

THE LIFE-BOAT,

OR

JOURNAL OF THE NATIONAL LIFE-BOAT INSTITUTION.

(ISSUED QUARTERLY.)

VOL. XI.—No. 121.]

AUGUST 1, 1881.

[PRICE 3*d.*

MERCHANT SHIPPING (CARRIAGE OF GRAIN) ACT, 1880.

PERHAPS Mr. Plimsoll, in the interest of Saving Life at Sea, has done no more useful thing than pressing on the attention of Parliament the necessity for additional precautions and legal requirements to prevent the shifting of grain and similar cargoes, when stowed in bulk.

Undoubtedly very many vessels so laden have foundered with their crews through their cargoes shifting, i.e., falling to one side in gales of wind. Any landsman can readily conceive the imminent danger which must arise from the shifting of a vessel's ballast or cargo to one side, whereby a permanent inclination, or "list," as it is termed by sailors, to that side is occasioned, rendering her more or less unmanageable and difficult to steer. Every lurch of the hull towards the lower side must then tend to a further shift of cargo, with corresponding increase of "list," until a final lurch capsizes the unfortunate craft, and consigns her crew to a watery grave, adding one more to the long list of "missing ships," an average of more than one hundred of which are so recorded year by year.

The least consideration will suffice to show why grain cargoes stowed in bulk, that is to say, not confined in bags or boxes, are specially liable to shift. Any one who has had to fill a box, canister or jar, &c., with any small grains, such as wheat, rice or coffee, will have noticed

that if, after being completely filled, the vessel be well shaken, its contents will settle down and occupy less space. This is caused by each separate grain accommodating itself to those around it, thereby reducing the area of the interstices, or open spaces between them, and thus an additional quantity of grain is required to completely fill the vessel. This operation may indeed be repeated two or three or more times, re-filling the vessel after each shaking, before the largest possible amount of grain is contained in it.

Now, on a larger scale, precisely the same operation takes place in a ship laden with a grain cargo of any kind, with the exception that instead of two or three shakings only, the operation is continuous whenever the sea is rough, every motion of the vessel tending to re-arrange every separate grain of the cargo into the smallest possible space. Hence, unless an additional quantity of grain be carried on deck, to be added to, or "feed," as it is termed in grain-carrying ships, the cargo below deck, the constant tendency of a bulk cargo of grain must be to settle down on the lee or lower side of the vessel, more especially when remaining a long time on one tack, to the imminent danger of ship and crew.

The danger specially attending grain cargoes stowed in bulk has, of course, long

been recognised, but in former times shipowners were pretty much left to themselves in all matters affecting the lives of their crews. In the year 1854 the first serious legislative effort was made to protect the lives of our merchant seamen, when the Mercantile Marine Act of that year was passed, which consolidated all previous shipping acts. Amendments to that Act were passed in 1855, 1856, 1862, 1871 and 1873, in the last of which it was stated that the whole might be cited collectively as the Merchant Shipping Acts of 1854 to 1873. It does not, however, appear that any of these Acts contained any special enactments respecting grain cargoes.

In 1874 the general impression in the public mind that the lives of our seamen were not duly cared for, fanned into a flame by Mr. Plimsoll, the then member for Derby, led to the appointment of a Royal Commission, presided over by the Duke of Somerset, and of which the Duke of Edinburgh was a member, and in the Report of that Commission attention is first called to the danger of "grain cargoes," and to the exceptional care requisite to reduce that danger to a minimum. They add, however, that "there are well-known precautions tending to diminish this danger, but the application of these will be best left to the responsibility of the shipowner, and to the practical knowledge of the captain."

We are unable to see that this advice is not equally applicable to all other sources of danger to the lives of our seamen, which would thereby be handed over to the tender mercies of every unprincipled and avaricious shipowner who might be ready to run the risk of whatever penalty might be entailed by his "responsibility," not *before*, but *after* the loss of the lives of his crew.

In 1875 a temporary Bill was passed, to continue in force until 1st October 1876, and to be "construed as one with the Merchant Shipping Act, 1854." This Bill embodied many of the recommendations of the Royal Commission of the

previous year; and as regards grain cargoes its 3rd section enacted that "No cargo, of which more than one-third consists of any kind of grain, corn, rice, paddy, pulse, seeds, nuts or nut kernels shall be carried unless such grain is contained in bags, sacks, or barrels, or secured from shifting by boards, bulkheads, or otherwise, an infringement of the same subjecting the master of the vessel to a penalty, not exceeding 200%."

Regarding this clause, we remarked at the time (No. 98, page 403 of *Lifeboat Journal*) that "the new law about carrying grain in bulk is one of those just and necessary measures of ordinary legislation which, it may be supposed, might and ought to have been brought about years ago by a governing power exercising proper supervision of the mercantile marine."

In 1876 yet another Merchant Shipping Act was passed, testifying to the increasing interest taken in our mercantile marine and merchant seamen. As regards "grain cargoes" (section 22), it enacted that "No cargo of which more than *one-third* consists of grain, corn, rice, paddy, pulse, seeds, nuts, or nut kernels, hereinafter referred to as 'grain cargo,' shall be carried on board any British ship, unless such grain cargo be contained in bags, sack, or barrels, or secured from shifting by boards, bulkheads, or otherwise. Also that the managing owner, agent, or master of any ship who should knowingly infringe this enactment should for every such offence incur a penalty not exceeding 300%."

The Act of 1880, on which we are now commenting, is a further recognition of the importance of protecting the lives of our seamen in the grain trade, becoming indeed, year by year, more important as the nation is more and more dependent on the importation of foreign corn for its food, and especially from the American continent.

It is entitled "An Act to provide for the safe carriage of Grain Cargoes by Merchant Shipping, 7th September, 1880."

It is divided into eleven sections.

Section 1 defines its short title and construction as follows:—

“ This Act may be cited as the Merchant Shipping (Carriage of Grain) Act, 1880, and shall be construed as one with the Merchant Shipping Act, 1854, and the Acts amending the same, and together with those Acts may be cited as the Merchant Shipping Acts, 1854 to 1880.”

Section 2 enacts that the Act shall come into operation on the 1st day of January, 1881.

Section 3 is as follows:—

“ Where a grain cargo is laden on any British ship, all necessary and reasonable precautions (whether prescribed by this Act or not) shall be taken in order to prevent the grain cargo from shifting.

“ If such precautions have not been taken in the case of any such ship, the master of the ship, and any agent of the owner who was charged with the loading of the ship or the sending her to sea, shall each be liable to a penalty not exceeding three hundred pounds, and the owner of the ship shall also be liable to the same penalty, unless he shows that he took all reasonable means to enforce the observance of this section, and was not privy to the breach thereof.”

This section is everything that can be desired; its first clause requiring all necessary and reasonable precautions to be taken “ whether prescribed by this Act or not,” effectually closes any loophole by which an unscrupulous shipowner might evade the spirit if not the letter of the law, whilst its second clause makes the actual owner of the ship liable to a penalty not exceeding 300*l.*, in addition to the master and any agent charged with the loading of the ship.

Section 4 provides and states in detail the precautions to prevent grain cargoes from shifting, which shall be required in all grain-laden British ships proceeding outside the Straits of Gibraltar, from the Mediterranean or Black Seas, and from the coast of North America, as follows:—

(a.) There shall not be carried between the decks, or, if the ship has more than two decks,

between the main and upper decks, any grain in bulk, except such as may be necessary for feeding the cargo in the hold, and is carried in properly constructed feeders.

(b.) Where grain (except such as may be carried in properly constructed feeders) is carried in bulk in any hold or compartment, and proper provision for filling up the same by feeders is not made, not less than one-fourth of the grain carried in the hold or compartment (as the case may be) shall be in bags supported on suitable platforms laid upon the grain in bulk: Provided that this regulation with respect to bags shall not apply—

(i.) To oats, or cotton seed; nor

(ii.) To a ship which is a sailing ship of less than four hundred tons registered tonnage, and is not engaged in the Atlantic trade; nor

(iii.) To a ship laden at a port in the Mediterranean or Black Sea if the ship is divided into compartments which are formed by substantial transverse partitions, and are fitted with longitudinal bulkheads or such shifting boards as hereafter in this section mentioned, and if the ship does not carry more than one-fourth of the grain cargo, and not more than one thousand five hundred quarters, in any one compartment, bin, or division, and provided that each division of the lower hold is fitted with properly constructed feeders from the between decks; nor

(iv.) To a ship in which the grain cargo does not exceed one-half of the whole cargo of the ship, and the rest of the cargo consists of cotton, wool, flax, barrels or sacks of flour, or other suitable cargo so stowed as to prevent the grain in any compartment, bin, or division from shifting.

(c.) Where grain is carried in the hold or between the decks, whether in bags or bulk, the hold or the space between the decks shall be divided by a longitudinal bulkhead or by sufficient shifting boards which extend from deck to deck, or from the deck to the keelson, and are properly secured, and if the grain is in bulk are fitted grain-tight with proper fillings between the beams.

(d.) In loading, the grain shall be properly stowed, trimmed, and secured.

Section 5 exempts from the requirements of this Act all grain-laden ships from the Black or Mediterranean Seas and coast of North America, which shall have been loaded in accordance with the regulations for the time being approved by the Board of Trade, or constructed and

loaded in accordance with any plan approved by that Board.

Section 6 requires the masters of all British grain-laden ships, passing the Straits of Gibraltar outwards, and from the coast of North America, to deliver, or cause to be delivered, to the British Consular Officer, or, in Her Majesty's dominions, the principal Officer of Customs, before leaving her final port, or within forty-eight hours after leaving such port, a notice stating—

(1.) The draught of water and clear side, as defined by section five of the Merchant Shipping Act, 1871, and section four of the Merchant Shipping Act, 1873, of the said ship after the loading of her cargo has been completed at the said last port of loading;

(2.) And also stating the following particulars in respect to the grain cargo, namely,

(a.) The kind of grain and the quantity thereof, which quantity may be stated in cubic feet, or in quarters, or in bushels, or in tons weight; and

(b.) The mode in which the grain cargo is stowed; and

(c.) The precautions taken against shifting.

The master shall also deliver a similar notice to the principal collector or other proper officer of Customs in the United Kingdom, together with the report required to be made by the Customs Consolidation Act, 1876, on the arrival of the ship in the United Kingdom.

Every such notice shall be sent to the Board of Trade as soon as practicable by the officer receiving the same.

If the master fails to deliver any notice required by this section he shall be liable to a penalty not exceeding one hundred pounds: Provided always, that the Board of Trade may, by notice published in the London Gazette, or in such other way as it may deem expedient, exempt ships laden at any particular port or any class of such ships from the provisions of this section.

This clause is a most important one, and would be still more so if it effectually prevented any vessel from leaving port unless it could be shown that the requirements of the Act had been complied with. We presume, however, that this has been found to be impracticable, since even the delivery of the notice forty-eight hours after the sailing of the vessel

is deemed to suffice. We trust, however, that the penalties incurred by non-compliance with the Act, and by any wilful false statements in the official notices, may prevent deliberate evasion of the law.

Section 7 subjects the master of any ship to a penalty not exceeding 100*l.*, if he shall wilfully make any false statement, or omit any material particular, in any notice required by the Act.

Section 8 authorizes any officer, either specially or generally deputed to do so by the Board of Trade, to inspect any grain cargo, and the mode in which the same is stowed.

Section 9 enacts that every offence punishable under the Act may be summarily dealt with.

Section 10 defines the meaning of the expressions in the Act, viz., that the expression "grain" means any corn, rice, paddy, pulse, seeds, nuts, or nut kernels. And that the expression "ship laden with a grain cargo" means a ship carrying a cargo, of which the portion consisting of grain is more than one-third of the registered tonnage of the ship.

Section 11 repeats section 22 of the Merchant Shipping Act, 1876.

We feel sure that our seamen will welcome this short Act as another instalment of justice to and consideration for them, and that the British public will hail it as another concession to their repeated demands in behalf of an invaluable and long neglected class of the community.

We may be allowed also to express a hope that the increasing interest taken in them and the many advantages they now enjoy, compared with the British mariners of bygone generations, combined with the civilizing effects of better education in their youth, may surely, if slowly, raise their standard of morals and habits of life, until the British seaman of the future shall be an honour to his country and his class wherever he may sail.

ADDITIONAL STATIONS AND NEW LIFE-BOATS.

BALLYCOTTON, Co. CORK.—A new Life-boat has been placed here, one of the 34 feet 10-oared class having been substituted for the smaller boat at this Station. The new Life-boat is named the *Oliver Goldsmith*, it having been provided from the fund generously subscribed in response to an appeal issued by Miss ADA GOLDSMITH TULLOH of West Malvern, a collateral descendant of the illustrious poet, her untiring efforts thus enabling the Institution to provide this new Life-boat for the coast. In her circular Miss TULLOH stated that she was anxious to pay a tribute to the memory of her ancestor, OLIVER GOLDSMITH, and she added—

“I confidently put forth this appeal, not only in virtue of the Life-boat's noble mission and memorable services, but feeling sure that all who have read with pleasure ‘The Vicar of Wakefield,’ ‘The Traveller,’ and ‘The Deserted Village,’ will not fail in helping me to further this good work, and aid in perpetuating the memory of OLIVER GOLDSMITH, who, from the inscription in Westminster Abbey by Dr. Johnson, was

“In expression at once noble, pure, and delicate.”
 “His memory will last as long as society retains affection.”

