

THE LIFE-BOAT.

The Journal of the Royal National Life-Boat Institution.

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The Duke of Northumberland's Prize Essay Competition.

EARLY this year the late Duke of Northumberland, the then President of the Institution, placed at its disposal the sum of £100, to be utilized in the presentation of prizes for essays on the heroic work of the Life-boats, written by children still actually attending the senior classes in national elementary schools throughout the United Kingdom. The aim was to encourage in British children a knowledge of, and a pride in, the achievements of the Life-boat service, and to imbue them with something of the spirit of heroism, endurance, and humanity which shines like a steady flame through that service.

The country was divided into six districts, and a Challenge Shield was presented for each. Further, War Savings Certificates were offered to the writers of the ten best essays in each district, while Certificates of Merit were to be awarded to the next twenty-five in each area. A brief account of the Life-boat service was sent to the head teacher of each competing school, and the essays were to be written in school, and were to be the unaided work of the pupils themselves.

It is very gratifying to be able to state that the scheme has been a great success, especially from the educational point of view. Although a few of the Education Committees which were approached in the first instance were not encouraging, the vast majority of educational authorities throughout the country not only welcomed the proposal, but gave it their very cordial support, recognizing the great moral value of the example which the Life-boat service embodies.

The Co-operation of School Teachers.

But the most pleasing feature of the competition has been the whole-hearted support given by all the head teachers who participated. As soon as they received the literature and grasped the importance of the Life-boat service as the embodiment of the qualities which have been so conspicuously shown by our race in every field of human endeavour, they recognized the moral and educational advantage of bringing before their children the practical example of the Life-boat crews. We have received scores of letters from school teachers, which give ample evidence not only of their interest, but of the public-spirited attitude in which they have approached their task. Again and again they contain the assurance that, whether the essays sent in by them are fortunate enough to secure a prize or not, the value of the lessons taught by a perusal of even a very brief survey of the Life-boats' work during nearly a century of heroic effort, has been an ample reward for the time and trouble involved in carrying out the scheme.

Scotland and Ireland Not Fully Represented.

The number of essays received from the different districts was very unequal, and in no way corresponded to the number of schools in the respective areas. By far the largest number were received from the Midlands (over 3,100), the Southern (about 1,100), and the Northern District (over 1,000), a fact which adds to the credit of George Davies's performance in winning the Shield for the Midland area, his essay being also awarded the additional War Savings Certificate as the best sent in from the whole of the United Kingdom. Unfortunately, it did not appear possible to reach the Scottish National



THE DUKE OF NORTHUMBERLAND'S
PRIZE ESSAY COMPETITION
CHALLENGE SHIELD

schools by any other means than by advertisement in the *Educational News*, and the same method had to be applied in Ireland, where we were greatly indebted to the *Irish School Weekly* for giving us a free advertisement of the details of the scheme. Hence the number of essays from both countries was disappointingly small, Scotland sending in only about 70 (of which many came from the same school), Ireland about 160, while Wales contributed about 400.

We trust that the publication of this issue of THE LIFE-BOAT JOURNAL, which is being sent to all National schools, will lead to a far wider participation in the competition in 1919.*

High Standard of Merit.

The essays as a whole showed an extraordinarily high standard, having regard to the fact that they appear almost invariably to have been written in strict accordance with the conditions laid down, that is, as the unaided work of the pupils, written in school after an address by the head teacher. The result is in itself an eloquent proof of the excellence of the teaching staff throughout the country. Not only were the spelling and writing very good—the latter being quite beautiful in many cases—but the essays showed a grasp of the subject, a memory for the chief facts, and an appreciation of the moral and national importance of the Life-boat service for a maritime people, which prove how carefully and lucidly the subject had been put before the boys and girls.

In one or two cases the essays sent in by a whole school were of quite remarkable merit, although, as a matter of fact, only one essay should have been sent in from each school, a rule which will be rigidly adhered to in future. The best group by far was sent in by Mr. H. Turner, the headmaster of the Central Council Boys' School, Weston-Super-Mare. All these essays were written one afternoon between 2.30 and 4.30 P.M.; each was illustrated in colours with some of the symbols of the

Life-boat service, the signals of distress, the flag of the Institution, etc., while a map of the United Kingdom, showing the Life-boat stations, formed the last page of a neatly-sewn booklet, and the writing was exceptionally good throughout. This head teacher has evidently discovered the secret of inspiring all his boys with a keen zest in their work and with an eager desire to develop their capacity in every direction on original lines; for it should be added that all the illustrations were different, and reflected the individuality of the essayist. Altogether it is clear that the boys educated at the Central Council School, Weston-Super-Mare, have as good a chance of securing the essentials of a sound education as the boys at many an expensive preparatory school which passes on its pupils to the great Public Schools.

Some Quaint Touches.

Needless to say the perusal of some thousands of essays brought to light some quaint and original ideas on the subject. One little girl is evidently a born hero worshipper. After expressing her profound admiration for men like Sir W. Hillary and the typical Life-boatman, she tells us that several of her friends are men of that stamp. One feels that it must be a liberal education to know this little maiden, and that if she has marked you for her friend you have simply got to be a hero, however unfitted you may feel yourself to play the rôle. It becomes a question of fulfilling your part of an implied compact; it won't do to be guilty of obtaining goods under false pretences. One boy surprises us by the statement that Life-boatmen are "stigmatised by the none too picturesque dress they wear." All are profoundly impressed by the spirit of self-sacrifice and courage which inspires the Life-boat crews, though the standard by which the sacrifice is measured is sometimes quaint enough. Thus one small boy is filled with admiration at the extraordinary self-control of a crew who, having rescued the shipwrecked after the most arduous efforts, do not owe a grudge to the poor wretches for having "made them leave their warm beds on a cold and stormy

* The particulars of the scheme are given in another column.—Ed., LIFE-BOAT JOURNAL.

night," which he evidently regards as the most heroic part of the whole proceedings. We learn some curious facts, too, with regard to the construction of Life-boats. Some, it appears, are made of pumice stone; others wholly of cork. But the most extraordinary Life-boat (?) of which we have any information is introduced to our notice by Eric Willis, of Billericay, Essex, and we are sure our readers will be interested to read the following account of it:—

"During the nineteenth century Captain Doenvig a Norwegian inventor invented a life-boat. It was a hollow Globe and would carry thirty two people and provisions for a month. Although invented in 1887 it was not tried until the year 1903. [We are not surprised.—*Ed.*, LIFE-BOAT JOURNAL.] It was taken and put in the North Sea it was fitted with a sail, ventilation, fags (?), lantern, and a small hand propeller when it was dropped from the ship it turned over and over in the water making the Lockers in the Globe fall about the men inside felt very sick. They afterwards set sail for Ymuiden. They had a small stove on which to cook their food. All the men were sea sick one nearly died. The Globe is made chiefly of sheet iron."

