather was what seamen term "dirty;" but it was not for those who had paid the very moderate passage-money demanded of them to inquire whether that phrase did not, in this particular case at least, mean "dangerous." They could not be expected to understand that when a large consignment of cattle are eating their heads off at a shipowner's expense, a vessel puts to sea in weather that, under other circumstances, would keep her in port, or even that the presence of cattle on the deck of a steamer does

not tend to increase its seaworthiness. Except those unhappy persons who never go to sea at all without a presentiment that they shall be drowned, and behold in every wave the instrument of their destruction, the passengers by the *Rhineland* were without misgivings. Those subject to sea-sickness at once fled to their berths to hide their agonies from the public gaze, and the others repaired to the saloon—the sofas of which rocked like cradles—or secured themselves in such shelter as they could find upon the deck, to snatch a fearful joy from the contemplation of the work of a south-wester.

Among these latter were two persons, with one of whom, Elise Hurt, we are acquainted by name. She is a girl of eighteen years of age or so, of graceful figure, and a face, which, if not beautiful, according to our English notions, is, at least, eminently pleasing. The young Englishman by her side upon the deck was Mr. Gresham. * * * He was no sailor, and he was by no means easily impressed with the sense of personal danger; but as the gale increased he could not avoid the suspicion that the *Rhineland* was incompetent to fight against it, though whether this arose from her build, or the weakness of her engines, or the unfitness of her crew, he was no judge. He only knew for certain that she sank lower in the trough of the sea, remained longer than she had at first in those briny depths of the colour and opaqueness of bottle glass, and rose to the surface no longer buoyantly, but as it were with a dead lift. His view of matters was essentially that of a landsman, of course, yet it was clear that things were not as they should be. For example, notwithstanding his thick Ulster and the railway rug, he had now scarcely a dry thread on his body, for wave after wave washed the deck, so that it seemed at times to be under water. Seated at the foot of a mast in almost the centre of the vessel, he was in as level a spot as could be attained, yet his feet were as often as not higher than his head, and only by gripping a taut rope could he save himself at every lurch from being swept with the outgoing waters against the bulwarks.

There had been one or two male passengers who, like himself, had preferred the rough usage of the storm to the sights and sounds and smells that were only too certain to be met with below stairs; but even these had sooner or later sought the shelter of the cabin, save one individual, with bright grey eyes and keen, weather-beaten face, who now ensconced himself close to Gresham. "When there is war among the elements," he observed, with a strong American accent, "man and beast, fore-cabin and saloon passengers, all herd together in presence of the common danger."

The idea of this individual from the second cabin thinking it necessary to apologise for his intrusion on a privileged locality during what, not only to Mr. Gresham's eyes, but in actual fact, had become little less than a hurricane, tickled that gentleman's sense of humour.

"You have been in a good many gales like this, no doubt?" said he, good-naturedly, and also, perhaps, with a secret hope that his companion might reply in the affirmative.

"I have been in a good many gales, yes, sir, but not in one like this," answered the other, slowly. "This is a most all-fired and catawampus tornado."

"Do you think the ship will live through it?" inquired Gresham, in as indifferent a tone as he could assume.

"I have not given my consideration, sir, to that contingency," was the reply, delivered with a most philosophic air; "I don't care two cents about the ship, which, moreover, is doubtless insured beyond

her value; but if you ask my opinion as to whether you and I will live through this tornado—well, I give it you plump, I don't think we shall. If I was on dry land, and yet in possession of the facts concerning our position, I would lay ten dollars to one against any person on board this ship getting to land alive."

"God bless my soul!" ejaculated Gresham, half mechanically, half from the serious shock of this communication.

"Yes, that's just what it's come to," answered the other; the coolness, not to say the cynicism, of whose tone was greatly intensified by a certain prominence in his left cheek, which looked as though he were putting his tongue in it, but was really attributable to a plug of tobacco. "A man—if he's to be called a man—knows how to take the last hard slap of Fate; the one with which she knocks you down for good and all. But the women, they mostly take to hysterics. There will be sad scenes down there, I reckon," and he pointed to the cabin. "It's time for them as has prayer-books to sport 'em."

"You are a seafaring man, of course, and I am a landsman," answered Gresham, gravely; "else I had hoped that my ignorance of the extent of our danger had magnified it. Why is it you take such a gloomy view of our position?"

"Well, the *Rhineland* is not A 1, and few vessels, even, that are such, could bear such a buffeting as this for many hours; the *engines* don't work, in my opinion, as they should do; we're lower in the water than we should be, and I guess there's water on board below stairs. Moreover—but look yonder, and judge for yourself. Our captain would not heave that ballast overboard unless he were in great straits."

Gresham's eye followed the direction of his companion's finger, and perceived that one side of the cattle-pen had been removed, and a corresponding portion of the ship's bulwarks swung back upon its hinge, so that with every roll of the ship to leeward many sheep and oxen fell into the sea. It was a simple way of unloading, which the position of the ship, now on one side, now on the other, alone could have rendered possible.

"There will be less meat for the English markets," observed Gresham, resolved not to be outdone in coolness by the representative of Cousin Jonathan.

"There will be also less mouths to eat it," was the quiet rejoinder.

"Is it not possible to put back?" inquired Gresham.

"No. To steer one point out of the wind's eye would be to write *Finis*."

"If the gale doesn't abate, in short, we are dead men?"

"Nay, things are not quite so bad; if we can hold our course till we are round the Land's End, we shall have the wind behind us. Then we shall run, as if the devil were kicking us; and if we are not pooped, may find ourselves in Bristol instead of Heaven."

Though the stranger spoke as if quite indifferent to the alternative, Gresham noticed that his eye watched narrowly every event—or mischance, for the words were now identical—that took place on board: the breaking loose of various articles that had been hitherto secured to the deck; the occasional crashing of the bulwarks; the lessening load of live stock; the behaviour of the two men at the wheel, and the gestures of the captain, who, despite wind and wave, stuck like a limpet to his post upon the bridge between the paddle-boxes. He understood from what his companion said that if the ship were once in the Bristol Channel there would be a better chance for her, notwithstanding

that she would be exposed to dangers of another nature.

Matters had thus endured for many hours, when the calls of hunger necessitated Gresham's descent into the saloon.

"If you are going to the larder," said his Transatlantic friend, "put both meat and drink in your pocket as I do"—and he produced a flask and a loaf—"for you may need it."

"You mean if we have to take to the boats? But one of the sailors told me that nothing but a Life-boat could float in such a sea as this."

"Never mind what the sailor told you. Do what I tell you. Depend upon it, Providence always takes the most care of those who never throw away a chance."

There seemed good sense, if not much faith, in this advice; and Gresham procured certain supplies from the ship's steward accordingly. That functionary was very pale and silent, and took the money without a trace of his usual promptness on such occasions. Although no sailor, he had been too many voyages in the *Rhineland* not to know that there was something greatly amiss with this one.

The passengers in the saloon, too, were silent, uttering only a moan or a groan as the shock of a wave threw them from their moorings on the sofas. Some of them had a frightened look in their eyes, like that of a hunted creature who knows not whither to fly; but most had a stern, grave air. One or two sat hand-in-hand with their wives, who were weeping silently, but there were very few women present. Gresham glanced into the ladies' cabin as he passed by its open door, and saw Elise Hurt sitting at the corner of the sofa that ran round the room. Her calm, quiet face presented a strange contrast to the sorrowful and despairing looks of her companions.

She rose, and holding by the little pillars of the cabin, made her way towards him. "Are matters really so bad, Mr. Gresham," inquired she, quietly, "as they are thought to be down here?"

"They are very bad," he said. "Would you prefer to come on deck?"

"If I shall not be in the way, I should," answered she, simply.

The relations between them, it was understood by both, had altered with external circumstances. In the presence of such sudden destruction as threatened them, all prudery disappeared; face to face with death it was, moreover, impossible that love should again become the topic of conversation.

"Put on every shawl and wrap that you possess," he said, gravely; and she obeyed him.

At the foot of the cabin stairs a lurch more violent than usual shook the vessel, and Elise would have fallen had not the young man clasped her in his arms.

As the vessel lurched, a murmur of apprehension arose from the inmates of the saloon. "What has happened, Mr. Gresham?" she exclaimed.

"I think the ship has changed her course; we are running before the wind."

They got on deck and reached their old place of shelter with less difficulty than Gresham had met with on leaving it, for what he suspected had, in fact, happened. The vessel was now steaming—or rather scudding, for the paddles were of little use—with the gale behind her. The pitching and the rolling of the ship had somewhat mitigated, and her stern was now receiving the giant blows that had heretofore fallen on her bows. Neither cattle nor sheep now remained on board, and all things that had not been secured to the deck, or formed part of it, had been swept away. The Yankee had gone below and besides the two men

lashed to the wheel, the captain on the bridge, and the sailors at the pumps, which were kept constantly doing, the two young people were the only persons who now braved the storm.

Not, however, that the condition of those in the saloon or cabins was much better; for every seam, through the straining of the ship, had begun to leak, and the berths were half full of water.

"Sit here, Elise," said Gresham, without the least consciousness of having addressed her by her Christian name, "and do not turn your head or look behind you."

Being a woman—or perhaps it would be fairer to say, being human—Miss Hurt immediately looked behind her, to behold a sublime spectacle! The sea seemed to be pursuing the ship with open mouth, with the literal intention of swallowing her! Huge mountains of dark green water, fringed with flying foam, were rushing at headlong speed after their trembling prey. It was a chase wherein the odds against the hunted thing were as a thousand to one, for strength was failing it. The *Rhineland* flew with amazing speed, but no longer of her own volition.

There was a certain light to starboard, by which it was attempted to steer obliquely, but the ship scarcely answered to her helm at all; though this, as it happened, was of small importance, for the light was a floating one—the *Hope* lightship—which the gale had driven from her moorings two miles nearer shore. A little canvas, with extreme peril, had been spread in the forepart of the ship, when she changed her course, to keep her head straight, but this had instantly been split to ribbons. It was plain to the most inexperienced eye that the labouring and groaning vessel was almost in *extremis*.

Suddenly a tremendous sea broke over the bow, sweeping everything, including even the boats, to the afterpart of the deck, lifting the very starboard anchor on to the forecabin, and washing one of the steersmen from the wheel.

That Elise Hurt and Gresham did not share his fate was solely owing to the protection of the mast behind which they were screened. For the moment it seemed that all was over. The steamer, indeed, could no longer be so entitled, for its engines had stopped, the inundation having put the fires out; nor henceforth could the *Rhineland* be termed a vessel—it was a mere log, at the mercy of the winds and waves. Still it floated. Gresham's arm encircled Elise, and drew her closer to him. "Be of good courage," he said, "I see the land."