“Friendship is not void of honour.”
 “And reading wants not her admirers.”

The ceremony of launching the boat at its Station took place on the 29th July, 1880. In opening the proceedings, the Local Hon. Secretary of the Institution, T. WILSON STRANGMAN, Esq., stated that Miss TULLOH had expressed an earnest wish that the form of prayer usually employed at the launching of the ships of H.M. Navy should be employed on that occasion, and the Lord Bishop of the diocese, while regretting his absence, had readily sanctioned that course being adopted. The Rev. — HUGHES was thereupon called upon to read the service, which was used for the first time in Ireland on such an occasion. An address written by Miss TULLOH was then read to the crew, she being unfortunately prevented by indisposition from attending to take a personal part in the proceedings, and, after Mrs. STRANGMAN had performed the customary ceremony of naming, the boat was launched amid the hearty cheers of all assembled.

BRIGHSTONE GRANGE, ISLE OF WIGHT.—The Life-boat presented to the NATIONAL LIFE-BOAT INSTITUTION by the officers and cadets of the training ship *Worcester* and their friends, through the indefatigable exertions of Captain J. H. SMITH, has been placed at Brighstone Grange, on the south shore of the Isle of Wight. The Boat is a 10-oared one, 34 feet long and 8 feet wide. It was publicly exhibited at Newport on the 11th August, on the way to its station. It was drawn on its transporting carriage through the town, the band of the head-quarters companies of the Isle of Wight Rifle Volunteers being in attendance. On arriving at the Guildhall, addresses were given by the Rev. Canon CONNOR, Vicar of Newport; the Mayor, HERBERT J. ORCHARD, Esq., J.P.; and the District Inspector, Captain the Hon. H. W. CHETWYND, R.N. At the conclusion the band played the National Anthem, the crew standing with oars erect. Afterwards the Boat proceeded through Carisbrooke to its station; the people there gave it a hearty welcome, and the crew were addressed by the Rev. E. BOUCHER JAMES, M.A., vicar of the parish. On the following day, after a brief ceremonial, the *Life-boat* was launched for the first time at Brighstone Grange, and the crew were practised at sea by the Inspector, the behaviour of the Boat on the occasion giving every satisfaction.

In the course of his remarks at Newport, Captain CHETWYND said, “The Boat before them was given by the training ship *Worcester*, in the Thames, which was a school for the training of officers of the mercantile marine, and it was exceedingly gratifying, and very promising for the future usefulness of the institution, to find those who would in years to come, be the leaders of our grand mercantile marine—the first in the world—already realising the importance and the value of these Boats. The Boat would be formally handed over on the morrow to men in whom the Institution had every confidence. Ever since the establishment of the two stations at the back of the Island, the crews of the two Boats had shown themselves worthy of the name of British seamen, and had during that time saved nearly 300 lives, but as time had

gone on, the veteran they saw before them (JAMES BUCKETT), wearing the decoration of the Institution, had been obliged by advancing years to give place to a younger man. He (the speaker) could tell them that their Life-boat crews were animated by a truly noble spirit, and that they did deeds of as noble gallantry as were ever done on the field of battle.

The Rev. Canon CONNOR, in referring to the services rendered by our Life-boat crews, said, "No grander achievements had been recorded upon our English annals than those performed by these men. At the risk of their lives, in the storm of midnight, as the thunder rolled in the heaven, and the lightning flashed across the ocean, and the sea, foaming forth its imprecations, brought its victim nearer and nearer the rock or the shoal, these brave Life-boat men, trusting in the arm of Almighty God, were always ready to step into the Boat and go forth to the rescue of those in peril on the sea. Few people knew the danger of work of this kind. There was not only the launching of the Boat and getting it under way, but there was the managing it in a rough sea, so as to reach its destination, and then there was the difficulty in getting it alongside the wreck and helping those on board to get safely into the Life-boat. From beginning to end it was a matter of the greatest difficulty, and he believed there were no greater heroes than those men, who would quietly and calmly step from the sands into their boat, to take their oars and go forth to save poor people who were in danger, and bring them in safety to the dear English shore. He was happy to think that last year about 637 persons were rescued from wrecks, and by the mercy of God not one life was forfeited in the discharge of this great duty. It was a glorious proof of our greatness as a nation,

and of the strength and reality of our Christian sympathy, that we had instituted in our country such a magnificent organization as this."

SALTBURN-BY-THE-SEA.—The Life-boat on this station, one of the old class, placed there upwards of thirty years since, has been replaced by a new self-righting Life-boat, of the 34 feet 10-oared class, provided with a transporting carriage. The expense of the new Life-boat has been defrayed, through the Manchester Branch of the Life-boat Institution, by Mrs. TOWNEND, of Puckrup Hall, near Tewkesbury, and at her request it is named the *Charles and Ann*. On the 19th August the Boat on its carriage, with the crew on board, fully equipped with their lifebelts, &c., proceeded, under the directions of the zealous Hon. Secretary, Mr. T. G. PEARSON, in procession from the Saltburn Railway Station, through the principal streets to the sands in front of Marine Terrace, where, after some addresses had been given by different gentlemen, it was named in the usual manner, and launched, under the superintence of the District Inspector of Life-boats, Commander NEPEAN, R.N., in the presence of about 5,000 people. The ceremony of naming was performed by Mrs. THEODORE FOX. The crew were much pleased with the new Boat. On the 1st October the Life-boat was launched to the assistance of some fishing cobs, which were in distress off Saltburn, having been overtaken by a heavy sea that had suddenly sprung up. The behaviour of the Life-boat, under the most trying circumstances, was all that could be desired, and her crew have expressed themselves as prepared to go out in her in any weather to the rescue of shipwrecked crews.

THE EARL OF SHAFTESBURY, K.G., AND THE LIFE-BOAT CAUSE.

At the Annual Meeting of the NATIONAL LIFE-BOAT INSTITUTION, on the 17th March last, the EARL OF SHAFTESBURY was present, and delivered the following interesting speech. He said:—

"The Committee of this society has conferred

upon me an inestimable benefit by putting into this resolution confided to me the whole history and merits of the Life-boat Institution, so I think it will spare me and you a speech by merely reading the resolution. It is—That this meeting desires to testify anew its appreciation of the great and national work of the Life-boat Institution, and of the continued

success which attends its extensive and perilous operations; and therefore considers that it has, and must continue to have, the strongest claim to the support and sympathy of the public, particularly when it is remembered that the Institution has contributed, since its first establishment, to the saving of more than twenty-seven thousand persons from shipwreck? Anybody who is acquainted with our maritime system, and with the character and condition of our seafaring men, must at once see, without entering into argument or description, the enormous, the inexpressible value of such an institution as this. I have a little personal feeling in the matter, because I see here that one of the Life-boats, called the *British Workman*, was instrumental last year in saving a number of lives; and I am told by Mr. Lewis that it has been one of the most successful on the coast, having saved altogether 162 lives. I am particularly touched by that fact, because a few years ago I was entrusted, at the invitation of my friend Mr. Smithies, the editor of the *British Workman*, with the honourable duty of going down to Norfolk to name that boat, which was constructed from the contributions of the readers of the *British Workman*. I recollect perfectly well the whole ceremony, and the satisfaction it gave to me and everybody else; and the impression it made on my mind was to leave a deep and solemn sense of the duty of maintaining such a society as the National Life-boat Institution. When I was residing at Walmer Castle I made some acquaintance with the Deal boatmen. I confess, everything I heard of them filled me with amazement—their calmness, their resolution, and their courage. I heard from their wives the conditions under which they lived, the hours they passed at sea, and the anxiety of mind both to themselves and their families at such times; I heard from all that when the signal of distress was given, it may be in the dead of night, however tempestuous the weather, there never was a moment's hesitation—they started from their beds, crowded to the shore, and as soon as possible manned and launched the Life-boat. It has oftentimes been said that some of these men were rather exacting in their demands for recompense from shipowners for saving their ships; but I must say, when I consider the hazards which these men run—when I think that many of them are married men with families who depend upon their exertions, I cannot consider they are too exacting when they have rescued a rich ship having hazarded their lives in the enterprise. When they are called upon in the hour of danger, they never calculate on the character of the ship—it may be a rich ship, it may be a poor one that will yield them nothing, but they go with the same force to rescue human life or the ship, as the case may be. We must consider the lives of these men, and the character they exhibit on every occasion. Look at their character! They exhibit not only daring forward courage under the immediate pressure of the moment, but look at their power of endurance. Look at the power and endurance shown by the Life-boat men at Ramsgate when going out at night to rescue the crew of a sinking vessel on the sands twenty-five miles off, and not being

able to approach her for the darkness, they determined to stay all night and wait for daylight to get near her; and that meant sixteen hours, during which these brave fellows were exposed to the pitiless storm! These are men of whom the country ought to be proud, and, instead of grudging them any remuneration, shipowners and others should do them service in every way in their power, and, like the Institution, pay them liberally for the work done. There is in our Liturgy a very beautiful service for those at sea, and one of the most beautiful and touching prayers in it is a prayer to Almighty God that He would protect all vessels that are passing the seas on their lawful occasions. We may apply that prayer with equal force to all these Life-boats under your control, and pray that God will bless an Institution such as this, which is so much for the national honour, and so much for the national security." (His lordship's speech was much applauded throughout.)

This speech was delivered with the usual force and eloquence which characterise the public remarks of LORD SHAFTESBURY, and, listening to him, few would conceive that he was within a few weeks of his eightieth year, which he attained on the 28th April last. No living man will hereafter be better remembered than LORD SHAFTESBURY, and the ceremony which brought together an enthusiastic assembly at the Guildhall, London, to celebrate his eightieth birthday, was only a just recognition of a long life nobly spent in ameliorating the lot and promoting the welfare of the working people of England.

The *Times* itself, as we well remember, took a most active and influential part in all the public events of LORD SHAFTESBURY'S busy life, and well observes that it was he "who, as LORD ASHLEY, took up and carried through, in the year after the first Reform Bill was passed, the first measure of factory legislation, whereby Parliament endeavoured to regulate and control the employment of children in premature and exhausting labour. He it was who procured the appointment in 1840 of the Royal Commission to inquire into the employment of women and children in mining and other forms of labour, and who brought in and carried in 1842 the Act of Parliament which finally put an end to a system of white slavery as horrible and degrading as ever disgraced a civilised country. Again, in 1844, LORD ASHLEY introduced a Factory Act amending and extending the former measures, and the subsequent legislation on the

subject was largely due to his assistance and influence.

"Nor have LORD SHAFTESBURY'S lifelong efforts for the welfare of the working classes been confined to the task of legislation. His name is known and honoured wherever there are children to be reclaimed from ignorance and vice, and it is chiefly by his efforts and countenance that 'in London alone at least 300,000 of the youth of both sexes have been rescued from the ranks of the criminal and dangerous classes, and made good and useful citizens, loyal and faithful subjects of HER MAJESTY.'

"Such is in brief the noble record of a long and well-spent life, and long before many of the men or the parents of many of the children who gathered to do him honour on his birthday were born, LORD SHAFTESBURY had identified himself with measures of social improvement, which are now bearing abundant and magnificent fruit in the social and political condition of the nation. In the years when the Factory Legislation promoted by LORD SHAFTESBURY was maturing, the 'Condition of England Question,' as it was called, was the great question which perplexed all politicians and philanthropists of the time. To no one more than to LORD SHAFTESBURY is due the credit of having removed the 'Condition of England Question' from the range of practical politics, and of having sown the seed which has sprung up in a younger generation in the form of universal education, political enfranchisement, and social regeneration. An earlier movement had emancipated the negro. He himself has achieved a renown which at least deserves to be not less imperishable, by putting an end to the slavery, almost as revolting, and a great deal less excusable, of English women and children. The speech in which he introduced his Bill, in 1842, for the regulation of employment in mines and collieries reads to the present generation like a horrible nightmare dream of degradation, cruelty, and oppression. Nothing that HOWARD tells of the state of prisons in his time is more revolting or more disgraceful to humanity. It is humiliating to think that only forty years ago, in the reign of the present Queen, children of both sexes were sent into coal mines at the age sometimes of four years, and generally of

six or seven, to work as beasts of burden. No limit was set to their work except their own powers of endurance, and the interest of their employers in not exhausting the supply of labour. These wretched children, totally uncared for, ill-fed, and miserably clad, cuffed and buffeted by their brutal elders, living in an atmosphere of the foulest language, and the vilest behaviour, were made to crawl on their hands and knees dragging loads of coal by means of a chain attached to a girdle strapped round their waists, sometimes in seams of coal not more than 20 inches in thickness, the water standing deep on the floor of the mine, the air foul with accumulated gases, and the ventilation miserably imperfect. The labour of these wretched children was carried on from fourteen to sixteen hours, many of them having to walk for a mile or more in their dripping clothes when they at last quitted the mine. In other districts the children carried the burdens on their backs. 'I found,' said one of the Commissioners appointed to inquire into the matter, 'a little girl, only six years old, carrying half a hundred weight, and making regularly fourteen long journeys a day. With a burden from 1 cwt. to 1½ cwt., the height ascended and the distance along the roads, added together, exceeded in each journey the height of St. Paul's Cathedral.' This, we must again remind our readers, for the fact is almost incredible, was the condition of one kind of labour in England only forty years ago. Nor is even this the worst—the lot of women employed in the mines was even harder than that of the children. 'I have a belt round my waist,' said a witness, 'and a chain passing between my legs, and I go on my hands and feet. The road is very steep, and we have to hold by a rope, and where there is no rope, by anything that we can catch hold of. It is very hard work for a woman.