Eric Willis, who is one of the "hearts of oak" boys, evidently sees nothing very extraordinary in this globular "contraption," but, for our part, we should prefer to drown quietly rather than be saved by such an instrument of torture. The imagination reels at the probable behaviour of the small stove on which the crew were to cook their food, as the Life-boat turned over and over in the water. It is not surprising to know that the men inside "felt very sick," and it seems quite unnecessary to attribute this unhappy condition to the presence of "fags" as part of the cargo. But the crew were evidently of heroic mould, for we are told that "after their exciting experiences" they simply "set sail for Ymuiden."

But these oddities are only the light side of the results of a scheme which has brought out, in a remarkable way, that warm-hearted admiration for everything that is noble, splendid, and courageous, which you will always find in a child's heart, and we cannot help thinking that many a grizzled warrior of the sea—who has won his

Silver, or even Gold, Medal for conspicuous gallantry in the Life-boat service, will get some very real pleasure from the frank and generous admiration so universally accorded to him and his fellows by the children of Britain.

We give below the six Essays by which the writers have earned the Challenge Shields for their respective schools in the districts, and we have prefaced the Essay in each case with a letter from the Headmaster or Mistress concerned.

MIDLANDS DISTRICT.

Broom Street Council Boys' School,

Hanley,

September 17th, 1918.

Headmaster, W. C. EYTON.

DEAR SIR,

We were delighted by the news contained in your letter recording the success of George Davies. I conveyed them to the Director of Education, Dr. W. Ludford Freeman, and I should esteem it a great favour if you would write to him and ask him to fix a date for the presentation.

My school is in a very poor district, and George Davies comes from a very poor home. His father is a coal-pit banksman, and George, who has just turned thirteen years, has left school four months, and is working in the boiler shop of the Berry Hill Colliery. I tried to persuade his parents to allow him to sit for a scholarship at the Secondary School here, but they could not afford to do so, which was in my opinion something in the nature of a tragedy, for he was a lad of exceptional ability. If only the Education Authority, as represented by Dr. Freeman, could realize what an honour this lad has brought to the Stoke-on-Trent district, I am sure they would desire to do honour to him.

It is not the aggrandisement of the school I desire or of self, for I had nothing to do in the matter; but the business seems to me altogether too splendid for the lad to have the presentation made in any but a fitting manner.

Trusting I am not bothering you over much, and that you agree with my views in the matter, I beg to remain,

Yours faithfully,

(Signed) WM. C. EYTON.

By GEORGE DAVIES (aged 13), Broom Street Boys' School, Hanley, Stoke-on-Trent.

The Heroic Work of the Life-boats.

"A WRECK!" "A ship is on the rocks!" Such were the cries that rang down the street of the little fishing village, while sturdy life-boatmen made their way quickly to the lifeboat station. Willing hands have dragged out the lifeboat and it is launched. Into their seats spring the men, but strong though their arms, the sea flings back the

lifeboat on the shore. Again the boatmen try, and after almost superhuman efforts the boat is on its way to the wreck. Through the misty spray men and women can be seen on the wreck, clinging to anything they can take hold of. Now the lifeboat is near and soon between it and the doomed ship a line is passed. Quickly those on board are passed to the boat and the voyage to shore begun. On arrival, the shipwrecked are well cared for. Such incidents are common in our island story, for our nation is a seafaring one, our mariners, descendants of the old searovers. The love of the sea is in our blood, and on every side of our land lies the sea. Who are the men who thus brave the dangers of the deep to rescue shipwrecked men and women? They are fishermen, enrolled as lifeboatmen in the service of the Royal National Lifeboat Institution—only fishermen, but they are the highest type of man, for they live to serve unselfishly the cause of humanity. In fifty-two years there have been one hundred and ninety thousand wrecks around our coasts, and for every six wrecks only one life has been lost. What would the loss have been but for the courage and devotion of the lifeboatmen? Words fail to give any idea of the magnitude of loss of life but for these. This work of rescue is done by those who recognise no barrier of race or country; their service is for all who are in peril on the seas around our shores. At the same time it should be remembered that the mercantile marine of our country is nearly half of the world's tonnage so that when the lifeboat goes out to a wreck, it is an even chance that they are going to the help of their own countrymen. What of their work during the present war, when to the terror of stormy and raging sea is added the fiendish torpedo of the Hunnish submarine? The lifeboatmen have saved over four thousand lives of Britain's bravest and best, sailors, soldiers, nurses and doctors, together with other passengers, on board vessels which have been mined or torpedoed. But this is not all. Not only have thousands of lives been preserved for the Allies but the lifeboats have saved over one hundred and fifty vessels, many of which had on board cargoes of food and raw materials indispensable for the making of munitions. Every ship thus saved is of paramount importance to us as a nation, for on ships depends our food supply, and thus has a direct connection with our capacity to prosecute successfully the war. These results, however, have not been accomplished without loss. Brave men and splendid lifeboats have been lost in thus serving their fellow-men. So long as Britain holds its proud position of "The Mistress of the Seas," so long certainly will the people of this country be proud to support the "Royal National Lifeboat Institution." It does not receive a subsidy from the government of Great Britain. Its funds are made up of voluntary contributions from all classes of people, for those who give are proud of a cause that breathes such a high spirit of fertility and courage, such as was possessed by our ancestors and is possessed by our race to-day.

LONDON DISTRICT.

St. Mary's Church of England School,
Girls' Department,
L.C.C. Electoral Area,
Kingsman Street, Woolwich.
Headmistress, FANNY E. CLARK.

DEAR SIR,

The letter conveying the news of the award to Jessie Bush, of the prize in the London District, has been received with great pleasure.