For the first time, indeed, the land had become dimly visible by the occasional light afforded by the moon when unobscured by the clouds that raced across her. A long black line of coast, high and rocky, showed itself on the northern horizon. There were more people now on deck, the watch below among them, who had been driven from their quarters by the inroad of the waves. Despair and irresolution reigned among them, but not in every case.

"Load the gun," roared the captain.

All the boats were badly damaged, some having been broken to pieces, and in any case no boat could have been lowered in such a sea. The only chance of rescue was from the land; and it was high time to tell, if haply there should be ears to listen to them, in what miserable straits they stood. The powder, in such confusion, was not easily procured, and the operation of loading was still more difficult. But somehow or other it was effected. Then the roar of minute gun after minute gun mixed with the artillery of the gale. Every thud of the cannon sounded like a knell to these poor wretches, till suddenly the hearts of all were lighted up by the sight of a thin light to

southward. The consciousness of their peril had been at last conveyed to their fellow creatures on shore, and had been thus acknowledged! The light was that of the beacon that the men of the Coastguard had lit upon the quay at Halcombe Point.

As to the locality in which the *Rhineland* was now situated, the captain himself had only an approximate idea of it, while the majority of the passengers only knew that they were in the Bristol Channel.

The American, whose name was Pearce, and who preferred, as it afterwards appeared, to be called "Commodore," being appealed to (by reason of his knowing looks) upon this subject, grimly replied that he did not know in what portion of the Channel they were, but that in his opinion the question would soon be solved; the expression he used was, "I guess it won't be long before we're at the bottom of it." To do him justice, he only gave this answer to the men; to the women he always expressed himself hopefully. He said that there was a mighty difference between being drowned and having the starch taken out of their collars, which had happened to the poor creatures already. It was known, of course, by this time to himself and every seaman on board, that the ship was driving on shore, and that the question of safety for every soul on board depended on what sort of shore it was.

While he was making this very observation in Gresham's ear the ship suddenly struck with tremendous violence, though against no visible object, and like a dreadful echo a shriek of horror burst from every part of the ship. Many of those still below were killed at once by their heads being dashed against the sides, and even the roof of the cabin; many on deck were flung into the sea. It was the very crisis of horror and despair.

"To the foretop, for your lives," exclaimed Pearce to the two young people.

"Go, Mr. Gresham, go," cried Elise; "you have already done your best for me. I cannot climb the shrouds."

"It is probable you never tried," observed the American. Gresham's only reply was to lift her in his arms, and, aided by Pearce and her own exertions, they managed to make their way through the terrified crowd to the forecabin. The crew had already fled there, and were running up the rigging in swarms. The top was occupied at once by as many as it would hold. With the help of the two men, however, Elise climbed to the very foot of it, and out of the reach of the waves that now swept the ship from stem to stern.

"There is a woman here," said Gresham to those above; "is there not a man among you who will give up his place?"

There was no answer, except from the American from below. "No, they won't, I bet. They will never oblige a lady even by so much as a seat in a car. You are better where you are, Miss," he added, in a lower tone, "if your young man will only lash you to the rigging."

For this purpose Gresham had nothing but a handkerchief, supplemented by the strength of his own arms.

"I can hold you on till daylight, Elise," he whispered, "and longer. While I have life I will keep life in you."

"Next to God, I trust in you," she answered, simply. It was fortunate that she had more than one friend, for though every inch above them was occupied by clinging limbs, the wretched people below endeavoured to make their way up, and even to climb over their very bodies. The horrors of their situation, rocked by every blow of the sea, and drenched with its spray, was aggravated

by the pitiful cries which burst from those around them. From the broken skylight above the cabin, miserable groans still issued, and now and then a sharp shriek of agony: "My child, my little one, is drowned!" was one of them, which went to Elise's heart. For the most part they were cries wrung by necessity from human throats, but now and then there was an ejaculation of frenzied terror. For instance, a young fellow immediately below the American suddenly exclaimed that the ship was breaking to pieces.

"Let it break," answered the Yankee, contemptuously; "you'll keep whole enough, I'll warrant."

It was curious to observe what an effect this one man's coolness and quaint good sense had upon those around him, notwithstanding the peril and misery of their position. That they were on a rock, and a hidden one, was all of which the best informed were conscious. The force of the wave that had just thrown them upon it had been such as to carry the whole vessel on to the reef; otherwise, had part only been driven on to it, and part left on a lower level exposed to the breach of the sea, the ship would have been torn asunder in a few minutes. Thanks to the lowness of the tide, the masts and rigging stood out of water, and were only washed to any height by some exceptionally huge wave, but in the meantime it was only too plain that the ship's timbers were giving way under the reiterated blows of the sea. The wind was as keen as it was furious, and the cold soon began to tell upon these poor creatures, many of whom had rushed from below but scantily clad. Only a few women besides Elise Hurt had obtained a footing on the shrouds at all, and one by one, overcome by fatigue and fear, these relaxed their hold of the ropes, and were whirled away into the raging deep, as often as not in silence. The two men bade Elise shut her eyes, under pretence of her thus obtaining a little rest, but in reality to prevent her witnessing these distressing scenes. More than once, however, a man came tumbling down from the foretop or the shrouds more immediately above them, and that so close as to imperil her own safety in his descent into his watery tomb. The cold had benumbed the hands of these poor fellows, and they had become too weak, from exhaustion and hunger, to retain their positions.

And here it was that the forethought of the American stood Gresham and his companion in good stead. Not only did the young fellow insist upon her partaking of the viands with which he had filled his pockets, but also administered, under Mr. Pearce's directions, an amount of brandy which, in other circumstances, would have had a most unpleasant effect upon any young lady's organisation.

"The blood is the life," says the Scripture," were Mr. Pearce's words; "and the brandy is the blood upon this occasion; you needn't be afraid of taking too much, ma'am."

Elise, though very unwillingly, being as temperate as all German maidens are, took what was given her, which, after all, was not so very much, for what with the swaying of the mast, and the numbness of Gresham's hands, much of the liquor missed the mouth it was aimed at. Nor was it only the young man's hands that were numb, for his feet had become like marble, and in compliance with his request, Elise more than once had to stamp upon them to restore their circulation. That she herself was exempt from this inconvenience of course proved the care that the other took of her, in which it must be acknowledged that he was greatly assisted by Mr. Pearce.

It was strange to see how during those weary

hours these three were drawn together—almost as much mentally as physically—by the circumstances of that supreme occasion. Each spoke to the other of himself and of his private affairs, with a frankness and confidence that they could not have used after six weeks of ordinary intercourse.

"If you get to land, Mr. Gresham," said Elise, "send a few words of tender farewell for me to my good aunt;" and she gave him her address with methodical exactness.

"If I live, Elise, you will live," returned the young fellow, simply. "It would be no self-sacrifice to perish in trying to save you, since life without you would not be worth having."

He spoke with earnestness as well as fervour, and was quite unconscious of any extravagance of expression. In such sublime moments the emotions become, as it were, condensed: his whole previous existence appeared divided into parts; during one part he had known Elise Hurt; during the other he had not known her. And the former part monopolised his thoughts.

"Do not talk so," answered the girl, reprovingly; "for in my case there is but one person to mourn me, and my good aunt, I am thankful to think, has others to love her. But you—you yourself told me that you have dear friends and relatives—"

"One relative—a very kind one," interrupted the young fellow; "and some dear friends, certainly."

He hesitated a moment. Should he tell her something he had in his mind, or should he not? The waves were beating against the doomed vessel more frantically, it seemed, than ever. The tide was rising. No, it was not worth while. "You, Elise, are more than all to me," he added simply.

Presently Gresham, turning to the American, begged him to send the girl's message to her aunt, in case he should be the sole survivor of the three.

"Oh yes," he answered; "and do you two remember, for my sake, the address of Henry Pearce, at the 'Figure Head' Hotel, Charing Cross."

Gresham smiled sadly, for small as either of their chances of life were, his chance, bound up as it was with that of the girl, was surely the smaller.

"That is your brother, I suppose," he answered. "No, sir, it is myself," replied the other, coolly. "The 'Figure Head' is always my address in London town, in case you should want a skipper for a yacht. My friends call me Commodore. I've got my certificates—"

Here a great wave filled his mouth with salt water, and blinded all three of them with its spray. Two more wretched creatures were thrown from their hold by the shock of it, and were carried away in its whirl. These had occupied positions above "the tops," and were worn out with hunger as much as fatigue; those, on the other hand, in Gresham's vicinity, had been supplied, at Elise's entreaty, with the remainder of his provisions.

"It is no use keeping them for me, love," she had whispered, "for death will come to me before hunger returns."

Her logic was unanswerable; it was plain that the vessel could now only hold together for a very short time.

Presently "The dawn, the dawn," she moaned in German.

"What is it?" inquired the American, anxiously.

"Her strength is failing. Give her more brandy." Before Gresham could explain, some one cried out, "The land, the land!" And in a moment the coast line became distinct against the sky.

"Great Heaven! It is Halcombe Point!" exclaimed Gresham.

"It is something to know your bearings," observed the American. "What sort of landing do you give to strangers hereabouts?"

"It is a rock-bound shore," answered Gresham, gravely. "The ship must be on the Lancet reef," he murmured. "There are people on the pier. Sir Robert—"

"Sir Robert" and "Halcombe," ejaculated Elise. "Is it Sir Robert Arden, of Halcombe Hall, of whom you speak?"

"Yes, dearest; do you know anything of him?"

"It was to his house I was going as governess."

"And I am his nephew," said Gresham. The coincidence, strange as it was, did not strike him so forcibly as might be expected; those words of his companion, "I was going," speaking of herself in the past tense, had saddened him too much to admit of wonder.

"Hold on all," cried the American, in a sharp clear voice. "I see a boat coming—a life-boat."

It was well that he had given his warning before he gave his news, for the excitement which his good tidings communicated to the poor wretches about him passed the bounds of reason. Even as it was, it was with difficulty that some could be persuaded not to cast themselves into the sea to meet the coming succour.