. . . The pit is very wet. I have seen water up to my thighs. . . My clothes are wet through almost all day long. . . I have drawn, till I have had the skin off me. The belt and chain is worse when we are in the family-way.' Another witness stated that it was not uncommon for women in such a condition to go home and give birth to a child and return to work within the week. 'We return,' said another, 'as soon as able—never

longer than ten or twelve days; many less if they are much needed. It is only horsework,' added this witness, 'and ruins the women; it crushes their haunches, bends their ankles, and makes them old women at forty.'

"These are but a few of the revolting details of mining labour in England only forty years ago, and these are the horrors which LORD SHAFTESBURY put an end to for ever. The Bill which he introduced forbade female labour in mines altogether, and regulated the employment of children in accordance with the dictates of humanity. The House of Commons accepted it gladly, but a member of the House of Lords, largely interested in collieries, actually proposed its rejection, though happily without success. In this case the task of LORD ASHLEY was rendered comparatively easy by the overwhelming appeal which the strength of his cause enabled him to make to the awakened humanity of Parliament and the nation. It was otherwise, however, with the Factory Acts which followed in later years. It is true that the first Factory Act was passed, as we have said, in 1833, but it was not until 1847 that the great struggle came over the Factory Act introduced in that year by Mr. FIELDEN. Already in 1844 LORD ASHLEY had introduced and carried a measure extending and amending the Act of 1833, and now another step forward was to be made—not this time at the instance of LORD ASHLEY himself, but by one whose assistance he is ever ready cordially to acknowledge. The Bill was strongly opposed on

grounds of political economy by such authorities as Mr. ROEBUCK, Mr. HUME, Mr. BRIGHT, and Sir ROBERT PEEL; but it passed the House of Commons by a majority of 190 to 100. In the House of Lords the opposition to the measure was headed by no less an authority than LORD BROUGHAM, who delivered an impassioned speech, in which he dwelt with unrivalled but ineffectual force on the economical heresies involved in such a measure. 'There is no connection,' he said, 'between this Bill and the doctrines of political economy, excepting that those doctrines are founded on plain common sense and daily experience, and this Bill is an outrage on common sense and that experience.' The language is not unfamiliar in controversies of later date, and perhaps the history of the Factory Act may lead some persons to question the paramount and indefeasible authority of the political economy of the moment. Be this as it may, the Act and the legislation of which it formed a part are a standing monument of LORD SHAFTESBURY'S benevolent energy and devotion to the cause of social improvement. It is given to few men to see so completely the fruit of their labours as he has done. To have changed the whole social condition of England, to have emancipated women and children from a condition almost worse than slavery, to have reclaimed the neglected and regenerated the outcast—these are the results which give the aged philanthropist a foremost place among those who have laboured for the welfare of England."

SERVICES OF THE LIFE-BOATS OF THE NATIONAL LIFE-BOAT INSTITUTION (*continued*).

CAISTER, NORFOLK.—On the evening of the 2nd February, signals of distress were seen from a vessel in the direction of the Barber Sand. The Caister No. 2 Life-boat *Godsend* promptly proceeded to the Sand and found the smack *Peace*, of Lowestoft, ashore there. The Life-boat dropped her anchor, sheered alongside the smack, and four or five of the Life-boat men jumped on board her. Just then the sea and tide drove the Life-boat away from the vessel: however,

a line was got from her, and the boat was again hauled alongside. Immediately afterwards the smack was struck by a heavy sea, which heeled her over on to the boat, her mainboom and mainsail falling across the Life-boat and slightly injuring some of the crew. The crew of the smack and the Life-boatmen who had gone on board, at once jumped into the Life-boat. The next sea slightly righted the smack, and the boat was then cut adrift as quickly as possible, but the

eddy tide catching her, swung her round against the vessel and did some damage to the boat. After this, part of the boat's sail was set, and she hove to just clear of the Sand, and waited three quarters of an hour to see what would become of the vessel. Ultimately the smack drove off the Sand, when the Life-boatmen boarded her, and found her three parts full of water. Some of the sails were then set, and by constant pumping the water was kept under, and the smack was taken into Yarmouth Harbour. She had a crew of five men.

About midnight on the 5th March, the coxswain of the *Covent Garden* Life-boat, stationed at Caister, received intelligence that a vessel was riding very near the shore at Scratby, and that she was making signals of distress. The *Cockle* Lightship soon afterwards began to fire guns and rockets. The Life-boat was then launched, and proceeded to Scratby, where she found the barque *Angostura*, of Hamburg, bound thence to Singapore with a general cargo, riding with one cable, the other having parted. The Life-boat's anchor was let go, and, with great difficulty, she was veered down to the ship, this taking nearly an hour to accomplish. Some of the crew then boarded her with much danger, as she was lying in the trough of the sea and was rolling heavily. Had she been half her length nearer the shore she must have been lost with all hands. The master accepted the proffered services of the Life-boatmen, and they were successful in taking the vessel into Yarmouth Roads. A steam-tug was afterwards engaged, and she was towed to Harwich. The barque carried a crew of fourteen men, and the master's wife and two fishermen were also on board.

MARGATE.—On the 2nd February, during a S.W. wind, the weather and sea being moderate, signals were observed from the *Tongue* Lightship about 7 p.m., in reply to which the *Quiver* Life-boat proceeded to her, and learned that a vessel was in distress in a N.N.W. direction. The Life-boat went there, and found the American barque *Marie Stuart* ashore on the shingles. The crew of the Margate surf-boat, and some smack men were on board, and the captain, not thinking it advisable to leave his vessel without

making every effort to save her, employed all the crews to lighten her, and try to get her off. Ten of the Life-boatmen went on board the barque, and the Life-boat laid by to render assistance if the vessel should suddenly break up. Two Margate luggers afterwards arrived, and their crews were also engaged to help to float the vessel. Some of the cargo was thrown out so as to lighten the barque, and the bower anchor was taken out by one of the luggers, with about sixty or seventy fathoms of chain; two steam-tugs were subsequently engaged, and these combined efforts ultimately resulted in the vessel floating about 3 p.m. on the following day, when she proceeded to London with twenty-one of the Margate men on board, helping at the pumps.

HOLY ISLAND.—At about noon on the 4th February, the sea suddenly rose, breaking very heavily across the Bar. Three cobbles were out fishing, and the *Grace Darling* Life-boat therefore proceeded across the Bar to their assistance, and accompanied each of them through the broken water; they were fortunately all enabled to regain the land in safety.

On the 8th March, shortly before 1 a.m., signals of distress were shown from the barque *Jupiter*, of Liverpool, bound from Hamburg to the Tyne in ballast, which was ashore on the Sand Rigg, Goswick. The *Grace Darling* Life-boat went to her assistance through a very heavy sea, which filled the boat many times. When nearing the vessel the Boat was nearly capsized, but by careful use of the drogue she succeeded in getting alongside, and rescued the captain's wife and two children, and thirteen of the crew of the ship, all of whom were safely landed. Another flare was then shown from the vessel, and the Life-boat again went to her, and found that two men had been left on board, they being below when the Life-boat first arrived. They were taken into the Boat, and also brought ashore. The Life-boatmen were occupied seven hours in rendering these gallant services, having to pull a distance of six miles, to reach the vessel, against a head wind, and in a very heavy broken sea. Attempts to save the barque's crew by means of the Rocket Apparatus had failed, and a large surf-boat, manned by fishermen, which tried to get to the ship from

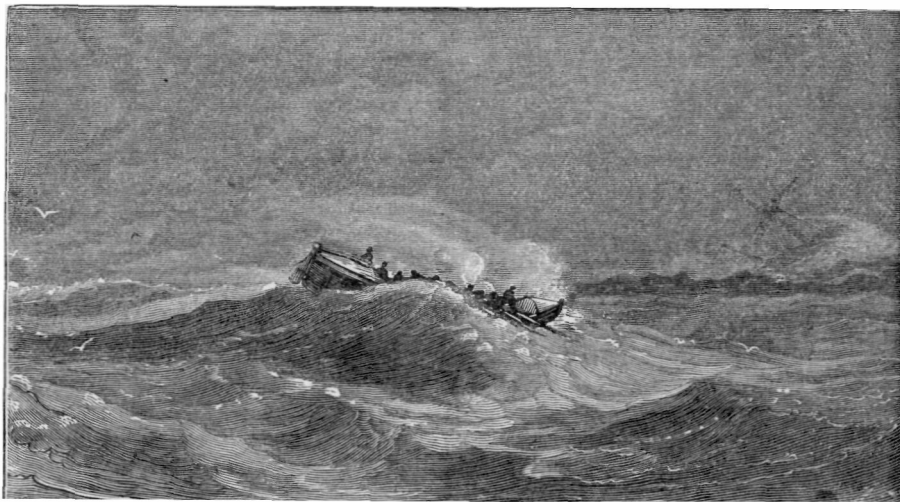
Goswick, was swamped, but fortunately the crew regained the shore.

SUNDERLAND.—The s.s. *Broomhill*, of Dundee, while endeavouring to enter Sunderland Harbour, during a strong wind from the N.E. with a heavy sea, on the 5th February, took the ground on the Bar, and was afterwards carried by the wind and sea on to a dangerous reef of rocks. The Sunderland No. 3 Life-boat *Florence Nightingale* proceeded to her assistance, and succeeded in taking eighteen men and a boy from her. The Sunderland No. 2 Life-boat afterwards at the request of those interested in the steamer

put some men on board, who succeeded in getting her into Sunderland.

HARTLEPOOL.—On the 7th February, at about 6 P.M., the ketch *Thomas*, of Lynn, while endeavouring to make Hartlepool Harbour, went ashore near the Beacon Rocks. A gale from the S.S.E. was blowing at the time, accompanied by a heavy sea. Signals of distress were made by the crew of the vessel, and the Hartlepool No. 3 Life-boat *John Clay Barlow*, proceeded to her, took off the crew of three men, and landed them safely.

The same Life-boat afterwards proceeded, in tow of a steam-tug, to the



ketch *Yorkshire Lass*, of Boston, which had also stranded near the Beacon Rocks, and was instrumental in saving her crew of three men.

About the same time the Hartlepool No. 2 Life-boat *Charles Ingleby* was launched to a third vessel, the schooner *Mischief*, of Rye, which had also gone ashore near the Beacon Rocks. The crew of four men were taken into the Life-boat, and brought safely to land. Later in the evening the weather moderated, and the wind shifted to the W., so happily the three vessels were got afloat again on the rising tide.

The brig *Eliza Emma*, of Shoreham, while entering Hartlepool, at about 7 P.M., on the 14th February, during a moderate

S.S.E. gale, accompanied by a very heavy sea, ran ashore on the Beacon Rocks, owing to the thickness of the weather preventing the lights from being seen. The Hartlepool No. 3 Life-boat *John Clay Barlow* proceeded to her assistance, and took off her crew of five men. The master, however, refused to leave the vessel, and the Life-boat therefore proceeded ashore with the five men. After they had been landed, the captain made signals, and the Life-boat thereupon returned to the vessel, and brought him also ashore.

TYRELLA, Co. DOWN.—At 9.30 A.M. on the 7th February, during thick weather, the wind blowing a strong gale from the

S.S.E., accompanied by heavy rain, the brigantine *Bransty*, of Whitehaven, bound from Newry to Penarth, with a cargo of oats, was seen to be drifting towards the Long Rocks in Dundrum Bay. She, however, cleared those rocks, and made a little way out to sea, but in consequence of almost all her canvas having been blown away, she was unmanageable, and it was evident that she would soon be dashed upon the rocks. The Tyrella Life-boat *Memorial* was thereupon speedily launched, and rescued the crew, consisting of four men. Great difficulty was experienced in effecting this rescue, owing to the very heavy seas about the vessel. The master had his right leg broken, the Life-boat being suddenly dashed against him by the sea, as he was about to drop from the side of the vessel into the Boat. The brigantine, soon after her crew had been taken off, became a total wreck.

TENBY.—On the morning of the 8th February, during a heavy westerly gale, the ketch *Brothers* lying in Caldys Roads, parted her chain. She then made sail, and stood across the bay, when her main-boom was carried away, which disabled her, and compelled her to bring up, by a single anchor and kedge, about five miles from Tenby. She then hoisted a signal of distress, in response to which the Life-boat *Divine Rescue*, stationed at Tenby, was launched, and took off the crew, consisting of four men. The Life-boat was unable to regain her Station, and therefore made for Pendine, where she remained at anchor for a time until the steam-tug *Hero*, of Pembrey, came and towed her back to Tenby. The service rendered by the Life-boatmen was promptly and well executed, and reflected great credit on the coxswain and crew, who suffered considerably from the severity of the weather.

SELSEY, SUSSEX.—On the 8th February the Life-boat *Two Sisters* was launched to the aid of the three-masted schooner *Kyanite*, of Guernsey, which was in a position of much peril, having parted from both her anchors during a strong westerly gale and a very heavy sea. Some of the Life-boatmen, and four of the crew of a galley, went on board, and the vessel, which had a crew of seven men, was taken to a place of safety, the Life-boat accom-

panying her. The crew of the Life-boat suffered much from the cold and from the drenching sea.