Managers, teachers, and children greatly appreciate the same.

I am,

Yours faithfully,

(Signed) FANNY E. CLARK,
Headmistress.

By JESSIE BUSH, St. Mary's Church of England Girls' School, Woolwich.

The Heroic Work of the Life Boats.

IN these dreadful times, when the one great topic is war, with all its terrible attributes, it is well to realize that, just as Britain and her Allies are carrying on a life and death struggle with the Enemy, so there is one heroic band of men, who ever and always wage war with the elements and invariably save for the country, at the risk of their own lives, not only brave men, but priceless cargoes. For nearly a hundred years the Life Boat service has been steadily growing until its Fleet now comprises 260 Life Boats and a splendid army of 6,000 or 7,000 hardy fishermen who so skilfully man the boats and effect the rescues. Great Britain's need for a Life Boat service is greater than any other nation in Europe. The mother country, with her numerous colonies over the seas, and her world wide commerce is protected by supreme naval power. Thus the Life Boat service has grown steadily in proportion to the growth and ever growing needs of that vast Empire. The sea affords an element of danger and the free-born spirit which is an Englishman's birthright, have been largely responsible for the growth of the Empire. No better atmosphere can be found for fostering and perfecting the qualities of courage, endurance, and comradeship than that of the wide sea. Surely the men of few other nations could show such practical humane feelings as our lifeboat and other crews, who have so returned good for evil. These men risk their lives for the men who, if occasion arises, wreck the boats and then stand by and watch crew and passengers drown. Nobility has been the keynote of the Life Boat service since the beginning. Ever since its founding in 1824, its main object has been "to extend to all without distinction of country, in war and peace alike." Colonel Sir William Hilary was the founder, and a resident of the Isle of Man. He was instrumental in saving numerous lives for which he was successively awarded 2 gold medals. Honour must be given to the French for the first invention of which

the first uncapsizable and unsubmergable boats were an outcome, but the lack of an active maritime spirit in France (at) that time hindered their being developed or put to any practical use. It is very cheering to know that it was three Englishmen, who by their joint contributions really gave us the first Life Boat. The names of these men were, Lionel Lukin, a coach builder of London, Henry Greathhead and William Woodhave both of South Shields. All aimed at a life saving boat but Lukin aimed at making *all* boats safe and buoyant, while Woodhave tried for a boat with self-righting qualities, while Greathhead, a skilled boat builder was the first actually to build a practical Life Saving Boat. "The Original," for that was the name of this boat was built in 1789. Even this boat was not supplied with air tight chambers, and the only means of getting rid of the water was by baling it out. Other boats followed. As times have advanced so one type of boat has superseded another, until now in many cases steam and petrol have become the motive power. The life boat service is a National Organization designed for the benefit of humanity and it entails upon its members an absolute devotion to duty. Therefore every citizen should feel it incumbent upon them to give active support to a Society which confers benefits so priceless. The lifeboat service is well named the Red Cross of the Sea, for the work of rescue is ever and always necessary. It is proved by Records that 190,000 wrecks occurred on the coast of the British Isles, and nearly 7,500 of these were attended with loss of life. The loss of life has amounted to the terrible total of 30,876 lives, but against this the Life Boat Service claims to have saved the splendid number of 56,300. In no period has the Service been more active than at the present day and it is certain that during the war 4,400 lives have been saved, and more than 1,500 of these were the lives of Sailors, Soldiers, Doctors, and Nurses. Thus the Life boat in its great humane calling has proved itself invaluable to Great Britain and her Allies. The work of this society proves the truth of words "Peace hath her victories no less renowned than war."

SOUTHERN DISTRICT.

St. Luke's School,

Southsea,

September 24th, 1918.

Headmaster, J. P. TRIGGS.

DEAR SIR,

I thank you sincerely for your communication re Fred Tanner of this school. I am proud to learn of the success attained; the boy of course equally, especially just now that his father is serving in France.

The Mayor of Portsmouth is one of the strongest supporters of the school, and any arrangements you may care to make will receive a ready help from him.

He has already written me expressing his great pleasure.

With the exception of October 18th to the 20th, I can arrange any time that may suit the Mayor, yourself, and the distinguished gentleman you hope to be able to send.

Many thanks.

Yours sincerely,

(Signed) J. P. TRIGGS.

By FRED TANNER (aged 14), St. Luke's School, Southsea.

The Heroic Work of the Lifeboats.

BOOM! The dread sound of the danger gun thundered through the awful din of the storm. Again and again it rose salient above the gale. The lifeboat crew were at the boathouse ere the third report rang out, and soon after, the boat was tossing like a cork in the trough of the fearful seas. Anxious relatives on the shore strained their eyes to follow the frail bark on his errand of mercy. Great bursts of spray hid the tiny craft from view as it neared its objective. The awful tension amongst the watchers could be felt as they awaited the return of their loved ones. At last the lifeboat emerged from the seemingly impenetrable barrier of raging foam surrounding the doomed vessel. Its appearance was hailed by such a shout as never before had waked the echoes of that rocky shore, and which preponderated over the angry roar of the tempest baulked of its prey. A few minutes more sufficed to bring the boat within reach of eager hands, and rescuers and rescued were soon once again safe on terra firma.

Such a scene as this impresses on the beholder the nobility and heroism of the lifeboat's work.

It is interesting to note that the first practical lifeboat was of British design and construction. Fashioned on a self-righting type invented by Wouldhave, it was built by Greathhead in 1789, and was in actual use until 1830.

These boats are controlled by the Royal National Lifeboat Institution. Founded by Colonel Sir William Hillary in March 1824 as the Society for the Preservation of Life from Shipwreck, the Royal Charter was granted twenty-eight years later. The Institution now possesses 260 boats manned by about 7,000 men. From the time of its inception until 1913, 190,000 wrecks occurred round our coasts. So effectual is the Lifeboat system that only 7,500 of these cost life, the total number of lives saved being nearly double those lost. The object of the Institution is to save the lives of shipwrecked mariners irrespective of nationality or religion, and it is a great tribute to the Institution that this object remains unaltered by the War. The men are hardy fishermen. Their call is the call of the Brotherhood of the Sea. The Institution itself is supported by voluntary contributions which, alas, leave a large deficit annually. Shall it be said that England, the paramount maritime nation of the universe fails to respond to such a call

as this? No! Let Nelson's famous signal echo down the ages, "England expects every man to do his duty"; and surely every Englishman's duty is to save the lives of those who "go down to the sea in ships." That the English spirit is not dead has been proved by the Great War—aye—and by the spirit of the lifeboatmen themselves, and while that spirit lives, a comprehensive, all-embracing system of propaganda will—must—infallibly gain unbounded support for the noble, self-sacrificing and heroic work of the men of the Royal National Lifeboats.