What an apt term is that of Life-boat! How nobly does the god-child prove its right to the name that has been given to it! What an ark of safety does it appear to those for whom the depths of ocean rage and roar—thanks to it—in vain! In no other visible form do human endeavour and divine intention unite so sublimely. Consider, too, the comparative humility—nay, to all appearance, the inadequacy—of the means of salvation. The "Commodore's" keen eyes and technical knowledge had at once caused him to recognise the nature of the help that was approaching him, but to the ordinary observer it looked scarcely help at all; but merely more of wreck and ruin. Was it possible that that frail boat, now tossed on the foam of some mighty wave, now lost in the trough of the sea, not urged by its rowers at all, but flying before the fury of the gale, could be rescue—life? To those on shore it seemed so, at all events; for though the sound of their cheering could not reach the ears for which they were intended, the poor shipwrecked creatures could see flags waving from the little pier and from the windows of the mill, in token of joyful sympathy. Notwithstanding their evil plight, this moral support—the sympathy of their fellow-creatures—had an inspiring effect; they felt, as it were, that the great heart of humanity was beating high for them. They were not cut off, these things seemed to assure them, from the sunshine, yet.

John Dyneley had not spared Sir Robert's bay mare upon his way to Archester; it was not his way to push a willing horse to the full extent of its powers, but human life was in the balance that night, and he had not spared the spur. He was a heavy man for so speedy a journey, but his weight had this advantage, that it steadied the gallant bay, against whom such a wind was blowing, broadside on, as had never swept Halcombe Moor within the memory of man.

* * * * *

Thus he rode at the bay's best speed along the sandy roads, making occasional short cuts (not free from rabbit-holes) across the heathery moor, till the lights of Archester gleamed before him.

Without drawing rein for an instant, he galloped down the stony street to the little pier, which he knew on such a night would have its complement of seafaring men, watching their old enemy, the storm, and in a few words explained his errand.

"A ship on the Lancet, opposite Halcombe Point, and the life-boat wanted; ten pounds a head from Sir Robert to each man that pulls an oar in her."

It would doubtless have "looked better in print" had he appealed only to these brave men's sense of duty, and it would have been sufficient, for the mariners of Archester were never backward in risking limb and life for their fellow-creatures; but, on the principle of "surplusage being no error," the curate addressed them as we have described. Moreover, it saved time, and time—a few minutes more or less—was of immense importance to all those upon that cruel reef (which, however, had thus far been the cause of their preservation). Time had become, indeed, the alternative of Eternity with them.

A rush was at once made for the boat-shed, where the cork jackets and all other things were kept, and in an incredibly short space of time eight men were ready for this perilous enterprise. There are two things which expedite human action above all other motive powers—namely, the opposing elements of Fire and Water. The celerity with which a fire-engine is got ready and started is the greatest triumph of human forethought and agility. Next to that is the quickness with which a life-boat is got under weigh. From the shed at Archester were two "slips," one on either side, so that the boat could be launched to north or south, according to the quarter from which the wind was blowing; the men were in their places, and a score of eager pairs of hands were on her stern and sides ready to run the *Swiftsure* (contraction of Swift and Sure, I wonder?) off the truck on which she stood, when the coxswain suddenly roared, "Stop!"

There was a man missing; only seven being in the boat beside the coxswain. From the list of the crew hard by (for everything was at hand in that place) he began to read out the names of those absent; "George Parfitt?" "Here," answered a ready voice. "You are not George."

"No; he is ill a-bed; but I am his brother."

"A bold fellow, no doubt; but hardly strong enough for the tight job before us. Henry Absolon."

"Gone to Mirton," was the reply.

"Hullo, sir, this is quite irregular." This to Dyneley, who had slipped on a cork-jacket and sou'wester cap, and jumped into the boat.

"No matter, coxswain; I am as strong as any of you, and can pull as good an oar. There is not a moment to lose, I tell you—push off."

There was a burst of cheering, which, however, in no way impeded the exertions of those who thus indulged their feelings, for at the same moment the boat began rapidly to move down the slope.

"Steady, steady." The moment she touched the sea it seemed to every man that he was under water. Never since the gallant *Swiftsure* had been built had she put out in the teeth of such a storm; the wind beat almost dead against the land, and strove with frantic screams and fiendish fury (the prince of the powers of the air being in command that night in person) to dash the boat back on the rocky shore. "She never, never," shrieked the frantic blast, "shall ride the main this night to rob the hungry waves of their human prey."

Thrice the *Swiftsure* was cast a score of yards up the strand, then withdrawn like a plaything which a child throws from it only to pursue and clutch again, but the fourth time the oar-blades and the strong arms that used them were plied to such a good purpose that she was flung back no more.

"Steady, men, steady," cries the coxswain, for rowing against a moving mountain range renders time more difficult to keep than between Barnes and Putney; "once round the Point the wind will do our work for us."

This was satisfactory so far as it went, but made it clear to every man (if he had not known it before) that the return to Archester against the wind would be a physical impossibility. After performing their perilous mission, should that be practicable, they would have to go on to Mirton Harbour (twenty miles away) if they should reach harbour at all, since to try Halcombe Point would be to go to pieces.

Such things are trifles to the heroes who man our life-boats, and we ashore think still less of them, but supposing even the case of a country doctor robbed of his night's rest by a summons to a sick bed, and compelled to ride twenty miles in a storm which did not admit of his return, we should call it a hard one; add to this utmost fatigue of body and extreme peril of life, and give the laurel where it is due.

Once round the Point the *Swiftsure* flew before the wind, as though, instead of being a bare boat, she were a racing cutter. She was following, in fact, the very route of the *Rhineland*, only the sea had a very different customer to deal with. The waves filled her again and again, but her escape-pipes freed her from the deluge as quickly as it was poured in; they threw her on her side, but she made light of that, and even had they thrown her over she would have righted again in half a second—though, unhappily, empty.

Thus hurried along at headlong speed, it was no wonder that, in a shorter time than it had taken the mare and her rider to cross the moor, the one man in the boat to whom the use of his eyes was not denied—for the eight rowers, we may be sure, cast no look behind them—exclaimed, "There she is, boys!"

And there she was; half of her—the stern part—now covered by the rising waves, and the other half, now hid, now seen, with a bare mast sticking out of it, covered with human beings, like bees in swarm. The sea was running like a mill race, and the sharp reef beneath it.

"I doubt if we can get nigh her," ejaculated the coxswain.

"There are women on board," observed Number Six, who was the curate.

"Never fear, Master Dyneley, but we'll do what man can do to save 'em," was the reply, not without a certain haughtiness in its tone. The waves and winds could be discounted, as it were, as a source of peril, but whether there was water enough above the rock to float the life-boat to leeward of the wreck, was an experiment not to be reckoned upon, but only tried. If they shot by her, it was plain they could not put back again in the teeth of such a gale, ere the flowing tide should engulf the last spar of the *Rhineland*.

"Steady; be ready to ship oars and out with the grappling irons." The next minute they were under her quarter, and had made fast to it.

"The women first!" cried the coxswain, in a voice of thunder. There were but three women left, and none of these could move across the rocking deck without men to help them. The first

two were carried, rather than led, and lifted into the *Swiftsure*; the third, Elise, used her own limbs, though stiff and cramped, upheld on either side by the American and Gresham.

All sat where they were placed, without a word, as though astounded (as they well might be) at their own deliverance. The wreck was clear of all save one man, who clung to the mast apparently stupefied.

"Quick, quick!" exclaimed half a dozen voices. He never moved.

"Are we all to be drowned for one fool?" ejaculated the coxswain, passionately. "Cast off, boys."

"One moment, sirree," cried the clear shrill voice of the American. He leapt back on the wreck, seized the still hesitating man round the waist, and fairly threw him among the rest.

"It's the poor cap'n, coxsen; he don't like to leave his ship," said he, apologetically. "I've felt the same myself—especially when I've had a share in her."

As the boat once more flew before the wind, its occupants could see a little group upon the quay of Halcombe, whose joy appeared only second to their own. These persons, of course, knew not how many of the crew had succumbed to the waves, or to the fatigues and privations of the night; they only saw that every soul upon the wreck had been taken off, and was in comparative safety. They were well aware that on their cruel shore no boat could land in such a sea, but to many of the poor shivering creatures on board the *Swiftsure* it seemed strange enough that they should be turning their backs on these hospitable and friendly people.

The accommodation on board life-boats is in extent considerable, but it is not of a select or private character. Rescued folks settle down where they can, and are seldom found to complain of their quarters. The craft is broad of beam, and there is room for passengers, even in the very centre of it, without interfering with the rowers.

Presently they came in sight of Mirton, a picturesque village, built in zig-zag up steep cliffs; but with a good harbour and breakwater. Once within shelter of the latter the mountain waves lost their crests, the gale thundered harmless above their heads. With a few more strokes of the oar they reached the side of the little jetty, where a few men were gathered together in the grey dawn.

Gresham and the Commodore assisted Elise to land, and were escorting her up the winding street to the little inn, when they were overtaken by one of the crew, who seemed about to address them.

"I will see you in five minutes, my good fellow," said Gresham. "For the brave work you and your mates have done this night, no reward can be sufficient, but—What! Dyneley?"

"Yes, it is I," answered the curate, removing his sou'wester. "I could scarcely believe my eyes when I saw you step into the boat; and when I felt sure of your identity I had no breath for even a word of recognition."

Then Gresham remembered that the features of this man had seemed somewhat familiar to him; he had had other things to think about, or else there had been plenty of opportunities of observing him, for he had sat cheek-by-jowl with "Number Six" for the last two hours.

A HINT TO THE SWIMMER HOW TO SAVE A MAN'S LIFE.

TO THE EDITOR OF THE LIFE-BOAT
JOURNAL.

SIR,—Many years ago, in India, I was walking home from mess on a darkish night; I was dressed in uniform, and had on boots, spurs, and straps. As I passed a good sized tank, or artificial pond for storing the rainfall, I heard the struggles and gurgles of a drowning man. Dressed as I was, I felt that I should be at a great disadvantage as a swimmer, so I rushed to a cart which stood at the side of the road to fetch a rope I saw attached to it that I might throw the end of it to the drowning man. In less than a minute I was back at the edge of the tank, and there I learnt a lesson as to how a man should be saved by a swimmer.

Fortunately for the drowning man, a native with a long staff in his hand happened to be walking by about the same time as myself, but owing to the darkness I had not seen him. With his staff he was master of the situation in a moment. He jumped into the water and swam towards the man, with one end of his staff directed in front of him; the drowning man seized it with proverbial eagerness the instant it was within his reach, the other, swimming with his body nearly perpendicular and making very little way, it is true, gradually towed him ashore.

The swimmer was too wise to trust himself within the drowning man's reach; he kept him off at the length of his staff, and was thus in a position to prevent any closer approach.