NEWQUAY, CORNWALL.—About 8 o'clock on the morning of the 9th February a messenger from Perran Zabuloe arrived at Newquay with intelligence that a vessel was at anchor, in a very dangerous position, near Hoblyn's Cove, east of Perran Beach. The *Pendock Neale* Life-boat was speedily launched, and, after encountering some very heavy seas off the five intervening headlands which project from this ironbound coast, she reached the vessel, which proved to be the ketch *Lizzie*, of Bridgwater, bound from Waterford to Falmouth with a cargo of oats. The Life-boat took off the crew of four men, and landed them safely at Newquay. A few hours afterwards the vessel drove ashore and became a total wreck.

The coxswain of the Life-boat, EDWIN CLEMENS, was suffering much from the effects of a broken-rib, caused by an accident during the frost, but he nevertheless occupied his usual position in the Boat.

At daybreak on the 4th April, during a strong gale from the E., with a chopping sea, a large steamer was observed, apparently at anchor, about eight miles N. of Towan Head. She was showing colours, but whether signals of distress or not could not be distinguished from the shore. The *Pendock Neale* Life-boat was, however, promptly despatched to the steamer, which proved to be the *Celeste*, of Hartlepool. The engines had been disabled by the breakage of the main shaft, and the Life-boat returned ashore, with a telegram to Cardiff asking for the assistance of a steam-tug.

RYE, SUSSEX.—On the 10th February, at about 2.30 A.M., signals of distress were shown by a vessel off Jury's Gap. The wind was blowing strongly from the S.W., and the sea was heavy at the time. The Rye Life-boat was launched, and got to windward of the vessel, but the anchor dragged, and she drifted to leeward, in spite of hard pulling. Eventually the coxswain considered that it would be best to beach the Boat, and have her taken along the shore to windward of the vessel. He therefore landed and procured six

horses, but they failed to move the Life-boat and carriage over the heavy shingle, and four more horses were then obtained, but still it was found impossible to get the Boat along the beach. Ultimately she was taken off her carriage and dragged over the beach by men. After great exertions the Boat was again launched, and got alongside the vessel, when a communication was effected by means of the grapnel, and two of the seamen were taken from the rigging into the Life-boat. When about to rescue the remaining man, a tremendous sea broke over the Life-boat, and washed out one of her crew, straightened the grapnel, and broke the Boat's cable, causing her to drift to leeward. The Life-boatman was fortunately picked up, but the boat could not then regain the wreck, and she had to be beached. The man left on board the vessel was rescued by means of the Rocket Apparatus and the Coastguard galley. The vessel proved to be the sloop *Sophia Holtén*, of Plymouth, bound from London to Jersey with a cargo of wheat. She became a total wreck.

DROGHEDA, IRELAND.—The schooner *John Green*, of this port, bound there with coal from Ardrossan, was entering the river Boyne on the 11th February, while the wind was blowing hard from the E.N.E., and a very heavy sea running. A great deal of fresh water was passing out of the river and setting to the south, which caused the schooner to lose her steerage way, and come in contact with the sea wall on the south side of the river. The Drogheda No. 2 Life-boat *John Rutter Chorley* was launched, and with great difficulty and danger she fortunately succeeded in saving the crew, consisting of five men, from the stranded vessel.

FISHGUARD, SOUTH WALES.—A small screw steamer and a schooner had been at anchor in Fishguard roadstead for some days, being unable to go round St. David's Head, owing to the strong westerly winds. On the night of the 10th February the wind suddenly shifted to the N.N.E., and blew a strong gale with a heavy sea. As the two vessels were in bad anchorage, and riding heavily, a good look out was kept, and soon after 11 o'clock on the following morning they were seen to exhibit signals of distress. The Life-boat

Helen of Foxley went to the steamer, which proved to be the *Udea*, of Llanelly, bound from Ayr to Llanelly with a cargo of pig-iron, and took off her crew of ten men. She then proceeded to the schooner, the *George and Mary*, of Barrow, bound from Ardrossan to Newport with pig-iron, which had parted both chains and had drifted on Goodwick Sands. A tremendous sea was washing over her, and tossing her about fearfully, so that it was with the utmost difficulty that her crew of five men were taken off; but happily all were saved. The schooner became a total wreck. The Life-boat was reported to have behaved admirably on the occasion.

PENZANCE.—On the 14th February the *Richard Lewis* Life-boat put off to the assistance of the ship *Mac Duff*, of Glasgow, which was riding at anchor in a dangerous position off Lamorna during a strong S.S.W. wind and a heavy sea. Some difficulty was experienced in finding the vessel, on account of the dense fog; but eventually the Life-boat discovered her, and found that she had previously been boarded by the crew of a pilot gig. At the request of the master, some of the Life-boatmen assisted the other men to weigh the anchor and set the vessel's sails; after which she was then taken to a safe anchorage, the Life-boat remaining by her until all danger to the ship and crew was over.

BUDDON NESS, N.B.—At about 11 A.M. on the 22nd February signal guns were fired from the Lightship, indicating that a vessel was ashore on the South Bank, or in imminent danger. The *May* Life-boat proceeded to the spot as soon as possible, and found a schooner ashore on the elbow end of the sands. The wind was blowing a strong gale from the N.E., with a heavy sea. The Life-boat with difficulty, after breaking two oars in the attempt, besides losing a grapnel, succeeded in getting alongside the vessel, which proved to be the schooner *Oscar*, of Leith, bound from Dundee to St. Felin de Guixols, in Spain, with a cargo of yarns. She had on board a crew of six men and a pilot, all of whom were taken into the Life-boat and safely landed. The sea was breaking over the vessel, and by the time the Life-boat left she was full of water, and soon became a total wreck.

PORTHOUSTOCK, CORNWALL.—At 11 P.M., on the 22nd February, the brigantine *Georgina*, of Portmadoc, bound from London to Cork, with a cargo of railway sleepers, struck on the Levellers Rocks to the north-eastward of this place. The night was very thick and dark, and a strong wind was blowing from the N.E., causing a heavy sea on the shore. The coxswain of the *Mary Ann Storey* Life-boat, seeing the vessel's signals of distress, got his crew together as quickly as possible, launched the Boat, and rescued the vessel's crew, consisting of five men. They were overjoyed at the approach of the Life-boat, as they had been every moment expecting a watery grave. The ship was in shallow water and surrounded by sharp rocks, rendering the Life-boat service very hazardous, as the Boat was liable at any moment to strike on them. The men had to be taken off by a hawser over the stern, and the master, being the last to leave, had to be hauled through the water. The signals of distress had been made with paraffin poured over an old sail, and after the crew had been rescued, the flames caught the vessel and burnt her to the water's edge.

DOUGLAS, ISLE OF MAN.—During a very heavy gale from the S.E., on the 3rd March, the brigantine *Queen of the Usk*, of Whitehaven, bound from Kingstown to that port, in ballast, was riding very heavily in Douglas Bay, with two anchors down and dragging. The *John Turner Turner* Life-boat put off to her assistance, and brought safely ashore her crew of five men, they deeming it unsafe to remain on board.

DUNCANNON, WATERFORD HARBOUR.—On the 3rd March, at about 1.15 P.M., a vessel was seen to be striking heavily on the Bar. The Life-boat *Richard and Ann Warner* was got out, but owing to the state of the tide, and to the wind being in a S.S.E. direction, it was impossible to get down to the vessel until the arrival from Waterford of the steam-tug *Resolute*, which took the Boat in tow. The Life-boat then succeeded in picking up the master of the vessel in an exhausted condition off a piece of wreckage, but unfortunately, owing to the vessel breaking up,

the remaining five lives were lost. She was the brigantine *Dayspring*, of Dublin, bound from Newcastle to Waterford with coals.

GIRVAN, N.B.—At noon on the 3rd March the smack *Mary Cook*, of Campbelltown, was seen to be drifting from her moorings at the north of the harbour, and was in imminent danger of being blown out to sea. The master of the smack, who was on shore at the time, asked that the Life-boat might go out to rescue two boys who had been left on board. The Life-boat *Earl of Carrick* therefore proceeded to the vessel, and brought the two lads safely ashore.

BALLYWALTER, Co. DOWN.—On the 4th March, at about 1 A.M., intelligence was received that a ship had stranded in Ballyhalbert Bay, three miles south of this Life-boat Station. The wind was blowing a hurricane from the S.E., with heavy sleet and rain at the time. Horses were obtained, and the Life-boat *Admiral Henry Meynell* proceeded by road to the scene of the wreck. Great delay was occasioned on account of the horses being unable to draw the Boat against the gale and rain, the road being very bad and exposed. However, she at last reached the Bay, and was then launched with great difficulty over the very rough shore through a very heavy surf. She was repeatedly driven back by the seas, but after great exertion the crew managed to get hold of a line drifted to leeward from the ship, and by rowing and hauling they got under the bow of the vessel, which proved to be the ship *Castlemaine*, of Liverpool, bound from Rangoon to the Clyde, with a cargo of teak and bones, and in two trips brought ashore the crew of twenty-five men. The crew of the Life-boat, who were accompanied by the Rev. J. O'REILLY BLACKWOOD, the local Hon. Secretary at Ballywalter, behaved admirably, under very trying circumstances, and suffered greatly from the cold and long exposure.

The Silver Medal of the Institution was awarded to Mr. BLACKWOOD, together with an extra reward to the crew of the Life-boat, in acknowledgment of this gallant Life-boat service.

THE LIFE-BOAT STATIONS OF THE UNITED KINGDOM.

THE ISLE OF WIGHT AND ITS LIFE-BOATS.

XLIV. BROOKE.—The *George and Anne*, 32 feet by 7 feet 6 inches, 10 oars.

XLV. BRIGHTSTONE GRANGE.—The *Worcester Cadet*, 34 feet by 8 feet, 10 oars.

XLVI. BEMBRIDGE.—The *City of Worcester*, 32 feet by 7 feet 7 inches, 10 oars.

THIS charming and much frequented summer resort, though limited in extent, contains very many points of attraction and interest, and very diversified scenery, the charm of which is enhanced by the part the ever-moving sea takes, in forming the panorama of most of its finest views.

We have the grand chalk cliffs of the Culvers, and in the neighbourhood of Freshwater, the latter terminating in those remarkable and picturesque rocks the Needles, which give one the idea of three old veterans, very much reduced, indeed we may say worn to skeletons, by the continued buffeting of wind and wave for ages, but still standing firmly at their posts. Near them is Alum Bay, with its prettily variegated cliffs of different coloured sands.

The north shore of the island is less abrupt, generally sloping gradually to the sea, with innumerable villas nestling amongst its rich and abundant woods. On this side of the island are also Cowes and Ryde, the rival headquarters of that truly English amusement, yachting, which adds so much to the charm of the scenery during the summer months, by the number of beautiful vessels "on pleasure intent," either laying at anchor off both places or cruising about the island. In alluding to the scenery of the island, that remarkable freak of nature, the undercliff, cannot be overlooked, with its extraordinary and most picturesque piles of rock and cliff, thrown into the utmost confusion and disorder, with masses of rock apparently suddenly stopped in the act of falling, and ready on the slightest provocation to continue their downward course to the sea. This district, which is about seven miles long, and sheltered from all the colder winds, has the reputation of enjoying a climate in winter equal to that of Torquay, but much drier.

One great point of interest in the island is the old castle of Carisbrooke, first the refuge and then the prison of that unfortunate monarch Charles I., and afterwards of his children, one of whom, the Princess Elizabeth, died there, and was buried in the parish church of Newport. Her Majesty erected a handsome monument to her memory, the inscription on which ends with the following touching paragraph:—"This monument is erected as a token of respect for her virtues, and of sympathy for her misfortunes, by Victoria Regina, 1856." The castle, now a magnificent ruin and monument to bygone times, is said to occupy the site of a stronghold of the Ancient Britons, then to have been repaired and enlarged by the Romans, to whose skill and energy is attributed the castle well, which is cut to a depth of upwards of 200 feet, principally through rock. The water is drawn

by an ingenious device resembling the revolving part of a huge dormouse's cage, the unhappy prisoner, who keeps on walking without getting over the ground, being a donkey. It is doubtful whether the castle should not be more properly credited to the Normans under William Fitz-Osborne, to whom the island was given by the conqueror soon after the conquest. It came into the hands of the crown in the reign of Edward IV., and was very considerably repaired and added to in the time of Elizabeth.

The island forms a natural breakwater in front of our most ancient and important naval arsenal, and has sheltered under its lee, from time to time, the fleets that for centuries have carried our flag triumphant over the sea; and if it could only relate its experiences, what wonderful accounts it would give us of the marvellous changes in the form of ships of war from those in the olden times, to the ungainly but massive looking ironclads, and the venomous, snakelike looking torpedo boats of the present day; as well as in that of merchant ships, as shown by the fleets of magnificent steamers now occupied in keeping up the intercourse between different parts of the world, scarcely a day elapsing without one or more of these floating towns, loaded with passengers or merchandise, passing the island, either going up or down channel or to Southampton. In olden times the value of the island, as one of the outworks of England, was fully appreciated by the country's enemies, and it frequently had to bear the brunt of attacks from the latter in their endeavours to make themselves masters of it. History tells us that the results of these attacks almost always showed that the conditions of the old proverb, "None but the brave deserve the fair," were in this case fully borne out, and that the islanders proved themselves well worthy of their beautiful island by defeating and driving off the foe.