NORTH OF ENGLAND DISTRICT.

St. Paul's School,

Astley Bridge, Bolton,
September 19th, 1918.

Headmaster, S. B. NAYLER.

DEAR SIR,

I am very much obliged to you for your letter of the 17th instant, informing me of the success of Herbert Roberts. We are all proud of his achievement. He has proved himself a very able boy in various ways. He has won also this year scholarships of the highest value, awarded by our Local Education Committee and the Governors of two of our Local Secondary Schools.

I shall be very glad to receive your instructions with regard to the public presentation and the Challenge Shield and War Savings Certificate. If you will let me know when you would like to make the presentation, or give me any hints as to the mode of procedure, I will set the thing in hand at once and send you alternative dates. The presentation might take place in the school, or, better still, in our Parochial Hall, which will hold many more people. I think we can make a big thing of it, especially as the Chairman of our Managers—Colonel Hesketh—is at present a High Sheriff of Lancashire.

Yours sincerely,

(Signed) S. B. NAYLER,
Headmaster.

St. Paul's School,

Astley Bridge, Bolton,
October 1st, 1918.

DEAR SIR,

You may be interested in the following which I received from Captain Rostron (of *Titanic* fame) this morning:—

H.M.S. *Mauretania*,

September 30th, 1918.

Headmaster, St. Paul's School,

Astley Bridge,

DEAR SIR,

As an old boy of St. Paul's School may I congratulate you on one of your boys winning the North of England Shield for best essay on Life-boat work, etc.?

Would you kindly hand the boy the enclosed letter of congratulation?

Yours very truly,

(Signed) A. H. ROSTRON,
Captain.

Yours sincerely,

(Signed) S. B. NAYLER.

By HERBERT ROBERTS (aged 11), St. Paul's School, Astley Bridge, Bolton.

The Heroic Work of the Lifeboat.

THAT quality of heroism which we so proudly associate with the name of Englishman is never more splendidly illustrated than by the incidents which occur daily on the sea and are carried out by our lifeboatmen. The unhesitating self-sacrifice of our gallant lifeboatmen who give up their lives for others may well stand as an example to the men of our coasts. It is a token that the "Nelson touch" has not died in our midst.

How often in the narratives of shipwreck do we read of the brave lifeboatmen losing their lives in the attempt to rescue? Thanks to the many improvements which have been introduced in lifeboat construction of late years the tale of disaster is now much less lengthy than it was before an Institution for saving life on sea was established. A poet describes the lifeboat men at work by saying,

"They cling to life like sailors,
They fall to death like men.
Where in our roll of heroes
Where in our story, when
Have Englishmen been braver,
Than our brave Lifeboat-men?"

Man may destroy all kinds of nature on land, but as he reaches the sea the long arm of humanity is limited, for man's power cannot control the stormy, heaving, tumultuous sea. The ocean can send man to the bottom of the sea, "Unwept, unkneld, and unknown."

These lifeboatmen are nearly all fishermen, who answer any appeal, and go to save others without hesitating to think of the perilous journeys on the sea. The first lifeboat was made owing to the event of the wreck of the "Adventure," in 1789, off the mouth of the Tyne. Lionel Lukin was a witness of the heartrending disaster and he thought could he not make or invent something to save those drowning men? He at last in the same year invented a lifeboat called the "Unimmerrigible."

Soon after this event William Wouldhave invented a high-peaked boat, and his main suggestion was the use of cork to ensure buoyancy.

The "Original," which was made in 1789 by Henry Greathead, was launched at South Shields in January 1890. South Shields has to this day been honoured owing to its launching of the first lifeboat.

Colonel Sir William Hillary founded the famous R.N.L.I. His home was overlooking the sea, and as he saw the wrecks off Douglas Bay, he wondered if he could not establish an

institution for saving life on sea. He made an appeal to the people and the appeal did not fall on deaf ears for in the first year he raised a sum of £10,000. This Institution could not have been founded by a braver and more gallant man, for at a certain wreck he and his crew saved sixty-two men, and at the wreck of the mail steamer, "St. George," he himself saved twenty-two, and in doing so broke six ribs. Colonel Hillary set the men of our coasts a good example of British heroism. In 1825 two hundred and forty two lifeboat stations had been erected. Colonel Hillary himself received the first gold medal for splendid service on the lifeboats. All the lifeboat stations are supported by voluntary contributions. A life-boat costs £5,000 to build and equip and £70* a year to maintain. A lifeboat has to be well-built of strong wood, and always well provisioned in case of a long voyage.

The lifeboats and their crews have taken a large part in saving soldiers, sailors, doctors and nurses in this war which is now raging all round our coasts. England depends now on other countries to send her, her food supply. The ships that bring our food need gallant sailors to steer them across submarine and mine infested seas, and if they meet with foul play it is only right that they should have help. The lifeboatmen need some protection while on the sea, so they are provided with cork† waistcoats to keep them afloat if the boat capsizes. The lifeboatmen have saved 4,400 soldiers, sailors, doctors, and nurses during this war. Of these, 1,500 have been doctors and nurses.

SCOTTISH DISTRICT.

Grammar School,

Ayr,

September 20th, 1918.

Headmaster, HENRY ROBERTSON.

The Secretary,

ROYAL NATIONAL LIFE-BOAT INSTITUTION,

DEAR SIR,

I am in receipt of your communication of the 18th inst., and am much gratified with the intimation it makes.

Belle F. Wilson was our Dux Medallist last year, and has now begun work as an apprentice to a Pharmaceutical Chemist in town.

Yours faithfully,

(Signed) HENRY ROBERTSON.

By BELLE F. WILSON, Grammar School, Ayr.
May 9th, 1918.

The Heroic work of the Life-Boats.