The lesson to be learnt, as I read it, is: if you have to jump into the water to save a man, take a stick with you, the longer the better; if you have not one, get a plank, an oar, a broom, a long bit of wood in short; you will find it materially assist you in both saving another man's life and in preserving your own.

I am, &c.,

HENRY H. MAXWELL,

Lieut.-General, R.A.

ROME.

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

THE Fortieth Anniversary of this excellent Society was held at the City Terminus Hotel on the 14th May, The EARL OF ABERDEEN, V.P., occupied the Chair on the occasion.

Amongst those present were—

His Excellency the United States Minister; Sir C. FARQUHAR SHAND, Chief Justice of Mauritius; the Hon. and Rev. CARR GLYNN, Admiral Sir J. WALTER TARLETON, K.C.B.; Captain the Hon. FRANCIS MAUDE, R.N.; Captain VINCENT BUDD; Mr. T. R. WOODROW, R.N.; Mr. J. K. WELCH, the Rev. E. W. MATTHEWS, several other gentlemen, and a number of ladies.

The CHAIRMAN, after a few introductory remarks commending the Society as a National Institution to the support of British public, and also from its cosmopolitan nature to the countenance and the support of the representatives of Foreign Governments, called upon the Secretary (Mr. EDWARD C. LEAN) to read the Report, which stated that although the Committee had much to be thankful for in having been enabled during the past year to relieve 11,032 shipwrecked persons, and the widows and orphans of those who perished, making a total of 285,814 thus assisted since the formation of the Society in 1839; still, the diminution of the income by upwards of 3,000*l.* had been a cause of great anxiety to them, as they had been compelled to draw on the funded property, the dividends from which are usually set apart for the purpose of giving small annual grants to widows with young children to support, or to those who are over 60 years of age, and the Committee trusted that the amount would not only be replaced, but added to this year.

Upwards of 50,000 sailors had shown their appreciation of the Society by voluntarily subscribing a small sum annually. One gold, nine silver medals, a handsome sextant, and 25*l.* had been awarded for saving 51 lives on the high seas or abroad, under difficult and dangerous circumstances. Various donations and subscriptions were thankfully acknowledged from

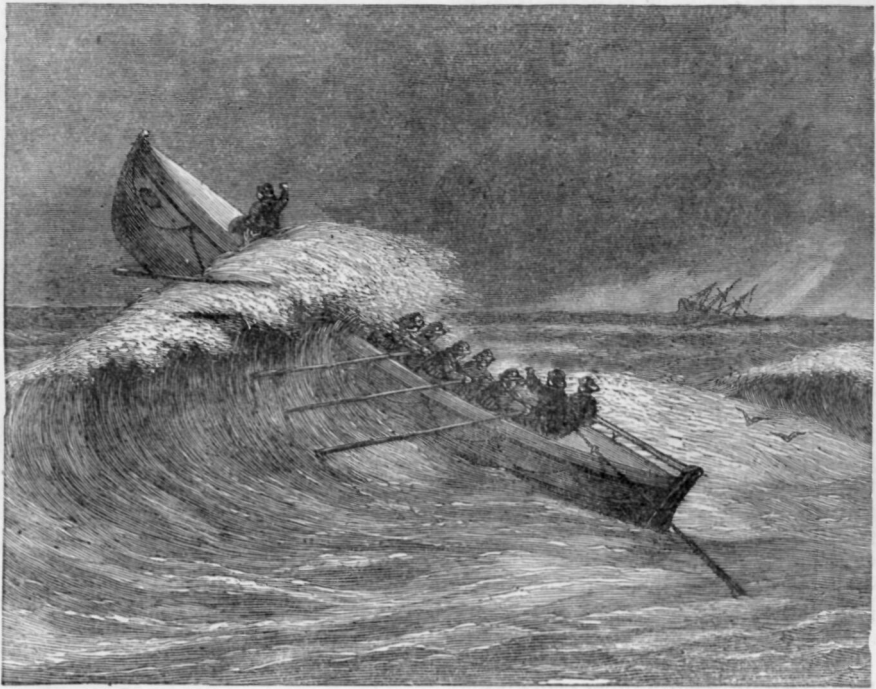
HER MAJESTY THE QUEEN, and many others, and legacies announced or received during the past year were reported.

The Report concluded with an earnest appeal that prosperity would continue to

attend the great and national work of the Society.

It was then unanimously adopted, and the claims of the Society advocated by several speakers.

SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION DURING JANUARY AND FEBRUARY 1879.



NEWHAVEN.—On the 3rd January last, a dismasted vessel having been seen off the harbour, the Life-boat *Michael Henry* proceeded out to her. The wind was blowing moderately from W.S.W. and a heavy sea was running. On arriving at the vessel it was found that she had been abandoned by her crew. The Life-boat, with the assistance of a steam-tug, took her into Newhaven Harbour. She was the schooner *Marie*, of Rostock, bound from Stettin to Exeter, with a cargo of potatoes.

On the 13th January, at about 7 P.M., it having been reported that a vessel was ashore at Porto Bello, about 4 miles distant from Newhaven, the Life-boat went to her assistance. A light S.S.W. wind was blowing at the time, and the weather was

foggy. She was found to be in considerable danger, being close to the cliffs, and the Life-boat therefore remained by her. She proved to be the brigantine *True*, of Faversham, bound to Newhaven with coal. At about 2.45 A.M. the sea was breaking heavily over her, and as she was filling with water, the crew, consisting of 7 men, were taken on board the Life-boat and safely landed at Newhaven.

SKERRIES, Co. DUBLIN.—On the 7th January, the *Laura Platt* Life-boat was launched in reply to signals of distress, during a strong S.E. gale and heavy sea, and saved the crew of 3 men from the schooner *Elsmore*, of Runcorn, and 6 men from the brig *Lady Lilford*, of Ardrossan.

Both vessels were on a lee shore, and had exhibited signals of distress; the schooner had lost her boom and gaff, while her bulwarks had been washed away by the heavy seas; the brig's crew had to be hauled into the Life-boat with the aid of a Life-buoy, the sea running too high to allow the Boat to go alongside; their vessel afterwards drove ashore to the northward of the Life-boat station, and became a wreck.

SWANAGE.—On the 7th January, a messenger arrived from Studland stating that a vessel was in distress near the entrance to Poole Harbour. The Life-boat *Charlotte Mary* was at once launched and proceeded to the spot, when it was found that the ketch *Effort*, of Portsmouth, had parted from her anchors and gone ashore, the sea making a complete breach over her. The Life-boat, with great difficulty and danger, succeeded in rescuing the crew of 2 men and landed them at Poole.

SWANSEA.—On the 8th January, at about 5.30 A.M. the Life-boat *Wolverhampton* saved the crew of 10 men from the barque *Sarah Ann*, of Sunderland, which had sunk in Swansea Bay during a gale from E.S.E. She was on a voyage from Swansea to Monte Video, with a cargo of coal.

STAITHES, YORKSHIRE.—On the 10th January, the *Hannah Somerset* Life-boat put off and rendered assistance to several fishing cobsles which were in danger during a very strong E.N.E. wind and heavy sea. With the help of the Life-boat all the boats were taken into port.

On the evening of the 16th January, during hazy weather, the s.s. *H. B. Brightman* struck on the rocks north of Staithes. Although the sea was comparatively smooth on the rocks around the steamer, it was too rough for any of the cobsles to go out, and it was, therefore, thought advisable to launch the Life-boat. The boat accordingly proceeded to the vessel, and, at the request of the master, remained by her until she floated, and for about 1½ hours afterwards, and then returned ashore. The steamer, which was bound from the Tyne to Alexandria, returned north, but foundered before reaching the Tyne; her crew were fortunately saved in their own boats.

On the 17th February, a sudden E.S.E. gale sprang up while the fishing cobsles

were out, and as they were in great danger on account of the tremendous sea breaking on the bar, the Life-boat was launched and was very useful in helping the boats safely ashore.

BALLYWALTER, CO. DOWN.—On the 11th January, at 10.30 P.M., the passenger-ship *Lough Sunart*, of Glasgow, struck on Skulmartin Reef. The night was clear, with light wind and smooth sea. Signals of distress were shown from the vessel, and the Life-boat *Admiral Henry Meynell*, a Coastguard galley, and other boats at once put off to her assistance. The women and children, 20 in number, were taken into the Life-boat, and the remaining 25 passengers were brought ashore by the other boats. As there was no immediate danger the master and crew remained on board the ship.

At about 6 o'clock on the following evening, however, signals of distress were again shown from the vessel, the weather by that time having changed, the wind blowing very hard from the S.W., accompanied by heavy rain and sleet squalls, and a very heavy sea. The Life-boat promptly put off, and, in two trips, brought off the crew and workers, 35 in number, leaving the master and three men in charge of the ship.

KESSINGLAND, SUFFOLK.—On the 13th January, at 4.15 A.M., the barque *Cleopas*, of South Shields, bound from Liverpool to South Shields with a cargo of salt, was observed on the Barnard Sand during a S.W. wind and rough sea. In reply to her signals of distress the No. 2 Life-boat proceeded out, and with great difficulty rescued the crew of 10 men, and landed them on the beach at Kessingland. The vessel became a total wreck.

COURTMASHERRY, CO. CORK.—On the 12th January, at about 11 A.M., information was received that a large barque was embayed. On arriving at the Harbour point she grounded on the bar in about 18 feet of water. The wind was blowing from S.W. at the time, and a heavy sea was running. The Life-boat *City of Dublin* was quickly manned and launched and brought ashore the crew of 18 men from the vessel, which proved to be the barque *General Caulfield*, of Newcastle, bound from

New York to Dunkirk, with wheat. She became a total wreck.

RYE.—On the morning of the 14th January, the brig *Allison*, of Whitby, stranded near Jury's Gap during a strong S.S.W. wind and heavy sea. The crew were then in no danger, and it was hoped that the vessel would get off with the rising tide; but in the course of the day the wind and sea increased, and they signalled for the Life-boat. The Life-boat was therefore launched, and brought safely ashore the crew, consisting of 4 men. The vessel subsequently became a total wreck.

MONTROSE, N.B.—On the 14th and 16th January, the Life-boat *Mincing Lane* rendered assistance to some Ferryden fishing boats and other vessels which had been overtaken by heavy seas and were in danger near the harbour mouth.

PALLING, NORFOLK.—On the 15th January, at 7.30, A.M., during squally weather, a vessel was observed ashore on the Hasborough Sand. The No. 2 Life-boat *British Workman* was launched and proceeded to the distressed vessel, which proved to be the Russian barque *Marie*, maize laden, from New York to Hull. With the assistance of a steam-tug she was got off the sand and taken to Yarmouth. She had a crew of 12 men.