Happily these "stirring times" have passed away, it is to be hoped never to return, but they have left behind them amongst the inhabitants the same good old spirit, which makes them still always ready to fight not only their own battles, but those also of any foreigner or stranger who may be attacked in their neighbourhood by that insatiable and ever-returning enemy—the storm at sea—arming themselves, as they do, for the contest with the Life-boats of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

The principal scene of these encounters, or—to drop the language of metaphor—wrecks, is the S.W. end of the island, between Freshwater and Atherfield, the ledges off the latter place being particularly fatal to ships.

The two stations that guard this part of the coast were established at Brightstone Grange and Brooke in August, 1860, and form the Isle of Wight branch, with its headquarters at Newport, and sub-committees for the management of each Boat; the Rev. W. E. HEYGATE being the Honorary Secretary at the former, and Mr. Wm. SELBY, of Brooke Farm, holding the same office at the latter place. GEORGE WYATT, Esq., of Newport, is Honorary Treasurer to the Committee.

As time has worn on, the original boats have been replaced by new and more powerful, and consequently more efficient ones; the *George and Anne*, now at Brooke, having been presented to the Institution in 1867 by Mr. and Miss MARTEN, and the *Worcester Cadet*, at Brighstone Grange, one of the newest models and most efficient boats of her size, having been presented last year by the cadets of the *Worcester*, training ship for officers of the mercantile marine. Nothing can show more clearly how well these two stations have done their work than the fact of their having saved 246 lives since their establishment, 193 of which fall to the share of the Brighstone Grange Boat, and 53 to the Brooke Boat.

That a good and healthy interest in the Institution, and a full appreciation of its work

exists in the Isle of Wight, was well illustrated by the warm and enthusiastic welcome given by the inhabitants to the *Worcester Cadet*, when she was taken to her station last August, by way of Cowes, Newport, Carisbrooke, &c.

What these two Life-boats do for the S.W. side of the island is done with equal efficiency on the E. side by the *City of Worcester*, stationed at Bembridge, from whence she watches with eagle eye the Bembridge ledges and other dangers in the approaches to Spithead. This station, which is not incorporated in the Isle of Wight branch, but forms a separate one of itself, was established in 1867, the boat being presented to the Institution by the City of Worcester. Admiral WILMSHURST, C.B., has been for some years Honorary Secretary, and she has an efficient and able crew, which has saved 14 lives.

A NOVEL LIFE-SAVING DRESS.

THE number of valuable lives lost every year by drowning is a fact not sufficiently realised, or it would certainly receive greater attention than it at present appears to do.

During every summer, distressing accounts appear in the papers, day after day, of such casualties arising from various causes, and it cannot be doubted that many of them could have been prevented. The first and most practical safeguard has been more than once strongly advocated in the pages of this Journal, viz., persistent and general cultivation of the art of swimming, more particularly on the part of the younger members of both sexes. It was with great pleasure we read the other day, the opinion expressed by a coroner's jury in London, to the effect that the School Board should give this art a place in their curriculum of study. Much is doubtless done to promote it, by the numerous swimming clubs and baths established throughout the country, and the exploits of Captain Webb and other masters of the art, all tend to promote its spread, by calling public attention to it, and showing of what feats it is capable. In this country, which boasts of voluntary institutions for promoting every good cause, from the propagation of the Gospel to the prevention of street accidents and cruelty to animals—including the Royal Humane Society, whose particular province it is to promote the rescue of drowning persons, and the Order of St. John of Jerusalem in England, part of whose province is to reward bravery in saving life on shore—there is

certainly a field open to philanthropists, in the form of a society for promoting the art of swimming. Such an institution we believe would be most beneficial and popular, for happily the natural bias of our youth is, to engage in manly and invigorating exercises and pastimes, the pursuit of which goes very far to form our national character, and therefore should be in every way promoted. Important as the art of swimming is, as a remedy for the evils we are considering, it is not, for several reasons, the only one necessary, and leaves plenty of room for inventors to exercise their ingenuity, in providing safety dresses for supporting persons of both sexes and all ages, immersed in the water under various circumstances. In these we do not include the crews of our Life-boats, who are provided with a thoroughly efficient cork belt, as indeed are also the coastguard, and crews of men-of-war's boats; but these belts are not applicable to the requirements of the general public, for although they do not in any way impede the action of the limbs, or lessen the powers of the wearers for physical exertion, nor are out of place in appearance, in a Life-boat or other boat in a rough sea, they are not quite the dress any one, and particularly one of the fair sex, would care to adopt when going on the water for pleasure.

We have recently noticed in these pages an efficient and simple bathing dress, invented by Captain Peacock, which possesses great merits, and have since witnessed experiments with the clever and ingenious invention recently patented by

the Rev. W. C. Brown, Wesleyan Minister, of Sheffield, which promises equal success and efficiency. Mr. Brown has called chemistry to his aid in inflating his safety dress, which he calls the *Nautilus*. The principle of it is a bag made of very fine waterproof material, containing a powder which, on coming in contact with the water, generates sufficient carbonic acid gas to inflate it completely. The arrangements by which the water is admitted to the powder, on a person falling overboard, whilst it is at the same time thoroughly protected from rain, and the gas prevented from escaping, is very ingenious and simple. Of course, the bags may be of any size, and may be either sewn into the lining of a coat or dress, one on each side of the chest, and one between the shoulders, or they may be attached to a light webbing, and worn in those positions under the coat or dress, so as not to cause

the least inconvenience, or be seen until the wearer is in the water. The rapidity with which the gas is generated, and the floating power of the belt thereby developed, is very striking, and shows it would bring a person to the surface long before any ill effects could occur from the immersion. Mr. Brown's invention is capable of being used to give buoyancy to any articles of moderate weight, such as mail bags, &c., and he has adapted it to a very ingenious collar for swimmers, capable of being inflated at will, when occasion arises for its use, through fatigue, an attack of cramp, etc.

The *Nautilus* can be obtained of Messrs. Cow, Hill and Co., 46 and 47 Cheapside, at the cost of 10s. 6d., and after having been used, only requires drying and recharging to make it ready again. This is a simple and inexpensive process, as the necessary powders cost only 2s. 6d. a dozen.

ATMOSPHERIC PHENOMENA IN 1880.

THE Astronomer Royal (Sir George B. Airy) in his recent report states—amongst other interesting subjects—that the mean temperature of 1880 was 49·4 deg., being 0·1 deg. above the average of the preceding 39 years. The highest temperature was 87·5 deg. on May 26, and the lowest 17·2 deg. on January 27. The mean temperature was below the average, 5·3 deg. in January, and 4·0 deg. in October; and above the average, 2·4 deg. in February, 2·7 deg. in March, 2·6 deg. in September, and 3·4 deg. in December; in other months it differed little from the average. Part of the month of January, 1881, was, as regards cold, especially severe. The mean temperature of the period, January 12 to 26, was only 24·2 deg., or 14·7 deg. below the average; the temperature fell below 20 deg. on 10 days, and rose above the freezing-point only on three days. The highest temperature in this period was 35·3 deg.; the lowest 12·7 deg. On January 18, there was a very severe snowstorm, with violent easterly gale. The mean daily motion of the air in 1880 was 281 miles, being 2 miles greater than the average. In January the mean daily motion was 147 miles below the average, in September 68 below, and in November 61 above. The greatest daily motion was 954 miles on March 2, and the least 33 miles on January 29. The number of hours of bright sunshine during 1880 was 1,214, which is about the same as the average of the four years for which we have a record. The Greenwich time ball has been regularly dropped automatically at 1 h. on every day throughout the year, with the exception of six days when the violence of the wind made it imprudent to raise the ball, and eight days when the severe

frost prevented, and one day when there was accidental failure. As regards the Clock of "Big Ben," Westminster, its errors have been under 1 sec. on 31 per cent. of the days of observation, between 1 sec. and 2 sec. on 47 per cent., between 2 sec. and 3 sec. on 18 per cent., and between 3 sec. and 4 sec. on 4 per cent. The distribution of time signals to all parts of the country continues to be made by means of the chronopher at the central office of the Post Office telegraphs. In connexion with this system the proposal to establish an hourly signal at the Start Point should be borne in mind. Sir George Airy proceeds: "It is known to all persons familiar with chronometers that rates of the chronometers obtained while the ships are actually in voyage would possess remarkable value. We possess the power of giving facility for obtaining these to a large part of our mercantile navy by exhibiting a time signal at every hour at Deal (where the necessary apparatus already exists) and on the Start Point. I have several times brought this proposal, as regards the Start, before the Government, but unsuccessfully. Next—and I approach this subject with grief—we have entirely abandoned the longitudes of the Atlantic, which have been cleared away before our eyes by the scientific enterprise of another nation. The Pacific, bearing those vast and important colonies, almost entirely British, is equally neglected; though so much is ready that the mission of a single officer would quickly establish all. The same aspiring nation which has mastered the Atlantic is now bent, as I understand, on adding to its scientific dominion the Pacific. I think this is not honourable to our nation."

**SUMMARY OF THE
MEETINGS OF THE COMMITTEE.**

THURSDAY, 6th January, 1881.

Sir EDWARD PERROTT, Bart., V.P., in the Chair.

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

Also the Report of Vice-Admiral J. R. WARD, the Chief Inspector of Life-boats to the Institution, on his recent visits to Penmon and St. Anne's, and those of four of the District Inspectors of Life-boats, on their visits to the following Stations:—

No. 2 District. Commander C. LAPRIMAUADE, R.N., Bristol—Watchet, Rhyl (two Boats), Llandulas, Llandudno, Porthdinllaen, Abersoch, Holyhead, Rhoscolyn, Rhosneigr, Llanddwyn, Moelfre, Cemaes, Bull Bay, and Cemlyn.

No. 3 District. Lieut. H. T. G. TIPPING, R.N., Dublin—Drogheda, Dundalk, Greenacres, Newcastle, Carnsore, Wexford (two Boats), Cahore, Courtown, Arklow, Balbriggan, Skerries, Rogerstown, Howth, and Seascale.

No. 4 (Edinburgh) District.—North Sunderland, North Berwick, Anstruther, St. Andrews, Broughty Ferry, Buddon Ness, Arbroath, Montrose (two Boats), Gourdon, Stonehaven, and Thurso.

No. 5 District. Commander St. VINCENT NEPEAN, R.N., Hull—Sutton, Bridlington, Withernsea, Hunstanton, Brancaster, Wells, Blakeney, Sheringham, Cromer, Mundesley, Bacton, and Hasborough.

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

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

	£	s.	d.
The late W. J. HOLT, Esq., of Bangor	500	0	0
The late Miss ANN DANCE, of Kelso, N.B.	300	0	0
The late Miss MATILDA COHEN, of Inverness Terrace, W.	100	0	0
The late JOSEPH FERGUSON, Esq. of Carlisle	5	0	0

Voted the thanks of the Committee to Mr. JOHN SWANSON, in acknowledgment of his valuable co-operation while holding the office of Honorary Secretary of the Thurso Branch of the Institution.

Reported the transmission to its Station of the Hastings new Life-boat, and the return of the old Boat to London.

The London, Brighton, and South Coast Railway Company had kindly granted free conveyances to the new and old Boats.

—To be thanked.

Decided to send new Life-boats to Rye (Sussex), Wells (Norfolk), and Poolbeg (Dublin Bay), in lieu of the Boats at present on those Stations.

Paid 3,984*l.* 16*s.* 10*d.* for sundry charges on various Life-boat establishments.

Voted 87*l.* 5*s.* 9*d.* to pay the expenses of the

Life-boats at Ballywalter, Exmouth, Hauxley, Ardrossan, Ayr, Theddlethorpe, and Thurso in rendering the following services:

	Lives Saved.
A boat of Donaghadee, saved boat and	3
A Dawlish fishing-boat, saved boat and	4
Brig <i>Warkworth Castle</i> , of Amble	9
Swedish brig <i>Clio</i>	8
Brig <i>William Hill</i> , of Dundalk	3
Danish schooner <i>Fortuna</i>	3
Schooner <i>Phoenician</i> , of Isle of Man	4
Schooner <i>Caroline</i> , of Solway Firth	4
Schooner <i>Seaward</i> , of Glasgow	4
Schooner <i>Reaper</i> , of Banff	6

The Blackpool, Palling No. 2, and Winterton Life-boats had also rendered the following services:—

	Lives Saved.
Barque <i>Medora</i> , of Laurvig, rendered assistance.	3
S.S. <i>Earl Percy</i> , of Newcastle, rendered assistance.	3
Schooner <i>Barbara</i> , of Carnarvon, saved vessel and	4

[Accounts of these Life-boat services will be found on pages 229-30 of the February number of the LIFE-BOAT JOURNAL.]

Voted also 18*l.* 5*s.* to pay the expenses of the Life-boats at Tyrella, Brightstone Grange, Portrush, Kingsdowne, New Brighton, Aberdovey, Troon, Walmer, Ardrossan, Lizard, Donna Nook, and Newcastle (Co. Down), in assembling their crews or putting off to the aid of vessels which did not ultimately require their assistance.

The Whitby, Greencastle, Ramsgate, Bude, and Winterton Life-boats had also been taken out, but their services had not been eventually needed.