THERE is at the present time so much interest taken in the Life-boat and so popular a figure

has it become even in our inland towns that it is strange to learn that so late as 1850 there were only 8 Life-boats in Scotland, and not one of them was connected with the Royal National Institution. Of the 264 Life-boats now distributed around our coasts, 45 are stationed in Scotland.

Many years before this date, however, local interest was from time to time aroused by some disaster which occurred. An outstanding instance arose when the "Adventure" was wrecked at the mouth of the Tyne in 1789. The vessel stranded and her crew perished in sight of the onlookers, who could render no assistance. The only boats available were of the ordinary type and these could not live amid the breakers.

Following this disaster a committee, appointed by the inhabitants of South Shields, offered a prize for the best design of a Life-boat. From the many models submitted two were selected, one by William Wouldhave, and the other by Henry Greathead. The prize was ultimately awarded to the latter, and as he was in the trade, he was commissioned to build a Life-boat combining the outstanding features of both designs. The Life-boat was launched in January, 1790. In twelve years over 200 lives were saved at the mouth of the Tyne alone, and the builder received an award from the House of Commons.

Although a number of Greathead's models were placed around the coast the means of rescue provided were so unequal to the task, that a number of enthusiastic men convened a meeting in London in February 1824 and formed an institution, calling it "The Royal National Institution for the Preservation of Life from Shipwreck," with King George IV as its first patron. A large sum of money was subscribed and many influential people identified themselves with this movement, but unfortunately interest soon waned and there was a decline till 1850, when fresh disasters rekindled public sympathy.

The Institution was reorganised, and the Duke of Northumberland became President Himself a sailor, this nobleman threw himself heart and soul into the work. Under his direction the Institution began a new career of usefulness and progress. He offered a prize for an improved model of a Life-boat, which was won by James Beeching of Yarmouth. One of the most interesting exhibits at the Great Exhibition in the Crystal Palace 1851 was a stand of the competing models. In 1854, by arrangement with the Government, the Royal National Institution took over the supervision of all the Life-boats in the kingdom, except some at the Tyne. The yearly cost is £100,000, and it is subscribed by voluntary contributions, because no subsidy has ever been granted by the Government.

The work of the Life-boatmen is beyond praise; every time they go out they do so at the risk of their own lives. The story of their heroism is among the brightest chapters in the history of our Nation. Each crew is under the command of a coxswain who is in

* This is a mistake. The figure is about £250 for a Motor Life-boat and £150 for an ordinary Life-boat.—*Ed., LIFE-BOAT JOURNAL.*

† The Institution has for some years past discarded cork belts for Kapok, a vegetable fibre which is much lighter than cork, has a greater floatability, and can be made to fit the shape of the body much better.—*Ed., LIFE-BOAT JOURNAL.*

receipt of a small salary, and the boatmen are mostly fishermen or Coastguardmen, but it occasionally happens that when required some members of the regular crew are not available, but volunteers are never wanting. Since it was founded in 1824 the Life-boats have saved 56,000 lives. Last year 1,348 lives were saved, which was a record indeed. 1,372 lives have been saved from H.M. ships sunk through the war. From the outbreak of war, that is, from August 1914 to December 1917, the grand total of 4,180 lives have been saved. Against this splendid record it is regretfully announced that 21 brave Life-boatmen and 4 Life-boats have been lost in the service of humanity.

Happily wrecks are not frequent on our Ayrshire coast, but when necessity has arisen our local Life-boatmen have not been lacking in their sense of duty, as can be seen from the record exhibited on the Life-boat House of the "Janet Hoyle" at Ayr.

IRELAND AND WALES DISTRICT.

Main Street Boys' School,

Bangor, Co. Down,

September 16th, 1918.

DEAR SIR,

I was delighted to have yours of the 13th, which reached me this morning, notifying me of John C. Culbert's successful essay.

I certainly regard such a success as a great honour for my school, and I shall have much pleasure in arranging for its public presentation. Our annual distribution of prizes is invariably held the week before Christmas. We can arrange for any evening in the week, 16th to 20th December inclusive, but we prefer the Thursday or Friday, should that prove suitable.

John Culbert is at the present time residing with his family at Newcastle, and has not yet heard of his success, but I shall let him know as soon as I conveniently can.

Thanking you for your very courteous letter and hearty congratulations,

I am,

Yours sincerely,

(Signed) D. ORR.

By JOHN C. CULBERT, Main Street Boys' School, Bangor, Co. Down, Ireland.

AN institution like the Royal National Life-Boat Institution is of the utmost importance to a nation like Britain, which owns 42 per cent. of the entire shipping of the world, and which is the chief centre of that shipping. That the great majority of the casualties sustained by shipping around our coasts must be British is one result of our maritime supremacy.

The Institution was founded in 1824 by Colonel Sir William Hillary, a resident of the

Isle of Man, under the name of the "National Institution for the Preservation of Life from Shipwreck." Among the first members of the committee were the Archbishop of Canterbury, and the then Prime Minister, with such well-known persons as Peel, Canning, Lord John Russell, and Wilberforce, who did so much for the abolition of slavery. "Carry on," is the Institution's watchword, regardless of war, nationality, or religion.

The first life-boat was built in 1789 and was named "Original." She served till 1830, and was built after the style of a Norway yawl, combined with Wouldhave's model. Many improvements have been introduced since then, until we now have the splendid unsinkable and self-righting type of to-day. Other lifeboats quickly followed the "Original," until the Institution has now a fleet of 262 fine vessels, including 147 self-righting lifeboats, 3 steam lifeboats, and 9* motor lifeboats. The latter are very expensive costing somewhere about £5,000 each to build. The boats of the Institution are manned by between 6,000 and 7,000 hardy, brave, and fearless fishermen and boatmen.

Since the outbreak of war the Institution's boats have been the means of saving 4,400 lives from death, more than 1,500 of these from His Majesty's ships, and vessels which have been mined or torpedoed. These lives have been given as a direct contribution to the war. Besides this, 150 vessels have been saved, each of which has since made many voyages bringing to Britain valuable cargoes of foodstuffs.

The wonderful immunity from disaster to the crews and boats of the Institution is the best possible testimony to the skill and care exercised by the men in the heroic discharge of a duty so perilous.