SALCOMBE.—On the 16th January, at 2 A.M., the barquentine *Annie*, of Salcombe, bound from Bahia with a cargo of sugar, struck on Salcombe Bar during stormy weather. The *Rescue* Life-boat went to her assistance and brought ashore the master and mate, the crew of 9 men having left the vessel in the ship's boat. The vessel became a total wreck.

SHOREHAM.—On the 17th January, the smack *Wisdom*, of Shoreham, in attempting to leave the harbour at about 6 P.M. got foul of the new extension works, and hung by her shrouds. The crew were unable to get the vessel clear, and even if they had she must have gone ashore, being on the W. side of the pier, and as the sea was breaking against her, the crew, 6 in number, were in great danger. Several shore boats attempted to render assistance, but failed on account of the heavy sea.

The Life-boat *Ramonet* then put off and succeeded in laying out an anchor, and so enabled the crew of the smack to heave their vessel off.

CAISTER, NORFOLK.—On the 17th January, the No. 2 Life-boat *Godsend* put off and remained by the brig *John*, of Hartlepool, until the vessel, which had stranded on the Barber Sand, was, with the assistance of a yawl, extricated from her perilous position.

On the 28th January, at 3 A.M., signal lights were seen in the direction of the Barber Sand. A yawl proceeded there and found the schooner *Hermann*, of Berwick, bound from Hull to London with deal boards, ashore. As it was feared that the sea would increase with the flood tide, the wind being easterly, signals were made for the Life-boat to come and remain by the vessel. The No. 2 Life-boat accordingly proceeded out at about 4.30 A.M., and stayed by the schooner until 1 P.M., when the crew of 6 men were taken ashore by the Life-boat, the master and mate deciding to remain on board. The Boat returned to the vessel, which was then dismantled and was got off on the next flood tide.

On the 9th February, at 4.45 A.M., during thick weather, blue lights were seen in the direction of the Scroby Sand. The No. 2 Life-boat proceeded there; found the s.s. *Matin*, of Dundee, ashore, and, at the master's request, remained by her until she floated. She was bound from Boulogne to the Tyne, in ballast.

On the afternoon of the following day, the No. 2 Life-boat was again launched and rescued 12 men, including the crew of the dandy *William*, of London, which was wrecked on the North Scroby Sand, and 6 beachmen who had gone on board to try to save the vessel. Considerable difficulty was experienced by the Life-boatmen in effecting this rescue, it being very dark at the time and the sea breaking completely over the wreck. The smack was lying on her starboard side, her lee rigging being in the water and the crew and beachmen were clinging to the wreck; a few minutes later, and they must have been lost.

DUNDALK, CO. LOUTH.—On the 19th January, the schooner *Fanny Bailey*, of Dundalk, bound from Troon to that port with coal and iron, stranded on the bar during a gale from S.E. and heavy sea. The *Stockport Sunday School* Life-boat put

off to her and rescued the crew, consisting of 5 men. The vessel struck the bar at 9 A.M., and at 8 P.M. was a total wreck.

WITHERNSEA.—On the 23rd January, the fishing smack *Excelsior*, of Grimsby, stranded about 150 yards N. of Wither-sea Pier, having mistaken the pier light for that of a vessel at anchor. She burnt a large flare light as a signal of distress, in response to which the Life-boat *Admiral Rous* was launched at about 3.15 A.M., and reached the smack, but being caught by heavy breakers, which broke three oars, she was driven back broadside on to the beach. With much difficulty she was, however, again launched and then succeeded in getting alongside the smack, when she rescued the crew of 5 men. The Life-boat-men were completely drenched in rendering these services, the smack being exactly in the breakers, and the seas going right over the Life-boat.

CLACTON-ON-SEA.—On the 24th January, in reply to signals from the Swin Middle Light Ship, the Life-boat *Albert Edward* put to sea, and proceeding in a S. direction sighted a dismasted ship—the *Hebe*, of Frederickstadt—on the east end of the Swin Middle Sand, the sea making a complete breach over her. On nearing the wreck, the crew were seen standing in a group near the port quarter. The Life-boat dropped anchor and veered down to the vessel. After seven attempts to get the crew, the Boat having filled three times, she succeeded in taking 11 men on board. The ship had by that time altered her position, and as it was impossible to approach her again on account of the wreckage alongside, the remaining 3 men had to be hauled through the breakers by means of life-lines. After getting the crew on board it was found that the wreck had fouled the Life-boat's cable; this, however, was slipped, and the Boat then made for the shore. The rescued men were much exhausted, more especially the captain, who had been injured on board the vessel before being hauled through the breakers. On the occasion of the launch of the Life-boat, on account of the water being low, she had to be drawn some distance out into the sea before she could be launched, the heavy seas breaking completely over the horses and men in charge.

CEMLYN AND CERMAES, ANGLESEY.—On the 27th January, the s.s. *Edith Owen*, of London, bound from Bristol to Liverpool with a general cargo, struck on the Coal Rock, off the coast of Anglesey, during foggy weather, the wind blowing moderately from the E. at the time. Signals of distress being exhibited from the steamer, the Cemlyn Life-boat *Good Shepherd*, the Cemaes Life-boat *Ashtonian*, and a steam-tug, proceeded to her assistance. The passengers, 5 in number, were taken into the Cemaes Boat and landed at that Life-boat station. The Cemlyn Boat remained some time by the steamer while the tug attempted to tow her off. Eventually the Life-boat returned ashore at about midnight, and soon after she had gone, the vessel's crew left in their own boats. The steamer eventually became a total wreck.

RAMSGATE AND BROADSTAIRS.—On the 1st February, at 10.40 p.m., during a fresh breeze from S.E., signals were fired from the Gull Lightship. On the Life-boat *Bradford* and steam-tug *Vulcan* proceeding to her, it was ascertained that a large flare light had been seen in a south-easterly direction. They then went round the North Sand Head and found a vessel ashore. On getting alongside, the master stated that he had engaged the services of some Deal boatmen to assist to get the vessel off; she was then beating heavily on the sand, her anchor was let go, but as the tide flowed she beat further up. The master then requested additional help, and a signal was made for the tug, which backed in towards the vessel, her large towing hawser was attached and the steamer then attempted to tow her off, but after a short time the hawser broke. She again backed in and the tow-rope having been made fast she went ahead, and the vessel floated. The cable was then slipped and she was towed round the North Sand Head and taken into harbour, the pumps being kept going all the time. The vessel proved to be the brig *Margaret*, of West Hartlepool, from Boulogne to Hartlepool, in ballast. The Broadstairs Life-boat also put off to this vessel and remained by her until she was got off the sand.

On the 15th February, during a fresh E. breeze, the Life-boat *Bradford* and steam-tug *Aid* proceeded out, in reply to signals from lightships, and found the

ketch *Richard Willson*, of London, bound from Goole to Exmouth with coal, ashore on the N.E. part of the Goodwin Sands. On arriving near the spot, the Life-boat was slipped and sailed towards the vessel, which was found to be striking heavily and fast sinking. The master, his wife and two children, and the crew of 3 men were at once taken on board the Boat, which then made sail across the sand, through a rough sea, to the harbour. The tug being on the off side of the sand steered round the North Sand Head, and followed into the harbour.

ARDROSSAN, N.B.—On the 4th February, at about 10 P.M., during a fresh breeze from S.S.W. the schooner *Sarah Ann Dickinson*, of Fleetwood, in approaching Ardrossan Harbour, ran on the Eagle Rock. A steam-tug proceeded to her and made an unsuccessful attempt to get her off. As the breeze had increased to a fresh gale, it was impossible for the crew to land in their own boat, and the Life-boat *Fair Maid of Perth* was therefore towed out by the steamer, and brought ashore the crew, consisting of 5 men, and 1 labourer, who had gone on board before the vessel struck. Great difficulty was experienced in effecting this rescue, the shipwrecked men having to drop from the vessel's main boom over the starboard quarter into the Life-boat. The Boat struck twice heavily on the rock; but fortunately sustained no damage.

BRIGHTSTONE GRANGE, ISLE OF WIGHT.—On the 9th February, the barque *Alpheus Marshall*, of Digby, N.S., bound from New York to London, with a general cargo, went ashore on Atherfield Ledge during a fog. The wind was blowing from S.W. and the sea was very heavy. The Life-boat *Rescue* proceeded to her assistance, and with great difficulty got near her; she lay head to sea and was submerged with the exception of the starboard poop, and soon the hatches blew up, and she began to go to pieces. The crew of 14 men were taken into the Life-boat one by one from the spanker boom, having to be hauled by means of ropes through the surf, and during the whole of the time the Life-boat was almost under water, and the men were nearly washed out of her. On her return the sea was so heavy and the shore so steep that those on the land could not hook the Boat's bow as she

beached, so she swung round and a huge sea striking her threw all the crew and the saved men, 27 in all, into the surf. Some of them were nearly washed out to sea, but all were happily rescued with the aid of those on shore.

PEMBREY, S. WALES.—On the 9th February, the Life-boat *Stanton Meyrick of Pimlico* proceeded to the aid of the brigantine *Levrette*, of St. Malo, which was lying at anchor near the Lynch Sands with a signal of distress flying. On arriving at the vessel she was found to have been abandoned by her crew, but some of the crew of a steam-tug had gone on board a few minutes previously, and 4 of the Life-boatmen also boarded her, and with their joint assistance the chain cables were hove in, a tow rope attached from the steamer, and the vessel was then taken into Llanelly Harbour.

HARWICH.—On the 16th February, at 6 P.M., information was brought by a Ramsgate smack that a large vessel was ashore on the Long Sand, and that the crew were in great danger. The Life-boat *Springwell* immediately proceeded there, but, on account of the low state of the tide, she could not then get alongside the wreck. At high tide the steam-tug *Harwich* came up, and, with the aid of the Life-boat, managed to get a rope fast to the stranded ship; she was, however, unable to get her off. The wind subsequently freshened, and a heavy sea sprung up, when the ship gave a heavy lurch, the ballast having been thrown out of her, causing the sea to dash over her amidships. Signals were then made by the men on board for the Life-boat to come to their aid, and accordingly she went alongside and succeeded in taking off 13 of the crew and 10 smacksmen who had gone on board to assist. Two of the men fell between the vessel and the Life-boat as they were trying to get into the Boat, but were fortunately rescued. The Life-boat then remained by the wreck until daylight, when it was found that the steward was missing, and on looking at the vessel he was seen in the mizen rigging. The shipwrecked sailors were then put on board a smack, and on the Life-boat returning to the ship, the steward lowered himself by a rope from the mizen boom into the Boat, and she

was then towed back to Harwich. The vessel was the barque *Pasithea*, of Liverpool, bound from Hamburg to Cardiff, in ballast.