Voted the Gold Medal of the Institution to Lieut. J. A. W. O'NEILL TORRENS, 2nd Dragoons (Royal Scots Greys) in acknowledgment of his very intrepid services in skilfully taking command of the Poolbeg Life-boat, and assisting, at the peril of his life, to save two of the crew of the schooner *Robert Brown*, of Warrenpoint, which was wrecked near Pigeon House Fort, Dublin Bay, on the 28th October.

Also the Silver Medal of the Institution to Dr. HENRY LAWRENCE COX, A.M.D., in acknowledgment of his prompt and gallant services in assisting, at considerable peril, to launch the Life-boat on the above-named occasion.

Silver Medals of the Institution, accompanied by copies of the vote inscribed on vellum, were also voted to Bombardier WILLIAM SMITH, R.A.; Private PATRICK REILLY, A.S.C.; and Private FRANCIS HOWARD, 57th Regiment, in acknowledgment of their gallant services in going out in the Poolbeg Life-boat on the occasion in question.

The thanks of the Institution, inscribed on vellum, were also voted to Mr. B. W. JACKSON, Chief Engineer War Department s.s. *Stanley*, in acknowledgment of his valuable and skilful assistance in launching the Life-boat.

The thanks of the Institution were also voted to Lieut. ARTHUR M. MAUNSEL, and Lieut. RICHARD FENNELL, of the 104th Fusiliers,

for their services in helping to launch and haul up the Boat; and thanks and pecuniary rewards were also voted to Sergeants EASTON and BEECH, of the Royal Scots Greys, to Sergeant SHARP, Coast Brigade R.A., to Lance-Corporal TODDS, 57th Regiment, and to ten private soldiers who had helped to launch and haul up the Life-boat.

[Full account of these services are given on pages 230-231 of the February number of the LIFE-BOAT JOURNAL.]

Voted also the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to Mr. HENRY SMITH, pilot, of Gloucester, and 1*l.* to his mate, for saving the owner, and two persons on board the yacht *Foam*, which was in a dangerous position in Cardiff Grounds, in a gale of wind and very heavy sea, on the 7th August.

Also the thanks of the Institution to the Rev. J. O'REILLY BLACKWOOD, in acknowledgment of his services in the Ballywalter Life-boat, in assisting to save a distressed boat belonging to Donaghadee, and her crew of three men, on the 9th December.

Also the thanks of the Institution to Captain McCLELLAND and to PROVOST STEELE, in acknowledgment of their valuable services in assisting to launch the Ayr Life-boat on the occasion of the wreck of the brig *William Hill*, of Dundalk, during a S.W. gale and rough sea on the 19th December, when the Life-boat, after two unsuccessful attempts, was instrumental in rescuing the shipwrecked crew, consisting of three men.

Also the thanks of the Institution, inscribed on vellum, to the Rev. T. W. MANNING, Honorary Secretary of the Carnsore Branch, in acknowledgment of his zealous co-operation on the occasion of the wreck of the barque *John A. Harvie*, of Windsor, N.S., at Ballyhealy, Co. Wexford, on the 27th November, when he proceeded out in the Carnsore Life-boat, and assisted to rescue the shipwrecked crew, consisting of nineteen men.

Also the thanks of the Institution to Lieut. G. W. SPANKIE, Royal North Down Rifles, in acknowledgment of his services in swimming out to sea and assisting to rescue the crew, consisting of eight men, of the Norwegian brig *Olaf Kyrre*, which was wrecked in Dundrum Bay on the 28th November.

Also 5*l.* to five Coastguardmen of Ringsend, Co. Dublin, for putting off in a boat, and, at much risk, saving four men who had been caught in a gale while working on a piling stage on the north side of the breakwater near Poolbeg, on the 23rd November.

Also the thanks of the Institution and 2*l.* to JOHN REES, fireman of the steam-tug *Earl of Windsor*, for putting off in the steamer's punt, with only one oar, and at much risk saving the master of the smack *Unity*, of Bideford, which had been in collision with the steamer, and had sunk about two miles from the Breaksea Lightship, in the Bristol Channel, during a fresh S.W. gale, on the 16th November.

Also 2*l.* to four men for saving three other men from the fishing-boat *Billow*, of Peterhead, which had been upset on a sandbank off Newburgh, Aberdeenshire, during heavy weather, on the 7th December.

Also 1*l.* 15*s.* to six men for putting off in a boat and saving a man from another boat off Rotten Island, Co. Donegal, during a strong S.E. wind, on the 27th October. The man, while trimming the sail of his boat, had fallen overboard; he clung to the boat, which filled with water, and was drifting out to sea when the salvors put off to his rescue.

THURSDAY, 3rd February.

Sir EDWARD PERROTT, Bart., V.P., in the Chair.

H.R.H. The DUKE OF EDINBURGH, Admiral Superintendent of Naval Reserves, attended the Meeting.

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 the five District Inspectors of Life-boats on their visits to the following Stations:—

1. Kimeridge, Weymouth, and Teignmouth.
2. Penarth, Porthcawl, Swansea, Pembrey, Ferryside, Tenby, Milford, St. David's, and Solva.

3. Giles' Quay, Portrush, Groomsport, Ballywalter, Tyrella, Wicklow, and Greystones.

No. 4 District. Lieut. GERALD R. MALTBY, R.N., Edinburgh—Kirkcudbright, Whithorn, Port Patrick, Port Logan, Ballantrae, Girvan, Ayr, Troon, and Irvine.

5. Palling (two Boats), Winterton (two Boats), Caister (two Boats), Yarmouth (two Boats), Gorleston, Harwich, Clacton, and Thorpeness.

Reported the receipt of a contribution of 1000*l.* from Mr. and Mrs. FOX's children, of Dewsbury, to defray the cost of a new Life-boat establishment for the Yorkshire Coast, the Boat to be named the *Ephraim and Hannah Fox*.

Decided that the best thanks of the Committee be given to the Donors for their munificent gift, and that it be appropriated to the Life-boat establishment to be formed by the Institution at Robin Hood's Bay, on the Yorkshire Coast.

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

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

The late Mrs. FRANCES HARRIS, of
Streatham £1000 0 0

The Committee expressed their deep regret at the death of Capt. NICHOLAS DE STE. CROIX, who for nearly twenty years had been a Member of the Managing and Preparatory Committees of the Institution, and who had ever taken a warm interest in its welfare.

Also at the death of Sir THOMAS TOBIN and Admiral RALPH BARTON, both of whom had for many years rendered the Institution valuable co-operation in the management respectively of its Cork and Queenstown and Southport branches.

Voted the thanks of the Committee to the following gentlemen, in acknowledgment of their long and kind services in the management of various Life-boat Stations of the Institution:—
Rev. OWEN L. MANSEL, Isle of Purbeck;

FREDERICK TREVAN, Esq., Port Isaac; and J. P. BAUMGARTNER, Esq., Gorleston.

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

Read, letter from Messrs. W. S. COPELAND and J. FLETT, of North Sydney, Nova Scotia, asking for information about the Life-boats of the Institution for their guidance in promoting the establishment to a Life-boat Station near the entrance of that Harbour. *To be acknowledged, and the request to be cordially complied with.*

Paid 2061l. 15s. 6d. for sundry charges on various Life-boat establishments.

Voted 374l. 10s. 6d. to pay the expenses of the Great Yarmouth No. 2, Harwich, Clacton-on-Sea, Whitby No. 1, Palling, Caister No. 2, St. Ives, Porthdinllaen, Nairn, Berwick-on-Tweed, Runswick, Winterton, Brixham, and Brightstone Grange, Life-boats, in rendering the following Services:—

	Lives saved.
French ketch <i>Manne de Ciel</i>	4
Dutch steamer <i>Ingerid</i>	7
Barque <i>Hertha</i> , of Christiansund, rendered assistance.	8
Brigantine <i>Hasselo</i> , of Haguesund	8
Brig <i>Visitor</i> , of Whitby	6
S.S. <i>Trafalgar</i> , of London	23
Barque <i>North Wales</i> , of London	21
Schooner <i>Rosa Josephs</i> , of St. Vaast, France	5
Smack <i>Fishguard Lass</i> , of Abersoch	3
Schooner <i>Miss Beck</i> , of Carnarvon	5
Schooner <i>Annie Marie</i> , of Krageroe	3
Berwick fishing boats. Saved two boats and rendered assistance to other boats.	9
Staithes fishing cobsles. Rendered assistance.	
Brig <i>Gyda</i> , of Swendsall	4
Brixham pilot gig remained by vessel.	
Steamer <i>Claremont</i> , of Newcastle	6

The Harwich, Ramsgate, Montrose, New Brighton, Cullercoats, Redcar, Kessingland No. 1, Skegness, Staithes, and Runswick Life-boats, had also rendered the following Services:—

	Lives saved.
Spanish schooner <i>Rosita</i>	11
Barque <i>Indian Chief</i>	12
Schooner <i>Minnie Coles</i> , of Southampton, assisted to save vessel and	5
Fishing boat <i>Magdalen</i> , of Montrose	6
Fishing boat <i>Star of Peace</i> , of Montrose, saved vessel and	6
S.S. <i>Brazilian</i> , of Barrow. Rendered assistance.	
A fishing coble in distress off Cullercoats. Rendered assistance.	
Fishing coble <i>Lively</i> , of Redcar	2
Sloop <i>Ruby</i> , of Goole. Assisted to save vessel and	2
Brig <i>Matilda</i> , of Gothenburg. Rendered assistance.	
Ship <i>Attila</i> , of Newcastle. Rendered assistance.	
Staithes fishing boats. Rendered assistance.	
Runswick fishing boats. Rendered assistance.	

[The details of these Life-boat Services will be found on pages 273-279 of the last Annual Report of the Institution.]

Voted 561l. 7s. 1d. to pay the expenses of the Life-boats at Great Yarmouth, Harwich, Clacton-on-Sea, Aldborough, Whitby, Uppang, Southend (Essex), Donna Nook, Broadstairs, Rye, Brooke, Gorleston, Margate, Newhaven, Sheringham, Lydd, North Berwick, Drogheda, Winterton, Scarborough, Southwold, Theddlethorpe, Tenby, Cemaes, Abersoch, Eastbourne, and Hastings, in either assembling their crews or putting off to the aid of vessels which did not eventually require their assistance.

The Lizard and Montrose No. 1 Life-boats had also been taken out, but their services had not been ultimately needed.

Voted the Gold Medal of the Institution to Mr. CHARLES E. FISH, Coxswain of the Ramsgate Life-boat, in acknowledgment of his bravery, skill, and determination in aiding in the Ramsgate Life-boat, on the 6th January, to rescue the crew of the barque *Indian Chief*, wrecked on the Long Sands, on which arduous and dangerous service the Life-boat's crew were unceasingly exposed for twenty-six hours to a furious gale and heavy sea.

Also the Silver Medal of the Institution, and a copy of the vote inscribed on vellum to each of the crew of the Ramsgate Life-boat, viz.:—RICHARD GOLDSMITH, THOMAS COOPER, SENIOR, THOMAS COOPER, JUNIOR, CHARLES VERION, HENRY MEADER, STEPHEN GOLDSMITH, THOMAS FRIEND, HENRY BELSEY, JOHN GOLDSMITH, DAVID BERRY, and ROBERT PENNEY, in acknowledgment of their bravery and determination on the above-named occasion.

In addition to these rewards, the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, was also voted to Mr. ALFRED PAGE, Master, in acknowledgment of his bravery, skill, and determination, in aiding, in the Ramsgate Harbour steam-tug *Vulcan*, on the 6th January, to rescue the crew of the barque *Indian Chief*. The Second Service Clasp of the Institution was also voted to Mr. WILLIAM WHARRIER, Engineer of the steam tug, and the Silver Medal of the Institution, and its thanks inscribed on vellum, to each of the crew of the steamer, consisting of CHARLES KNIGHT, RICHARD YARE, GEORGE WOODWARD, WILLIAM AUSTEN, and EDWARD REVELL, in acknowledgment of their arduous and gallant services on the occasion.

[A full account of the wreck of the *Indian Chief*, and of the noble rescue of a portion of her crew by the Ramsgate Life-boat and steam-tug, will be found on pages 212-219 of the February number of the *Life-boat Journal*.]

H.R.H. the DUKE OF EDINBURGH, on the invitation of the Committee, kindly consented to present the Medals and Votes of the Institution to the crews of the Ramsgate Life-boat and steamer on his next official visit to that town.

The Duke also proffered the co-operation of himself and the Coastguard Force under his command whenever the men's own duties would permit, to promote in every way in their power the Life-boat work.

The Committee expressed their high appreciation of His Royal Highness' kind co-operation.

Read letter from the Adjutant-General to the

Forces, of the 24th January, acknowledging the receipt of the rewards in the case of the *Robert Brown* wreck (vide pages 402-3), and expressing the gratification of H.R.H. the Field Marshal Commanding-in-Chief that the services of Lieut. TORRENS and others had been so amply recognised by the Institution.

Voted the Silver Medal of the Institution, and a copy of the vote inscribed on vellum, to Capt. ST. VINCENT NEPEAN, R.N., District Inspector of Life-boats of the Institution, in acknowledgment of his arduous and valuable services in the Harwich Life-boat, in aiding to rescue seven of the crew of the Dutch steamer *Ingerid*, on the night of the 20th January.

Also the Silver Medal of the Institution, accompanied by a copy of the vote inscribed on vellum, to Mr. WILLIAM BRITTON, assistant Coxswain of the Harwich Life-boat, in acknowledgment of his general gallant services in that boat in saving life from shipwreck, and particularly on the occasion of the wreck of the *Ingerid*.