Occasionally, however, the sea claims its prey, and so we are not surprised to learn that 4 boats and 21 men have been lost since the outbreak of hostilities. Though, we are gratified to find the loss comparatively small in proportion to the number of boats and men employed by the Institution since its inauguration, that loss becomes serious when we remember that the boats have to be replaced and those dependent on the lost boatmen maintained by an Institution wholly supported by voluntary contributions.

Although the government fully recognises and encourages the good work which the Institution is accomplishing, still, it grants it no financial support. So it is our duty as citizens of the greatest maritime nation in the world to see that it is never hindered in its humane task by insufficient supplies of the "sinews of war."

Let us therefore at every available opportunity help the Royal National Life-Boat Institution morally, spiritually, and financially.

List of Successes in the Essay Competition.

LONDON DISTRICT.

(550 Essays.)

Name.	Age when given.	School.
Jessie Bush	St. Mary's Church of England School, Woolwich.
Janie Tabrisky	Columbia Road L.C.C. School, Bethnal Green.
Muriel Atherton	Kingwood Road School, Fulham.
Frank Evans	13	Droop Street L.C.C. School, Queen's Park, W. 10.
Dorothy Evelyn Ling	11	Stillness Road Girls' School, Forest Hill, S.E. 23.
Dorothy Pamment	12	Bromley Hall Road School, Poplar.
Frances Dalley	Sherbrooke Road L.C.C. School, Fulham, S.W.
James Abrahams	Davies' Lane Boys' School, Leytonstone.
Dorothy Otley	12	Mina Road Girls' School, Walworth, S.E. 17.
Vera Steed	Pelham Girls' School, Wimbledon.
L. S. Brown	Kirkdale Road School, Leytonstone.
F. Harold	Montague Road Boys' School, Edmonton, N. 18.
Harry Minter	Rosendale Road L.C.C. School, Dulwich, S.E.
Grace Page	12	St. Mary's School, Newington Butts, S.E.
Edmund Langford	The "Stockwell" Church of England School, Lingham Street, Clapham Road, S.W.
Ernest Fletcher	Lordship Lane School, Wood Green, N. 22.
Grace Ranson	Shenley Church of England Girls' School, Shenley, Herts.
Josephine Salisse	Beulah Road Girls' School, Thornton Heath.
Gladys Woolgar	Barnet C.C. School, Byng Road, High Barnet.
Evelyn Moon	Jessop Road Girls' School, Herne Hill, S.E.
Lilian Jacklin	Burdett-Coutts and Townshend School, Rochester Street, S.W. 1.
Edward Schafer	Bath Street L.C.C. School, St. Luke's, East Finsbury.
Roma Mc'Auliffe	Lucas Street L.C.C. School, Deptford.
Doris Bright	Mission Grove Girls' School, Walthamstow, Essex.
Kathleen Long	Rosendale Road L.C.C. School, Dulwich, S.E.
Bertha Kruger	St. James's and St. Peter's School, Great Windmill Street, W. 1.
William J. Pote	Gipsy Road L.C.C. Boys' School, West Norwood, S.E. 27.
Charles Ellett	Maynard Road Boys' School, Walthamstow, E. 17.
Hilda Evans	Wood Street Girls' School, Walthamstow, E. 17.
Arthur Rayner	Trinity Boys' School, Waltham Cross.
Dorothy Clancy	Lyndhurst Grove Girls' School, Peckham, S.E.
A. Austin	London Road C.C. School, Knabworth, Herts.
Lilian Durrant	The Southfields School, Wandsworth.
Connie Cook	St. John's School (mixed), Larcom Street, Walworth, S.E. 17.
Beatrice McCully	13	Faunce Street L.C.C. School, Walworth, S.E. 17.
Phyllis Munro	The "Stockwell" Church of England School, Lingham Street, Clapham Road, S.W. 9.

SOUTHERN DISTRICT.

(About 1,100 Essays.)

Name.	Age when given.	School.
Fred. Tanner	14	St. Luke's School, Southsea.
Marjorie Farncombe . . . . .	..	Lewes Road Girls' Council School, Brighton.
Nellie Spall . . . . .	..	Swiland Council School, near Ipswich.
Thomas Percival Baker . . . . .	..	Ditchling Road Council School (Boys), Brighton.
Frederick Greenslade	12	Fratton Council School, Portsmouth.
Kathleen Fisher	14	Woburn Council School (Girls), Bedford.
Annie Catharine George	13	Milk Street Council School, Frome, Somerset.
L. Temple	13	Catcott Parochial School, Bridgwater.

SOUTHERN DISTRICT—*continued.*

Name.	Age when given.	School.
F. H. Deeble	12	Penhale Road Boys' School, Portsmouth.
Tom Edmund Powell . . . . .	..	The Holme School, Headley, Bordon.
Ethel Parker	13	Central Senior Girls' School, Lewes, Sussex.
Lawrence Harry Essery	13	Portsmouth Town Boys' School, Portsmouth.
Katie L. Tolley	11	Bovey Tracey Council School, South Devon.
Doris Bishop . . . . .	..	Church of England Girls' School, Snodland, Kent.
Dorothy Frost	13	Haversham Council School, Bucks.
William J. Hepburn . . . . .	..	Eythorne Church of England School, near Dover.
Jennie Wise	11	Cheriton Church of England School, Horn Street, Shorncliffe.
Marion Scott	12	Lingfield Council School, Surrey.
Leonard F. Broadway	12	Peasedown Council School, Peasedown, St. John, Bath.
Christopher Varney . . . . .	..	The Earl of Jersey's Boys' School, Middleton-Stoney, Bicester, Oxon.
Elsie Witney	14	Sydenham, The Wenman School, Thame, Oxon.
Victor Grant . . . . .	..	St. Thomas's Boys' School, Winchester.
Frank Crockford . . . . .	..	Church of England School, Bembridge.
Kate Grogan	13	Kent Street Council School (Girls'), Portsea, Portsmouth.
Sylvia Lain . . . . .	..	Canterbury Road Council School, Colchester.
Elsie Lunn . . . . .	..	East Street Council School, Farnham, Surrey.
George Parker . . . . .	..	Central Council School, Weston-super-Mare.
Cecil Entwistle . . . . .	..	Alverstoke School, Gosport, Hants.
Florence Watts	13	Cranbury Road Girls' School, Eastleigh.
Doris Hayes	13	Stone Lane Council School, Gosport.
Dorothy Bernard	12	Crantock Council School, Crantock, Newquay.
Ivy Tennant . . . . .	..	Bickley and Widmore Girls' School, Bromley, Kent.
Helen Masters . . . . .	..	Cromwell Road Council School, Redhill, Surrey.
Elsie Vowles	13	Victoria Road School, St. Budeaux, Devonport.
Naomi Drew	10	St. Mark's Girls' School, Syncombe, Bath.
Harold William Beane	11	Clarence Square Council School, Gosport.