HASTINGS.—On the 18th February, the schooner *Apollo*, of Bandholm, bound from London to Cette with a cargo of currants, drove on to the rocks near Rock-a-Nore in a N.W. wind and heavy swell. The Life-boat proceeded to her, and as it was found impossible to get the vessel afloat, the crew, consisting of 5 men, were taken into the Boat and brought ashore.

SCARBOROUGH.—On the 18th February, the fishing smack *Esmeralda*, of Grimsby, was, owing to there being no wind and a very strong sea, driven helplessly towards the shore a little to the N. of Cayton Bay. Her signal of distress, made by burning a flambeau, was seen at Scarborough, and the Life-boat *Lady Leigh* at once went to her aid. It was found that she was in extreme peril, for she had cast anchor and the cable having parted she was already amongst the broken water, the seas breaking right over her. The Life-boatmen ran out a kedge and a hundred fathoms of warp from the vessel by which she was brought up. She was afterwards towed out of danger by the Life-boat and brought into harbour in safety at midnight. She had a crew of 5 men. Had the Life-boat been a quarter of an hour later, the smack must have been wrecked and her crew would doubtless have perished, the breakers being very heavy and the place abounding with sunken rocks a long way from the shore.

WEXFORD, IRELAND.—On the 24th February, at about 6.30 P.M., while a strong breeze from E.N.E. was blowing, accompanied by a heavy sea, signals of distress were observed from the fishing lugger *Dolphin*, of Wexford, which had just struck on the leeward side of the bar in running for the harbour during a heavy snow squall. The Life-boat *Civil Service* was immediately launched, and on arriving alongside found the lugger full of water, and the sea breaking heavily over her. The crew, consisting of 5 men, were with some difficulty taken into the Life-boat and landed safely at Rosslare Fort. The vessel was totally wrecked.

ILFRACOMBE.—On the 27th February, it having been reported that a vessel was in a very dangerous position at Morte, the *Broadwater* Life-boat was launched and proceeded to the place, a dense fog prevailing at the time. On arriving at the spot, the schooner *Bertha*, of Stettin, was found riding in the breakers at a single anchor, close under the cliffs, and showing lights as a signal of distress. She had been aground, and the crew, after having taken to their boat with a view of ascertaining where they were, had returned to the schooner when she floated again. At the master's request some of the Life-boatmen boarded her, weighed the anchor, and brought her safely into Ilfracombe Harbour. She carried a crew of 4 men.

SUMMARY OF THE MEETINGS OF THE COMMITTEE.

THURSDAY, 6th February, 1879 :

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. Worthing, Shoreham, Brighton, Chichester, Hayling Island, Bembridge, Brightstone Grange, Brooke, and Poole.
2. Balbriggan, Poolbeg, Kingstown, Greystones, Wicklow, Dublin, Arklow, and Courtown.
3. Hartlepool (3 Stations), West Hartlepool (2 Stations), Seaton Carew, Middlesborough, Redcar, and Saltburn.

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

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

	£	s.	d.
The late JOHN FARMER, Esq., of Darlington	400	0	0
The late JAMES BALL, Esq., of Reading (duty free)	50	0	0

The Committee expressed their deep regret at the decease of Mr. JOHN EDMONDSON and Mr. W. H. HOLMES, who had for many years been the Honorary Secretaries respectively of the Lytham and Tees Bay Branches of the Institution.

Voted the thanks of the Committee to Mr. SAMUEL CAVAN and Mr. J. R. GARRIOCK, in acknowledgment of their past kind services respectively in the management of the Kirkcudbright and Stromness Branches of the Institution.

Decided that the present Life-boat at Ferryside (Carmarthen Bay) be replaced by a new one, and that the new Boat be appropriated to the Manchester Branch, and named, like the present one, the *City of Manchester*.

Reported that Mr. LOVELOCK, Public Accountant, had examined the accounts of the Institution for the past year, and had found the same correct.

Paid 1,689*l.* 2*s.* for sundry charges on various Life-boat Establishments.

Voted 256*l.* 9*s.* 6*d.* to pay the expenses of the Life-boats at Newhaven, Skerries, Swanage, Swansea, Staithes, Courtmacsherry, Ballywalter, Kessingland, Rye, Montrose, Salcombe, Shoreham, Dundalk, Withernsea, Cemlyn, Cemaes, Clacton-on-Sea, and Ardrossan, in rendering the following services:—

	Lives saved.
Brigantine <i>True</i> , of Faversham	7
Brig <i>Lady Lilford</i> , of Ardrossan	6
Schooner <i>Elsmore</i> , of Runcorn	3
Ketch <i>Effort</i> , of Portsmouth	2
Barque <i>Sarah Ann</i> , of Sunderland	10
S.S. <i>H. B. Brightman</i> . Remained by vessel.	
Barque <i>General Caulfield</i> , of Newcastle	18
Ship <i>Lough Sunart</i> , of Glasgow	55
Barque <i>Cleopas</i> , of South Shields	10
Brig <i>Allison</i> , of Whitby	4
Fishing-boats of Montrose. Rendered assistance	
Barquentine <i>Annie</i> , of Salcombe	2
Cutter <i>Wisdom</i> , of Shoreham. Saved vessel and	6
Schooner <i>Fanny Bailey</i> , of Dundalk	5
Smack <i>Excelsior</i> , of Grimsby	5
Steamer <i>Edith Owen</i> , of London	5
Ship <i>Hebe</i> , of Frederickstadt	14
Schooner <i>Sarah Ann Dickinson</i> , of Fleetwood	6

The Caister, Newhaven, Staithes, Palling, and Ramsgate Life-boats had rendered the following services:—Barque *Palmyra*, of South Shields, rendered assistance; brig *John*, of Hartlepool, rendered assistance; schooner *Hermann*, of Berwick, saved vessel and 6; schooner *Marie*, of Rostock, assisted to save vessel; fishing cobbles, of Staithes, rendered assistance; Russian barque *Marie*, assisted to save vessel and 12; brig *Margaret*, of West Hartlepool, rendered assistance.

(The details of most of these services will be found on pages 580-584.)

Voted also 267*l.* 8*s.* 2*d.* to pay the expenses of the Life-boats at Rhyll, Porthdinllaen, Weymouth, Hythe, Penzance, Montrose, Bude, Clovelly, Deal, Padstow, Winchelsea, Carmarthen Bay, Hartlepool, Skegness, Courtmacsherry, Wexford, Swanage, Tenby, Broadstairs, Montrose, and Filey, in assembling their crews or putting off in reply to signals of distress shown by vessels not ultimately needing assistance.

The Ramsgate Life-boat had also been taken out in reply to distress signals, but her services were not eventually needed.

Voted the Silver Medal of the Institution, a copy of the vote inscribed on vellum, and 1*l.* to Mr. WILLIAM WEST, Chief Boatman in charge of H.M. Coastguard, and 6*l.* 10*s.* to his crew, for saving, at considerable risk, 5 of the crew of the schooner *Marie Louise*, of Gothenburg, which was wrecked at Dymchurch, Kent, during a fresh E.S.E. gale, on the 8th January.

Also the Silver Medal of the Institution, a copy of the vote inscribed on vellum, and 1*l.* to HENRY STEVENS, gunner, 10th Brigade Royal Artillery, for swimming out twice, at very great risk, to the brigantine *Princess Royal*, with the view of saving some of her crew, that vessel having been wrecked at Camden Fort, near Cork, on the night of the 24th December.

Also a binocular glass, with a suitable inscription, to Mr. M. MURPHY, late Coxswain of the New Romney Life-boat. He had held the office of coxswain more than ten years, and had always given every satisfaction to the Local Committee.

Also 10*l.* to Mr. JOHN GARVEY, late Coxswain

of the Drogheda No. 2 Life-boat, in acknowledgment of his long services, and especially in consideration of the exposure he underwent through being washed overboard from the Life-boat while endeavouring to rescue the crew of the s.s. *Urania*, of Swansea, on the 18th January, 1877.

Voted 5*l.* to 5 men for putting off in a boat and, at risk of life, saving 5 men from the lugger *Friends*, which had stranded at the mouth of North Bay Harbour, Inverness, during a strong S.E. gale on the night of the 17th January.

Also 4*l.* to Mr. P. KENNEDY, Chief Boatman in charge of H.M. Coastguard at Warren Point, Co. Down, and 3 others, for putting off in a boat and saving 7 persons from the barque *Nelson*, of Maryport, which had capsized in Warren Point Roads, during a gale from the S.E., on the 10th January.

Also 2*l.* to the Master of the steam tug *Nelson*, and 10*s.* each to his crew of 9 men, for rescuing 19 men from the barque *Charles Challoner*, which had stranded on Barnard's Wharf, near Fleetwood, during a fresh gale from the E., on the 18th September.

Also 3*l.* to 6 Southwold men for putting off in a boat and saving 10 men from the brig *Coven*, of South Shields, which had struck on the Kentish Knock Sands, during a strong S.W. wind, on the 31st December.

Also 2*l.* 10*s.* to 3 men for saving 2 men from a ship's boat which had been capsized between Knightstone and Anchor Head, in Weston Bay, on the 21st December.

Also 2*l.* to 8 men for putting off in a boat and saving the crew of 7 men of the brigantine *Margaret*, of Rye, which was wrecked on Blakeney Sands, during a dense fog, on the 15th December.

And 1*l.* to 2 fishermen of Ilfracombe, for saving 2 men, whose boat had upset off that place, on the 16th January.

THURSDAY, 6th March:

The Chairman of the Institution in the Chair.

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

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

1. Kingsgate and Broadstairs.
2. Swanage, Kimeridge, Chapman's Pool, Weymouth, and Poole.
3. Carnsore, Wexford, Gorey, Cahore, Tramore, Duncannon, Dungarvan, Youghal, Ardmore, Ballycotton, Queenstown, Courtmacsherry, Valentia, and Tralee.
4. Staithes, Runswick, Saltburn, Whitby, Uppang, Middlesborough, Scarborough, Filey, Bridlington, Flamborough, Hornsea, and Withernsea.

Read letter from Commander F. A. SARGEANT, R.N., Inspector of Life-boats to the Institution, of the 4th March, stating his desire to place in the hands of the Committee his resignation of the office of inspector at the expiration of three months.

Resolved that Capt. SARGEANT'S resignation be accepted with regret.