Also the thanks of the Institution inscribed on vellum, accompanied by a Binocular Glass, with a suitable inscription, to Capt. ROBERT GIBSON, Harbour Master of Whitby, and Local Hon. Secretary of the Institution, in acknowledgment of his valuable and skilful services in the preservation of life from shipwreck, and especially for his valuable co-operation on the occasion of the rescue by the Whitby Life-boat of the crew of the wrecked brig *Visitor*, of Whitby, in Robin Hood's Bay on the 20th January.

Also the thanks of the Institution, inscribed on vellum, to Mr. ALEXANDER F. CROOKSHANK, for going off in the St. Ives Life-boat, and aiding to rescue the crew of five men from the schooner *Rosa Josephs*, of St. Vaast, France, which was wrecked in St. Ives Bay during a storm on the 18th January.

Also the thanks of the Institution to the Rev. WILLIAM GREEN, Honorary Secretary of the Winterton Branch, in acknowledgment of his zealous and valuable services on the occasion of the stranding of the brig *Gyda* of Swendsall, on the 18th January, in contributing to the rescue of the crew by means of the Life-boat and the rocket apparatus.

Also 10*l.* to the crew of the *Zetland* Life-boat, of Redcar, for saving the crew of seven men from the brig *Luna*, of Rochester, which was wrecked at Redcar, during a strong E.N.E. gale, on the 29th October.

Also 10*l.* to the crew of the *Augusta* Life-boat, of Sheringham, for saving the crew of seven men from the brig *Alert*, of Clay, Norfolk, which was wrecked on Clay Beach during a N.E. gale on the 6th January.

Also 5*l.* to the crew of the yawl *Dart*, of Palling, for rescuing five men from the brigantine *Livonia*, of Arbroath, which was wrecked on Hasborough Sand, during a strong W. wind and heavy snow showers, on the 16th January.

Also the thanks of the Institution and 5*l.* to Mr. T. STEVENS, for saving, by means of a rope attached to his cart, the crew of four persons from the schooner *Ann Turgoose*, of Goole, which was wrecked at Saltfleet Haven, during a gale and very rough sea on the 18th January, and 10*s.* each to three men who assisted him in effecting this rescue.

Also 1*l.* to a man for saving one of the crew who had fallen overboard from the French lugger *Dupuytren*, which was stranded at Oliver's Gap, Theddlethorpe, during a gale from the E. on the 18th January.

THURSDAY, 3rd March.

His Grace the DUKE of NORTHUMBERLAND, P.C., D.C.L., President of the Institution, in the Chair.

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

Also the report of the Chief Inspector on his recent visit to Harwich, and those of the five District Inspectors of Life-boats on their visits to the following Stations:—

1. Torquay, Brixham, Dartmouth, Plymouth, Yealm River, Salcombe, Hope Cove, Exmouth, Sidmouth, Lyme Regis, Weymouth, Kimeridge, Swanage, and Poole.
2. Aberystwith, Newquay, Cardigan, Fishguard (two Boats), Porthcawl, Penarth, and Looe.
3. Tralee, Valentia, Queenstown, Courtmacsherry, Ballycotton, Youghal, Ardmore, Duncarvan, Tramore, and Duncannon.
4. Ardrossan, Kildonan, Campbeltown, Southend, and Thurso.
5. Yarmouth, Uppang, Whitby (two Boats), Lowestoft (two Boats), Pakefield (two Boats), Kessingland (two Boats), Southwold (two Boats), Dunwich, and Aldborough.

Reported the receipt of a contribution of 600*l.* from E. ARMITAGE, Esq., R.A., to defray the cost of a Life-boat to be named the *Farnley*.

Decided that Mr. ARMITAGE be thanked for his munificent contribution, and that it be appropriated to the new Life-boat about to be sent by the Institution to Newcastle, Dundrum Bay.

[The other 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 Miss ELIZA ADAMS, of Eltham (Stock)	500	0	0
The late Mrs. ANNIE SUTHERLAND, of Gipsy Hill	10	0	0

Decided to replace the present Life-boats at Harwich and Penarth by larger and more powerful Boats, a new house being also built for the reception of the latter Life-boat.

Also that various works be carried out at the Redcar, Salcombe, Sutton, St. Anne's, and Newcastle (Dundrum) Life-boat Stations, at an expense of 427*l.*

Paid 1,613 19*s.* 5*d.* for sundry charges on various Life-boat establishments.

Reported that H.R.H. the DUKE of EDINBURGH had presented the rewards granted by the Institution to the crews of the Ramsgate Life-boat and steam-tug in acknowledgment of their noble services in rescuing twelve of the crew from the wrecked barque *Indian Chief* on the 5th and 6th January. The presentation took place at the Ramsgate Coastguard Station

on the 11th February, in the presence of a large number of spectators.

Voted 166*l.* 8*s.* to pay the expenses of the Sunderland No. 3, Hartlepool, Tyrella, Tenby, Newquay (Cornwall), Rye, Drogheda No. 2, Fishguard No. 2, Porthoustock, and Buddon Ness Life-boats in rendering the following services :—

	Lives Saved.
S.S. <i>Broomhill</i> , of Dundee	19
Ketch <i>Thomas</i> , of Lynn	3
Ketch <i>Yorkshire Lass</i> , of Boston	3
Schooner <i>Mischief</i> , of Rye	4
Brig <i>Eliza Emma</i> , of Shoreham	6
Brigantine <i>Bransty</i> , of Whitehaven	4
Ketch <i>Brothers</i>	4
Ketch <i>Lizzie</i> , of Bridgwater	4
Sloop <i>Sophia Holten</i>	2
Schooner <i>John Green</i> , of Drogheda	5
S.S. <i>Udea</i> , of Llanelly	10
Schooner <i>George and Mary</i> , of Barrow	5
Brigantine <i>Georgina</i> , of Portmadoc	5
Schooner <i>Oscar</i> , of Leith	7

The Caister No. 2, Margate, Holy Island No. 1, Sunderland No. 2, Selsey, and Penzance Life-boats had also rendered the following services :—

	Lives Saved.
Smack <i>Peace</i> , of Lowestoft, saved vessel and Barque <i>Mary Stuart</i> , rendered assistance. Holy Island fishing cobbles, rendered assistance.	5
S.S. <i>Broomhill</i> , of Dundee, rendered assistance.	
Three-masted schooner <i>Kyanite</i> , of Guernsey, assisted to save vessel and	7
Ship <i>Macduff</i> , of Glasgow, rendered assistance.	

[Detailed accounts of these Life-boat services will be found on pages 393-398.]

The Teignmouth Life-boat had saved two fishing-boats and their crews of two men.

Voted 263*l.* 17*s.* 6*d.* to pay the expenses of the Palling, Thorpe, Torquay, Hartlepool, Montrose, Holyhead, Caister, Redcar, Saltburn, Newhaven, Clovelly, Duncannon, Padstow, Swansea, Porthdinllaen, Courtaacsherry, Winchelsea, Drogheda, Peterhead, Lowestoft, Penzance, and Falmouth Life-boats in assembling their crews or putting off to the assistance of vessels which had shown signals of distress, but which did not ultimately need the aid of the Boats.

The Ramsgate Life-boat had also been taken out, but her services had not been required.

Voted the thanks of the Institution, inscribed on vellum, and 5*l.*, to Mr. C. R. HALL, master of the steam-tug *Daring*, of Gravesend; 3*l.* to the engineer of the tug, and 2*l.* each to the crew of five men, for saving the crew, consisting of eleven men, of the Norwegian barque *Frigate Bird*, which was in a sinking state after going on the Goodwin Sands during a S.W. gale on the 15th December.

Also 8*l.* to four men for putting off in a boat from Duck Island, Galway, and, at much risk, saving four out of six men from a hooker which had been capsized between Mwenish and Duck Island during a fresh gale from the S.W. and hazy weather, on the 22nd December.

THURSDAY, 17th 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. In the absence of His Grace the DUKE OF NORTHUMBERLAND, the Chair was occupied by his son the Right Hon. EARL PERCY, M.P.

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 read the Annual Report, which will be found in the May number of the *Life-boat Journal*.

The meeting was then addressed by the Right Hon. the EARL OF SELKIRK; Sir W. T. CHARLEY, Q.C., D.C.L., Common Sergeant of the City of London; EDWARD BIRKBECK, Esq., M.P., V.P.; the Right Hon. the EARL OF SHAFTESBURY, K.G.; the Right Hon. W. H. SMITH, M.P., ex-First Lord of the Admiralty; the Right Hon. the EARL OF COURTOWN; the Right Hon. Lord SUFFIELD, K.C.B.; Admiral Sir RICHARD COLLINSON, K.C.B., Deputy-Master of the Trinity House; Vice-Admiral AUGUSTUS PHILLIMORE, late Admiral Superintendent of Naval Reserves; Colonel FITZROY CLAYTON; Sir EDWARD G. L. PERROTT, Bart., V.P.; and GEORGE LYALL, Esq., V.P., Deputy Chairman of the Institution.

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 resolutions will be found in the May number of the *Life-boat Journal*.

THURSDAY, 7th April.

THOMAS CHAPMAN, Esq., F.R.S., V.P., Chairman of the Institution, in the Chair.

[After his long and serious illness, Mr. CHAPMAN's return to the Chair was heartily welcomed by the Committee.]

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.

Also the report of the Chief Inspector on his recent visits to Fleetwood, St. Ann's, Blackpool, Seascale, and Whitehaven.

Also the reports of four of the District Inspectors of Life-boats on their visits to the following Stations :—

1. Southend, Hastings, Eastbourne, Newhaven, Worthing, Brighton, Shoreham, Chichester Harbour, Selsey, Hayling Island, Brighthelm Grange, Brooke, and Bembridge.

2. Mevagissey, Fowey, Portloe, Falmouth, Cadgwith, Porthoustock, Lizard, Mullion, Penzance, Porthleven, Sennen Cove, Hayle, Scilly, St. Ives, Newquay, Padstow, Port Isaac, Bude, and Clovelly.

3. Stromness, Longhope, Huna, Ackergill,

Nairn, Lossiemouth, Buckie, Banff, Fraserburgh, Whitelink Bay, and Peterhead.

4. Skegness, Chapel, Donna Nook, Theddlethorpe, Sutton, Cleethorpes, Scarborough, Whitburn, Sunderland (four Boats), Hartlepool (three Boats), West Hartlepool (two Boats), Seaton Carew, and Seaham.

[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 Sir THOMAS TOBIN	186	0	0
The late Lieut. M. R. HAYES	10	0	0

Voted the thanks of the Committee to THOMAS CHILD, Esq., and Captain R. D. CRAWFORD, in acknowledgment of their past kind co-operation as Honorary Secretaries respectively of the Eastbourne and Weston-super-Mare Branches of the Institution.

Paid 3,964l. 15s. 11d. for sundry charges on various Life-boat establishments.

Voted 175l. 1s. to pay the expenses of the Life-boats at Holy Island, Ballywalter, Douglas, Duncannon, Girvan, Broughty Ferry, Montrose, St. Andrews, Penarth, and West Hartlepool, in rendering the following services:—

	Lives Saved.
Barque <i>Jupiter</i> , of Liverpool	18
Ship <i>Castlemaine</i> , of Liverpool	25
Brigantine <i>Queen of the Usk</i> , of Whitehaven	5
Brigantine <i>Dayspring</i> , of Dublin	1
Smack <i>Mary Cook</i> , of Campbeltown	2
Swedish schooner <i>Niels</i>	5
Schooner <i>Agnes</i> , of Llanelly	5
Brig <i>August</i> , of Barth	7
S.S. <i>Norma</i> , of Bergen	11
Schooner <i>Harmonie</i> , of Mandal	5
Schooner <i>Grasshopper</i> , of Southampton	6
Ketch <i>Bristol Packet</i> , of Newport, Mon., remained by vessel.	
Brigantine <i>Danube</i> , of Guernsey, remained by vessel.	

The Queenstown, Cuister No. 1, and Wexford No. 2 Life-boats had also rendered the following services:—

	Lives Saved.
Brigantine <i>Bessie Whinery</i> , of Maryport, saved vessel and	6
Barque <i>Angostura</i> , of Hamburg, saved vessel and	17
Schooner <i>Blue Jacket</i> , of Beaumaris, assisted to save vessel and	3

[The particulars of these services will be found on pages 394-398.]

Voted 397l. 7s. 1d. to pay the expenses of the Life-boats at Harwich, West Hartlepool, Groomspout, Courtmacherry, Porthdinllaen, Queenstown, Torquay, Isle of Whithorn, Lowestoft, Pakefield, Broughty Ferry, Castletown, New Romney, St. Andrews, Cruden, Kingsdowne, Walmer, Newburgh, Anstruther, Berwick-on-Tweed, Montrose, Tynemouth, Sal-

combe, Hope Cove, Poole, Fishguard, Seaham, Bude, and Cemlyn, in assembling their crews or putting off to the aid of vessels which did not ultimately need their assistance.

The Ramsgate, Caister, and Thurso Life-boats had also been taken out, but their services had not been required.