NORTH OF ENGLAND.

(About 1,000 Essays.)

Name.	Age when given.	School.
Herbert Roberts	11	St. Paul's School, Astley Bridge, Lancashire.
Doris Hedley . . . . .	..	Chester-le-Street Girls' Council School, Durham.
Herbert Sydney Stobart	13	St. Hilda's School, South Shields.
Eveline Hoole	12	Dewsbury Road Girls' School, Leeds.
Margaret Rhodes	12	..
Emily Grant	11	St. Mary's School, "Higher Bridge" Street, Bolton.
Willie Iveson	13	Blind School, Burnley.
Florence Stockton . . . . .	..	Dawdon Council School, Seaham Harbour, Co. Durham.
Alec Ricketts . . . . .	..	Vaughan Road Council School, New Brighton, Cheshire.
Frank McHarg	12	St. Wilfrid's Road Council School, Blyth, Northumberland.
William Harrison . . . . .	..	Elswick Road Council School, Newcastle-on-Tyne.
Walter Radcliffe	13	St. Mark's School, Ballasalla, Isle of Man.
Bessie Kitchen . . . . .	..	Elswick Road School, Newcastle-on-Tyne.

It will be observed that only thirteen names are given for the North of England District. This is due to an unfortunate misunderstanding which led the Educational Authorities who very kindly made the selection in that District to limit it to thirteen essays only instead of thirty-five, and to destroy the rest. The Committee of Management greatly regret their inability, therefore, to make thirty-five awards in this district, but they feel sure that this error will be retrieved in future years, for the scheme will be a permanent one—and they are assured of the hearty participation of the schools in this district in the future, an assurance based upon the very generous co-operation which the Head Teachers have afforded in facilitating the sale of Life-boat post-cards and the organization of envelope collections throughout this area. Nearly £700 has been received from the District as a result.

MIDLANDS.

(3,070 Essays.)

Name.	Age when given.	School.
George Davies . . . . .	..	*Broom Street Boys' School, Hanley, Stoke-on-Trent.
George Goode	13	Severn Street School, Sheepcote Street, Ladywood, Birmingham.
Nellie Quayle	13	Cook Street Girls' School, Longton, Stoke-on-Trent.
William Harris . . . . .	..	Shrewsbury Lancasterian School, Shrewsbury.
Hilda Sharman . . . . .	..	Spon Street Girls' School, Coventry.
Dorothy Cook Leighton . . . . .	..	Bredenburg Grendon Bishop Council School, Bromyard, Worcester.
Hilda Terry	13	Alfreton Road Senior (Mixed Department) School, Nottingham.
Freda Norman . . . . .	..	Church of England Girls' School, Alcester Road, Stratford-on-Avon.
Winifrede Trillo . . . . .	..	St. Marie's School, Dunchurch Road, Rugby.
Albert Leonard Drury	14	Essendine Council School, near Stamford, Rutland.
James Murdoch . . . . .	..	Warwick Westgate Boys' Council School, Warwickshire.
Olive Grimwood . . . . .	..	Queen Street Council School, Fenton, Stoke-on-Trent.
Pearl Bell . . . . .	..	Knighton National School, Leicester.
Melissa Edith Wormington . . . . .	..	Clapham Terrace Girls' Council School, Royal Leamington Spa, Warwickshire.
Fred Monk	11	Wellington Road School, Hanley, Staffordshire.
Arthur Holmes	12	St. Mary's Church of England School, Tunstall, Stoke-on-Trent.
Phyllis Taylor	10½	Florence Girls' School, Longton, Stoke-on-Trent.
Arthur R. Goodhall	12	Fredk. Bird School, Coventry.
Allen Dartnall . . . . .	..	Gloucester Road Boys' School, Baker Street, Cheltenham.
Alice Woolley . . . . .	..	Boothan Church of England School, Stoke-on-Trent.
F. C. O'Doherty . . . . .	..	Scunthorpe Higher Elementary School, Scunthorpe, Lincolnshire.
Emily Baxter . . . . .	..	Girls' Department, Far Cotton Council School, Northampton.
Stanley Adams . . . . .	..	Cannon Street Boys' School, Hanley, Stoke-on-Trent.
Dorothy Davies . . . . .	..	Central Church of England School, Stoke-on-Trent.
Thomas Mayne Wilkinson . . . . .	..	Stoke Council School, Coventry.
Evelyn Midgley . . . . .	..	Broad Street Girls' Council School, Coventry.
Sydney Albert Watson . . . . .	..	Mancetter Church of England School, Atherstone, Warwick.
Charles Burdett	13	All Saints Church of England School, Coventry.
Arthur Titley . . . . .	..	Middleport Boys' School, Burslem.
Francis Lees	12	Council School, Clifton Road, Sparkbrook, Birmingham.
J. Bourne	11	Stourport Boys' School, Stourport, Worcestershire.
Catherine Baylis . . . . .	..	Council School, St. Benedict's Road, Small Heath, Birmingham.
John Pain . . . . .	..	St. Matthew's Boys' School, Lupin Street, Birmingham.
Leslie Daffern	11	Chilvers Coton Council School, Nuneaton.
Vera English . . . . .	..	Shrubland Street Girls' School, Royal Leamington Spa, Warwickshire.
Alice Rodgers	12	Shakespeare Street Girls' School, Loughborough.

* Special prize awarded for the best essay in the United Kingdom.

SCOTLAND.

(60 to 70 Essays.)

Name.	Age when given.	School.
Belle F. Wilson	Grammar School, Ayr.
Cissy Macadam	Bridge of Weir School, Renfrewshire.
Osman Boord	Auchencairn School, Castle Douglas.
Peter Paxton	Viewforth School, Kirkcaldy.
Jessie Littlejohn	" " "

SCOTLAND—continued.