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

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

	£	s.	d.
The late DUNCAN HOYLE, Esq., of Orme Square, Bayswater (duty free)	1000	0	0
The late Mrs. ELIZABETH MASON, of Necton, Norfolk	1000	0	0
The late Mrs. C. H. BAKER, of Acton	19	19	0

Decided to station a new Life-boat at Kings-
town in place of the boat at present there.

The cost of the new Life-boat will be defrayed from a legacy of 500*l.*, less duty, left to the Institution by the late Miss ANDERSON, of Leamington, which bequest her niece, Mrs. GORF, had liberally supplemented by a gift of 400*l.* The new Boat will be named the *Hector*, in accordance with the testatrix's wishes.

Decided also that new Life-boats be placed at Whitby and Uppang, Yorkshire, in lieu of the boats at present on those stations.

Reported that the Humane Society of Massachusetts, U.S., had presented to the Institution, as an international token of sympathy, a fine specimen of a projectile gun, invented by Mr. E. S. HUNT, for the purpose of conveying a line between a wrecked ship and the shore.

Decided that his Grace the President be requested to sign a letter conveying the best thanks of the Committee to the Massachusetts Humane Society for their handsome gift.

Ordered that various works be carried out at the Fishguard, Seaton Carew, and Swanage Life-boat stations at an expense of 351*l.* 7*s.* 9*d.*

Paid 2,303*l.* 19*s.* 8*d.* for sundry charges on various Life-boat establishments.

Voted 82*l.* 3*s.* 6*d.* to pay the expenses of the Caister, Brighstone Grange, Hastings, Wexford, and Ifracombe Life-boats in rendering the following services:—

	Lives saved.
Dandy <i>William</i> , of London	12
Barque <i>Alpheus Marshall</i> , of Digby, N.S.	14
Schooner <i>Apollo</i> , of Bandholm	5
Smack <i>Dolphin</i> , of Wexford	5
Schooner <i>Bertha</i> , of Stettin, assisted to save vessel and	4

The Life-boats at Caister, Pembrey, Ramsgate, Harwich, Staithe, Scarborough, and Broadstairs had rendered the following services:—*s. Matin*, of Dundee, remained by vessel; brigantine *Levrette*, of St. Malo, assisted to save vessel; ketch *Richard Willson*, of London, 7 lives saved; brigantine *Fraternity*, of Krageroe, assisted to save vessel and 6; ship *Pasithea*, of Liverpool, 23 lives saved; fishing cobbles, of Staithe, rendered assistance; dandy *Emeralda*, of Grimsby, saved vessel and 5; and schooner *Ocean Queen*, of Plymouth, assisted to save vessel and 7.

[The particulars of most of these Life-boat services will be found on pages 582-585.]

Voted also 142*l.* 7*s.* to defray the expenses of the Life-boats at Hythe, Abersoch, Deal, Montrose, Caister, Kingsdowne, Gorleston, Great Yarmouth, Carmarthen Bay, and New Brighton, in either assembling their crews or putting off to the assistance of vessels which did not ultimately require their help.

Voted the thanks of the Institution to Mr. F. S. PERRY, Mr. HORATIO E. PRITCHARD, Mr. W. LEIGH, and Mr. J. ELFORD SMYTHE, for wading into the sea, and, at considerable risk, assisting to save the crew of 4 men of the French lugger *Ange*, which was wrecked at Porthcurnow Sands, Cornwall, during a S.S.E. gale and heavy sea on the 1st Feb.

Voted also 10*l.* to Mr. DENNIS CONNOR, Chief Officer of H.M. Coastguard at Rosslare, Ireland, and his crew of 8 men, for putting off in their boat and saving the crew of 12 men from the barque *Hellen*, of Liverpool, which had stranded near Rosslare during a strong wind from the S.E. on the 21st January.

TUESDAY, 18th March:

The Annual General Meeting of the friends and supporters of the ROYAL NATIONAL LIFE-BOAT INSTITUTION took place this day at Willis's Rooms, St. James's, His Grace the Duke of NORTHUMBERLAND, Lord Privy Seal, President of the Institution, in the Chair.

The Chairman having opened the meeting with some suitable observations on the great and national character of the operations of the Institution, its officers for the current year were chosen.

The Secretary then read the Annual Report.

The meeting was then addressed by the Right Hon. STEPHEN CAVE, M. P., V. P.; the MARQUIS OF HEADFORD, the EARL OF COURTOWN; the REV. E. H. HEWLETT, M.A., Capt. the Hon. FRANCIS MAUDE, R.N.; Capt. MARTIN, R.N.; Admiral of the Fleet Sir GEORGE R. SARTORIOUS, K.C.B.; the EARL PERCY, M.P.; THOMAS CHAPMAN, Esq., F.R.S., V.P., Chairman; and Admiral MCHARDY.

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

The Committee's Report and the resolutions will be found in the May number of the *Life-boat Journal*.

THURSDAY, 3rd April:

The Chairman of the Institution in the Chair.

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

Elected the members of the Sub-Committees (Sir EDWARD PERROTT, Bart., V.P., Chairman) for the ensuing year.

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

1. Southend, Shoeburyness, and Aldershot.
2. Aberystwith, Newquay, Cardigan, Fishguard, Solva, St. Davids, Milford, Tenby, Ferryside, and Pembrey.
3. Palling, Hasborough, Bacton, and Mundesley.
4. Maryport, Whitehaven, and Seascale.

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

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

	£.	s.	d.
The late THOMAS BRADBERRY, Esq., of Finsbury Park (duty free)	500	0	0
The late Miss MARY FOLEY, of Bram- ley Road, Notting Hill	233	1	6
The late RICHARD BARNICOT, Esq., of Dorking (duty free)	200	0	0

The Committee expressed their deep regret at the death of Mr. C. W. M. S. MCKERLIE, who had for many years occupied the office of Honorary Secretary of the Port Logan Branch of the Institution.

Voted the thanks of the Committee to Capt. W. D. SEYMOUR, in acknowledgment of his past kind services as Honorary Secretary of the Cork and Queenstown Branch of the Institution.

Ordered that various works be carried out at the Dover and Eastbourne Life-boat Stations, at an expense of 506*l.*

Resolved that the following members of the Committee be named as a Special Committee to

consider: I. The present appointments of the Inspecting Staff of the Institution, and II. All applications for the vacant appointment of Inspector of Life-boats:—

Vice-Admiral Sir J. WALTER TARLETON, K.C.B. (Chairman), Colonel FITZ-ROY CLAYTON, Colonel the Hon. C. F. CRICHTON, GEORGE PALMER, Esq., and Vice-Admiral AUGUSTUS PHILLIMORE (Admiral Superintendent of Naval Reserves).

Paid 3,230*l.* 14*s.* 6*d.* for sundry charges on various Life-boat Establishments.

Voted 123*l.* 0*s.* 6*d.* to pay the expenses of the Life-boats at Whitby, Holy Island, Montrose, Anstruther, Hartlepool, Caister, Poole, and Holyhead, in rendering the following services:—

	Lives saved.
S.S. <i>J. H. Lorentzen</i> , of London	17
S.S. <i>Darlington</i> , of Stockton	9
Brig <i>Die Manten</i> , of Arendal	4
Schooner <i>Ann</i> , of Colchester	5
Brig <i>Cito</i> , of Arendal	7
Ship <i>Martaban</i> , of Greenock	11
Schooner <i>Wellington</i> , of Caernarvon. Assisted to save vessel and	3

The Ramsgate Life-boat had also saved the crew of 9 men from the wrecked barque *Lina*, of Tonsberg.

Voted 59*l.* 3*s.* 6*d.* to pay the expenses of the Life-boats at Ballywalter, New Brighton, St. Andrews, Broadstairs, Drogheda, Brancaster, Clacton-on-Sea, Queenstown, and Porthdinllaen, in either assembling their crews, or putting off in reply to signals of distress exhibited by vessels not ultimately requiring assistance.

The Ramsgate and Hartlepool Life-boats had also been taken out, but their services had not been needed.

Voted the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to Mr. MATTHEW KYLE, Coxswain of the Holy Island Life-boats, and to Mr. GEORGE KYLE, assistant coxswain, in acknowledgment of their long and gallant services in saving life from shipwreck.

Also the thanks of the Institution to EDWARD HUMBY, of H.M. Coastguard at Southsea, for rescuing from the water and restoring a woman who was apparently drowned, she having rushed into the sea on the night of the 14th March.

Voted also 3*l.* to 3 Penmon pilots for putting off in a boat and saving the crew of 5 men from the brigantine *Havendale*, of Aberystwyth, which sunk on the Prince Regent Rocks during a strong N. wind and heavy sea, on the 12th March.

THURSDAY, 1st May:

The Chairman of the Institution in the Chair.

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

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

1. Kingsgate.
2. Swansea, Porthcawl, and Penarth.
3. Cromer, Sheringham, Blakeney, Wells, Hunstanton, Brancaster, and Skegness.
4. Piel, Fleetwood, Blackpool, Lytham, Southport, New Brighton, Douglas, Ramsey, and Castle-town.

Read letter from Admiral D. ROBERTSON MACDONALD, Inspector of Life-boats to the Institution, of the 23rd April, stating that, in order to facilitate the new arrangements in regard to the Inspec-

tion of Life-boats, he was prepared to retire from the service of the Institution.

Resolved that his resignation be accepted, with much regret.

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

	£.	s.	d.
Worcester Cadet Life-boat Fund, per Capt. J. H. SMITH, additional	10	8	6
Boys of Christ's Hospital, per Rev. RICHARD LEE, M.A., additional	4	4	0
Contents of the "Margaret" first con- tribution box, per Mrs. ETHERING- TON SMITH, additional	2	2	0
Collected by Master ARNOLD GRANT, per Mrs. ETHERINGTON SMITH, additional	0	11	1

—To be severally thanked.

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

	£.	s.	d.
The late J. M. BROOKES, Esq., M.D., of Marlborough Road, St. John's Wood	100	0	0
The late ROBERT CROSSE, Esq., of Southsea	10	10	0

Decided that the thanks of the Institution be presented to R. P. BRERETON, Esq., C.E., for his valuable and gratuitous services in connection with the construction of the Life-boat launching slipway at Porthcawl.

Paid 1,326*l.* 10*s.* 2*d.* for sundry charges on various Life-boat Establishments.