Voted the Silver Medal of the Institution and a copy of the vote, inscribed on vellum, to the Rev. J. O'REILLY BLACKWOOD, in acknowledgment of his general gallant services in the Ballywalter Life-boat, and particularly on the occasion of the rescue by that Life-boat of the crew of the ship *Castlemaine*, of Liverpool, which had stranded in Ballyhalbert Bay during a heavy gale from the S.E. on the 4th March.

Also the Silver Medal and a copy of the vote, inscribed on vellum, to Mr. THOMAS BATE, coxswain of the Institution's Bude Life-boat, in acknowledgment of his gallant services in assisting, at considerable risk of life, to save the crew of the ketch *Stucley*, of Bude, which was wrecked on the Bude breakwater, and one of the salvors, during squally weather, on the 31st December.

Also the thanks of the Institution, inscribed on vellum, to Mr. GEORGE TICKELL, writer in H.M.S. *Defence*, in acknowledgment of his highly laudable services in assisting, at considerable risk of life, to save the crew of the *Stucley*.

A reward of 3l. 10s. was also granted to THOMAS BATE and others who assisted in rendering this service.

Voted also the thanks of the Institution to Mr. DANIEL PEARCE, Commissioned Boatman in H.M. Coastguard service, in recognition of his highly meritorious conduct in going out twice in the Institution's Rye Life-boat, and once in the galley belonging to Jury's Gap Coastguard Station, and assisting to rescue, at considerable risk, the crew of three men from the sloop *Sophia Holten*, which was wrecked off Jury's Gap, during a strong W.S.W. gale, on the 10th February.

8l. were also voted to the crew of the Jury's Gap Coastguard galley for saving one of the shipwrecked crew on this occasion.

Also 6l. to six men for putting off in a shore boat from Cemaes, Anglesey, and saving two men from the barque *Gilbert Thompson*, of Liverpool, which went on the West Mouse Rock in a strong wind and heavy sea, on the 5th March.

Also 3l. to five Coastguardmen for putting off in their Life-boat at Lambay Island, Co. Dublin, and saving the crew of five persons from the smack *Diligent*, of Dartmouth, which had been struck by a heavy sea, and had been dismasted, off Lambay Island during a strong southerly gale on the 3rd March.

Also 2l. to four pilots of Penmon, Anglesey, for saving, at some risk, by means of ropes from the shore, the crew of six men from the cutter *Messenger*, of Jersey, which was totally wrecked on the rocks off Penmon, during a heavy gale from the S.S.E. on the 3rd March.

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

# 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.

Secretary—RICHARD LEWIS, of the Inner Temple, Esq., Barrister-at-Law.

## Services of the Life-boats of the Institution in 1880.

|                                                                                   |                                                                                       |                                                                                                        |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| <i>Ada</i> , fishing boat, of Devonport. . . . . 2                                | <i>Guiding Star</i> , barque, of Salcombe . . . . . 10                                | <i>Orton</i> , barque—remained by vessel.                                                              |
| <i>Ada</i> , schooner, of Beaumaris . . . . . 4                                   | <i>Haab</i> , barque, of Moss, Norway—rendered assistance.                            | <i>Osnabrick</i> , brigantine, of Papenburg, Hanover . . . . . 7                                       |
| <i>Alice</i> , Swedish brig . . . . . 9                                           | <i>Hankow</i> , s.s., of London—rendered assistance.                                  | <i>Pacific</i> , barque, of Swansea—rendered assistance.                                               |
| <i>Amcott</i> , s.s., of West Hartlepool—assisted to save vessel.                 | <i>Haroon</i> , brig, of Porsgrund, Norway—assisted to save vessel and . . . . . 9    | <i>Pater</i> , barque, of Sundswall . . . . . 12                                                       |
| <i>Anatolian</i> , s.s., of Liverpool . . . . . 26                                | <i>Harriette</i> , smack, of Barnstaple . . . . . 2                                   | <i>Paul Boyton</i> , ship, of Yarmouth, N.S. . . . . 27                                                |
| <i>Andover</i> , brigantine, of Dublin—assisted to save vessel and . . . . . 6    | <i>Hazard</i> , brig . . . . . 9                                                      | <i>Pet</i> , schooner, of Falmouth . . . . . 5                                                         |
| <i>Atkins</i> , fishing boat, of Liverpool—rendered assistance.                   | <i>Herbruder</i> , Dutch galliot . . . . . 3                                          | <i>Phenician</i> , schooner, of Isle of Man . . . . . 8                                                |
| <i>Barbara</i> , schooner, of Carnarvon—saved vessel and crew . . . . . 4         | <i>Iron Duke</i> , dandy, of London—assisted to save vessel and . . . . . 6           | <i>Pride of the Isles</i> , schooner, of Bridport . . . . . 6                                          |
| <i>Bessie Jones</i> , schooner, of Fleetwood . . . . . 4                          | <i>Isabella</i> , schooner, of Beaumaris—assisted to save vessel and . . . . . 4      | <i>Queen of the Isles</i> , schooner, of Carnarvon . . . . . 3                                         |
| <i>Betty</i> , brig, of Tonsberg, Norway—assisted to beach vessel and . . . . . 8 | <i>J. Priezman</i> , sloop, of Plymouth                                               | <i>Red Rose</i> , s.s., of Cardiff—rendered assistance.                                                |
| <i>Black Diamond</i> , brigantine, of Guernsey . . . . . 6                        | <i>James</i> , fishing boat, of Liverpool—rendered assistance.                        | <i>Reaper</i> , schooner, of Douglas . . . . . 4                                                       |
| <i>Black-Eyed Susan</i> , schooner, of Bideford . . . . . 5                       | <i>James</i> , schooner, of Nefyn—rendered assistance.                                | <i>Reaper</i> , schooner, of Banff . . . . . 6                                                         |
| <i>Bonne Adèle</i> , schooner, of Isigny, Caen . . . . . 5                        | <i>Jane Smith</i> , schooner, of Plymouth . . . . . 6                                 | <i>Ringdove</i> , steamer, of Liverpool 16                                                             |
| <i>Braes of Moray</i> , schooner, of Peterhead . . . . . 5                        | <i>Jane Hughes</i> , schooner, of Carnarvon—remained by vessel.                       | <i>Rival</i> , billyboy ketch, of London                                                               |
| <i>Bruno</i> , schooner, of Bridgwater . . . . . 7                                | <i>Jane Louisa</i> , schooner, of Londonderry—assisted to save vessel and . . . . . 5 | <i>Robert Brown</i> , schooner, of Warrenton . . . . . 2                                               |
| <i>Caroline</i> , schooner, of Solway Firth . . . . . 8                           | <i>Jeune Adolphe</i> , brig, of Nantes . . . . . 8                                    | <i>Roseneath</i> , schooner, of Hull—rendered assistance.                                              |
| <i>Catharine and Ellen</i> , schooner . . . . . 2                                 | <i>John and Mary</i> , brigantine, of Belfast . . . . . 5                             | <i>Royal Albert</i> , schooner, of Maldon                                                              |
| <i>City of Bangor</i> , schooner, of Bangor . . . . . 4                           | <i>John Westley</i> , schooner, of Aberystwyth . . . . . 5                            | Runswick fishing cibles—rendered assistance.                                                           |
| <i>Clio</i> , Swedish brig . . . . . 8                                            | <i>John Snell</i> , schooner, of Great Yarmouth . . . . . 5                           | <i>Saga</i> , barque, of Carlsbamm—assisted to save vessel.                                            |
| <i>Colombo</i> , ship, of Greenock—assisted to save vessel and . . . . . 26       | <i>John A. Harvie</i> , barque, of Windsor, N.S. . . . . 19                           | <i>Sea Flower</i> , coble, saved vessel and . . . . . 4                                                |
| <i>Columbus</i> , steamer, of Liverpool—rendered assistance.                      | <i>Jonah</i> , schooner, of Wexford . . . . . 6                                       | <i>Seaward</i> , schooner, of Glasgow . . . . . 4                                                      |
| <i>Content</i> , coble—saved vessel and                                           | <i>Julia</i> , Danish brig—rendered assistance.                                       | <i>Sharon's Rose</i> , brig, of Whitby . . . . . 7                                                     |
| <i>Corea</i> , barque, of Boston—assisted to save vessel and . . . . . 14         | <i>Lady Morris</i> , fishing coble—rendered assistance.                               | <i>Shannon</i> , barque, of London . . . . . 4                                                         |
| <i>Crusader</i> , steam-tug, of Sunderland . . . . . 8                            | <i>Livingston</i> , ship, of Yarmouth, N.S.—remained by vessel.                       | Southend fishing smack—rendered assistance.                                                            |
| Cullercoats fishing cibles—rendered assistance.                                   | <i>Louisa</i> , ketch, of Bideford . . . . . 4                                        | <i>Star of Peace</i> , fishing coble—rendered assistance.                                              |
| Dawlish fishing boat—saved boat and . . . . . 4                                   | <i>Mabel</i> , s.s., of Hartlepool—remained by vessel.                                | St. Andrews fishing boats—rendered assistance.                                                         |
| <i>Delabole</i> , smack, of Fowey . . . . . 3                                     | <i>Madeline</i> , s.s., of West Hartlepool—remained by vessel.                        | <i>Surinam</i> , barque, of Amsterdam—assisted to save vessel and . . . . . 10                         |
| <i>Donaghadee</i> , County Down, a boat of—saved boat and . . . . . 3             | <i>Magdalen Esther</i> , schooner, of Newquay . . . . . 4                             | <i>Swan</i> , s.s., of Liverpool—assisted to save vessel.                                              |
| <i>Duguesclin</i> , ketch, of Newcastle—assisted to save vessel and . . . . . 4   | <i>Mary</i> , brig, of South Shields . . . . . 7                                      | <i>Tartar</i> , brig, of Whitstable . . . . . 8                                                        |
| <i>Earl Percy</i> , s.s., of Newcastle—rendered assistance.                       | <i>Matchless</i> , fishing boat—rendered assistance.                                  | <i>Temperance Star</i> , smack, of Redcar—saved vessel and . . . . . 2                                 |
| <i>Effigo</i> , schooner—assisted to save vessel and . . . . . 7                  | <i>Matilda Hilliard</i> , barque, of Yarmouth, N.S. . . . . 10                        | <i>Theis</i> , schooner, of Pwllheli—rendered assistance.                                              |
| <i>Elizabeth Austin</i> , schooner, of Rye . . . . . 5                            | <i>Medora</i> , barque, of Lauvig, Norway—rendered assistance.                        | <i>Victoire</i> , brigantine, of Irvine—saved vessel and . . . . . 5                                   |
| <i>Emanuel Boucher</i> , brig, of Whitby . . . . . 7                              | <i>Messenger</i> , brig, of Salcombe . . . . . 5                                      | <i>Warleworth Castle</i> , brig, of Ambler                                                             |
| <i>Eva</i> , schooner of Abo . . . . . 2                                          | <i>Morton Castle</i> , schooner, of Montrose—saved vessel and . . . . . 5             | <i>Wave</i> , yawl, of Goolle—rendered assistance.                                                     |
| <i>Excel</i> , smack, of Grimsby . . . . . 4                                      | <i>Naiad</i> , brig, of Whitby—remained by vessel.                                    | <i>Whitby</i> , fishing coble . . . . . 1                                                              |
| Ferryden fishing boats—rendered assistance.                                       | <i>Nautilus</i> , fishing boat of Ferryden—saved vessel and . . . . . 6               | <i>William Hill</i> , brig, of Dundalk saved vessel and . . . . . 5                                    |
| <i>Folkestone</i> , brigantine, of Folkestone . . . . . 7                         | <i>Newbiggin</i> , fishing cibles—rendered assistance.                                | <i>William Hill</i> , brig, of Dundalk (off Ayr) . . . . . 3                                           |
| <i>Forager</i> , ketch, of Portsmouth—assisted to save vessel and . . . . . 4     | <i>Nimrod</i> , sloop, of Jersey—assisted to save vessel and . . . . . 4              | Total lives saved by Life-boats, in 1880, in addition to Twenty-seven vessels . . . . . 577            |
| <i>Fortuna</i> , schooner, of Grimsby . . . . . 3                                 | <i>Nonpareil</i> , coble—saved vessel and . . . . . 3                                 | During the same period the Institution granted rewards for saving lives by fishing and other boats 120 |
| <i>Fortuna</i> , Danish schooner . . . . . 3                                      | <i>Orient</i> , barque, of Liverpool—rendered assistance.                             | Total of lives saved } 697<br>in 1880 . . . . . }                                                      |
| <i>Frannæs</i> , brig, of Brevig . . . . . 8                                      |                                                                                       |                                                                                                        |
| <i>Freden</i> , barque, of Kregeroe, Norway . . . . . 11                          |                                                                                       |                                                                                                        |
| <i>Good Intent</i> , yawl, of Staithes . . . . . 8                                |                                                                                       |                                                                                                        |

The number of lives saved either by the Life-boats of the Institution or by special exertions for which it has granted rewards, since its formation, is 28,106; for which services 95 Gold Medals, 933 Silver Medals, and £67,000 in cash have been granted as rewards.

The expense of a Life-boat, its equipment, transporting-carriage, and Boat-house, averages £1,000, in addition to £70 a year needed to keep the Establishment in a state of efficiency.

Donations and Annual Subscriptions are thankfully received by the Bankers of the Institution, Messrs. CUTTS and Co., 59 Strand; Messrs. HERRIES, FAQUHAR, 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, at the Institution, 14 JOHN STREET, ADELPHI, London, W.C.—1st August, 1881.