Voted 68*l.* to pay the expenses of the Life-boats at Great Yarmouth, Porthdinllaen, Palling, and Peterhead, in rendering the following services:—

	Lives saved.
Barque <i>Guiseppeina N.</i> , of Genoa	17
S.S. <i>Baroi</i> , of Newcastle	6
Norwegian barque <i>Christiania</i>	12
Schooner <i>Sunshine</i> , of Wick	11

The Cromer and Ballycotton Life-boats had respectively rendered assistance to the Danish sloop *Hesperus* and schooner *Mary Lloyd*, of Portmadoc.

Voted 46*l.* 6*s.* 6*d.* to pay the expenses of the Montrose, Broughty Ferry, Exmouth, Piel, and Harwich Life-boats, in putting off in reply to signals of distress exhibited by vessels which did not ultimately require the services of the boats.

Also 2*l.* to 5 men for putting off in a boat and saving 3 men from a fishing-boat which had been upset by a sudden squall near Greencastle Coast-guard Station, on the 15th February.

Also 3*l.* 5*s.* to some Newbiggin men for putting off in a cable from that place, and rescuing the crew of 7 men from the wrecked schooner *Carl*, of Holmestrand, during a strong S.S.E. wind, on the 20th March.

Also 3*l.* to 5 men for saving a man from a water-logged boat, in Galway Bay, during squally weather, on the 28th March.

THURSDAY, 22nd May:

The Chairman of the Institution in the Chair.

Read and approved the Minutes of the previous Meeting.

Also the Report of the Special Committee, having reference to the Resolution of the General Committee on the 3rd April. They stated that they had held eight meetings on different days, and that—with the view of utilising to the utmost the time

of the Life-boat Inspectors, securing more frequent inspections on the Coast, and bringing the Inspectors into more constant communication with the Local Committees and Life-boat crews—they recommended that, as far as the Life-boat work is concerned, the Coast of the United Kingdom be divided into five Districts, and that a resident Inspector should be appointed to each District.

The several recommendations contained in the Report of the Special Committee having been considered *seriatim*, were then agreed to.

THURSDAY, 5th June:

The Chairman of the Institution in the Chair.

Read and approved the Minutes of the Special Meeting on the 22nd May, and those of the Finance and Correspondence and Wreck and Reward Sub-Committees.

Referring to the Report of the Special Committee, the following Officers were, by ballot, elected Inspectors of Life-boats to the Institution, in addition to Rear-Admiral J. R. WARD, the Chief Inspector, and Lieut. H. A. MONTEITH, R.N.:—Capt. the Hon. H. W. CHETWYND, R.N.; Commander ST. VINCENT NEPEAN, R.N.; Commander CLEMENT LAPRIMAUDAYE, R.N.; and Lieut. H. G. TIPPING, R.N.

Resolved that the Special Committee be very cordially thanked for their able and most valuable Report, and particularly for the time and attention they had devoted to its consideration.

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

1. Lytham, St. Anne's-on-the-Sea, Blackpool, and Southend.

2. Hastings, Chichester Harbour, Selsea, Alderney, Guernsey, Newhaven, Eastbourne, Winchelsea, Rye, Lydd (Dungeness), and New Romney.

3. Theddlethorpe, Chapel, Sutton, Donna Nook, Cleethorpes, Holyhead, Kingstown, and Kirkcudbright.

4. Looe, Fowey, Portloe, Porthoustock, Mevagissey, Falmouth, Cadgwith, and Lizard.

Reported that a deputation from the *Arthur Hill* Testimonial Committee had handed to the Institution 472*l.*, which had been raised amongst the former pupils of Mr. ARTHUR HILL, a brother of Sir ROWLAND HILL. The Subscribers said that it was a fund subscribed by a number of gentlemen, old pupils of Mr. HILL, formerly one of the Masters of Hazlewood School, near Birmingham, and subsequently, for nearly half a century, Head Master of Bruce Castle School, Tottenham, as a mark of their respect and affectionate regard for him—with the request that he would dispose of and apply the same to any purpose of which he might approve.

Mr. HILL at once decided to expend the amount in providing a Life-boat for the Coast.

Decided that Mr. HILL be cordially thanked, and that the gift be appropriated to the placing of a Life-boat on the coast—the Life-boat at Polkerris, Fowey, being temporarily appropriated to the fund, and named the *Arthur Hill*.

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

	£.	s.	d.
The Misses BROOKE, sisters of the late JOHN BROOKE, Esq., Q.C., per JOHN RICHARDSON, Q.C., in aid of Giles' Quay Life-boat House	200	0	0
Ditto, towards the support of the Greencastle (Londonderry) Life-boat	100	0	0

	£.	s.	d.
Miss RAWSON, Tylney Street, additional	100	0	0
Committee of the Welsh National Eisteddfod, Birkenhead, per E. JONES, Esq.	50	0	0
Readers of <i>The Christian</i> , per Messrs. MORGAN and SCOTT, additional	13	0	0
The Marquis of ELY, annual subscription	20	0	0

—To be severally thanked.

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

The late JAMES GOOCH, Esq., of Ipswich, £100.

Decided to form new Life-boat Establishments at St. Anne's-on-the-Sea, Lancashire, and Southend, Essex—the contribution of some friends at Manchester for a Life-boat to be named the *William and Mary* being appropriated to the first-named Station, and that from the *Boys of England* Life-boat Fund, per EDWIN J. BRETT, Esq., being applied to the Southend Life-boat.

Reported the transmission to their Stations of the Kingstown, Drogheda No. 1, Tralee Bay, and Kirkcudbright new Life-boats. The Great Northern of Ireland Railway Company had granted the Drogheda Life-boat a free conveyance over their line between Dublin and Drogheda, and the City of Cork Steam Packet Company and the Great Southern and Western (Ireland) Railway Company had foregone their charges for taking the Tralee Boat from London to its Station.—*To be thanked.*

Voted the thanks of the Institution to W. S. RICHMOND, Esq., on his retiring from the office of Honorary Secretary of the Harwich Branch.

The Committee expressed their sincere condolence with the family of the late Mr. T. S. HIDE, who had for many years been the Secretary of the Hastings Branch of the Institution.

Ordered that various works be carried out at the Whitburn, Greystones, Blyth, and Kingsgate Life-boat Stations, at an expense of 222*l.*

Paid 1,988*l.* 15*s.* 7*d.* for sundry charges on different Life-boat Establishments.

Voted 37*l.* 8*s.* 10*d.* to pay the expenses of the Porthdinllaen and Penzance Life-boats in performing the following services:—

	Lives saved.
Schooner <i>Jane and Ann</i> , of Llanaelhaiarn	3
Brig <i>Ponthieu</i> , of Vannes	5

Also 58*l.* 2*s.* to defray the expenses of recent launches of the Porthleven, Walmer, Deal, Kingsdowne, and Lizard Life-boats with the view of helping vessels in distress, which happily did not eventually need their services.

Also 3*l.* to 4 of the Dover Life-boat men, forming the crew of the galley punt *Corsair's Bride*, of that port, for saving the crew of 9 men and a Pilot from the barque *Lyder Sagen*, of Bergen, which foundered after coming into collision with a steamer in Dover Roads, during a strong wind and heavy swell, on the 6th December.

Also 2*l.* to JOHN and THOMAS BOUND, for saving a man whose boat had sunk after striking on the Munkston Rock in the Bristol Channel, on the 9th April. He took refuge on the rock, but he was in great danger there, as the flowing tide was rapidly coming in, and the surf was breaking over the rock when he was rescued.

Also 2*l.* to JAMES PARSONS, of Clevedon, for putting off in a small boat, at much risk, and saving the engineer of the steam-tug *Elf*, during very cold and stormy weather, on the 10th April.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

SUPPORTED SOLELY BY VOLUNTARY CONTRIBUTIONS.

Patroness—Her Most Gracious Majesty the Queen.

President—HIS GRACE THE DUKE OF NORTHUMBRELAND, 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>Seaflower</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 boat 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 Dunham</i> , barque, of Youghal—rendered assistance.	<i>Lady of the Lake</i> , smack, of Portsmouth 4	<i>Stat'hes</i> fishing-cobles—rendered assistance.
<i>Cygnat</i> , brigantine, of Sillioth... 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 Sunderland—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 Pillan. 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>Melita</i> , brig, of Blyth—crew and beachmen 16	<i>Wasp</i> , smack, of Belfast 3
<i>Eliza</i> , fishing-boat, of Scarborough 2	<i>Milky Way</i> , schooner, of Fraserburgh—assisted to save vessel and 4	<i>Welcome</i> , fishing-boat, of Hartlepool 2
<i>Elizabeth Klousterboer</i> , brigantine 1	<i>Montagu</i> , s.s., of Liverpool 18	<i>Whitby</i> fishing-boats—rendered assistance.
<i>Elizabeth and Catherine</i> , barque, of Sunderland—remained by vessel.	<i>Mystery</i> , cutter, of Great Yarmouth—saved vessel.	<i>William Naisby</i> , barque, of London—assisted to save vessel.
<i>Emerald Isle</i> , schooner, of Drogheda—saved vessel and 5	<i>Newbiggin</i> fishing-boats—rendered assistance.	<i>Wladiner</i> , brig, of Libau 8
<i>Escape</i> , schooner, of Hull 7	<i>Old Goody</i> , brigantine, of Faversham—assisted to save vessel and 8	<i>Zephyr</i> , schooner, of Montrose—assisted to save vessel and 5
<i>Eva</i> , schooner, of Runcorn 4	<i>Olinka</i> , Austrian brig 12	<i>Zosteria</i> , schooner, of Colchester—assisted to save vessel and .. 5
<i>Fairy</i> , dandy, of Wexford 6	<i>Olive Branch</i> , sloop, of Cardiff .. 3	
<i>Fearless</i> , schooner, of Guernsey . 6	<i>Oscar</i> , s.s., of Leth 22	
<i>F. Edwards</i> , schooner, of Grimsby 5	<i>Phanician</i> , schooner, of Douglas. 4	
<i>Florida</i> , brigantine, of Christiania—assisted to save vessel and ... 7	<i>Phœnix</i> , schooner, of London... 4	
<i>Frances Mary</i> , brigantine, of Drogheda 1	<i>Pioneer</i> , steamer, of Dublin—rendered assistance.	
<i>Garland</i> , brig, of South Shields. . 9		
<i>Golden Plover</i> , brig, of Sunderland 10		

Total lives saved by Life-boats, in 1878, in addition to 17 vessels . 71

During the same period the Institution granted rewards for saving lives by fishing and other boats 145

Total of lives saved }
in 1878 } 616

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 £2,750.

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 26,538; for which services 92 Gold Medals, 894 Silver Medals, and £58,160 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. CUTTS 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.—August 1, 1879.