Name.	Age when given.	School.
John McCorkindale	Knoxland Public School, Dumbarton.
Rita C. Craig	Dunoon Grammar School, Dunoon.
Rita Cormack	Garnetbank Public School, Renfrew Street, Glasgow.
Andrew Nather	Calder Public School, Motherwell.
Jean Douglas	Warrenden Park Public School, Edinburgh.
William Finlay	Law Public School, Lanarkshire.
Jessie Jane Swanney	Sellibister School, Sanday, Orkney.
Alexander Shields	Viewforth Public School, Kirkcaldy.
William Davidson	" " " "
Lily Meiklejohn	" " " "
Mary Gray	Leadhills Public School, Leadhills, Lanarkshire.
Andrew Trotter	East Plean School, St. Nineans, by Stirling.
Ivor Willis	Academy, Beith, Ayrshire.
Betty C. Brown	Hermitage School, Newcastleton, Roxburghshire.
John Henry Jenkin	Law Public School, Lanarkshire.
Mary Alexander	Portlethen Public School, Portlethen, by Aberdeen.
Willie Allison	Camelon Public School, Falkirk.
James Crawford	East Plean School, St. Ninians, by Stirling.
Lily Lindsay	Viewforth Public School, Kirkcaldy.
Agnes Newbigging	Headhills Public School, Headhills, Lanark.
Marion Carswell	Grammar School, Dunoon.
Donald K. Kechnie	" " " "
James Findlay	Warrender Park School, Edinburgh.
Thomas Melville	Balcurvie School, Windygates, Fife.
Ralph Moan	Warrender Park School, Edinburgh.
Sarah A. Stevenson	Calder School, Motherwell.
George H. G. Simpson	Sir John Maxwell School, Pollokshaws, Glasgow.
George Baird	Public School, Leven.
Mary Whyte	Wamphray School, Beattock, Dumfries.
Marion Falconer	Academy, Beith, Ayrshire.

IRELAND AND WALES.

(150 Essays.)

(Over 400 Essays.)

Name.	Age when given.	School.
John C. Culbert	Main Street Boys' School, Bangor, Co. Down.
Irené Walker	Thomas Street National School, Portadown, Co. Armagh.
Bob Elliott	Main Street Boys' School, Bangor, Co. Down.
Gladys Walters	Plasmarl Girls' School, Plasmarl, Swansea.
Willie Mateer	13	Ballinacounty National School, Dungarvon.
Kathleen Cole	13	National School, Milford Haven.
Margaret M. Partridge	Coote Street Convent National School, Mountrath, Queen's County.
Gwyn Thos. Williams	Council School, Llanwrtyd Wells, Brecon.
Frances Buckley	Ovens's Girls' School, Ovens, Co. Cork.
Leonard John	Council School, Narberth, Pembroke.
Ivy Morse	National Public School, Angle, Pembroke.
Frances Jones	Dyfatty Girls' School, Swansea.
Violet Blackmore	Plasmarl Girls' School, Plasmarl, Swansea.
William Redfern	Llanddew'er Cwm Church of England School, near Builth Wells, Brecon.
Eileen Redmond	Cabra National School, Cabra.
George Heard	Adamsdown Boys' School, Cardiff.
Marcie Johnston	Shanagolden Girls' School, Co. Limerick.
Mary Anne Madill	Classdaugh National School, Newbliss, Co. Monaghan.
Margaret Wheel	Dyfatty Girls' School, Swansea, South Wales.
Eva Rees	Girls' National Public School, Haverfordwest, South Wales.

SCOTLAND AND WALES—continued.

Name.	Age when given.	School.
Blanche Roskin	Pontygod Girls' School, Ebbw Vale, Wales.
Thomas Benson	St. John's Boys' School, Cardiff.
John Henry Jones	Miskin Mixed School, Mountain Ash, Glamorganshire.
May Harrison	Kenagh No. 2 School, Kenagh, Longford.
Chrissie Farry	St. Peter and St. Paul Girls' Department, National School, Cork.
Charles A. Grattan	Higher Standard Boys' School, Aberdare.
Rebecca Jane Patterson	Murroe National School, Dunfanagh, Co. Donegal.
Eileen O'Leary	St. Patrick's School, Cardiff.
Violet Kerr	Church Street National School, Cahir, Co. Tipperary.
John Dovey	Pembroke Dock National Boys' School, Pembroke Dock.
Olwen Jones	Council School, Llanwrtyd Wells, Breconshire.
Nellie Clement	Plasmarl Girls' School, Plasmarl, Swansea.
Margaret Maher	Convent National School, Mountrath, Ireland.
Edith J. Kiddle	12	Welsh Newton School, near Monmouth.
Donald Davies	The Schools, Llanfaes, Brecon, South Wales.
Harold Morrow	Council School, Builth, Wells.

Generous Help from the Schools.

A well-known French moralist has well said that the generous instincts aroused by the admiration of beauty in art or in human action is of comparatively little value unless it takes a practical form. This is the secret of the application of the arts to war and religion; music, for instance, inspires the soldier to courage and the worshipper to prayer.

A very large number of the teachers who have given such valuable help in connexion with the Essay Competition have gone further in their friendly wish to "pull an oar" for the Life-boat cause. In response to a circular asking for their kind help in organising an envelope collection in their villages, or disposing of the beautiful coloured post-cards published by the Institution, a large number of these hard-working and public-spirited men and women carried out either an envelope collection or a sale of postcards which, in the aggregate, has given considerable

financial support to the great work of the Institution. A detailed list of the sums received up to 31st October will be found below.

For this and for all the trouble taken by one of the hardest working and most patriotic bodies in the kingdom the Committee of Management desire to express their very warm thanks. They feel that, by the scheme which has this year been so successfully inaugurated, a link has been formed between the simple and heroic figures of the Life-boat crews on our coasts and the children of Britain; that this link will be of mutual advantage, and that the example of practical humanity, coupled with dauntless courage, which the Life-boat service has always typified, will bear fruit in many a noble action unselfishly performed by thousands of the boys and girls who have, for the first time, realized what the Life-boat story really means.

List of Schools which have made Collections, or sold Post Cards, in aid of the Royal National Life-Boat Institution

(up to 31st October, 1918).

	£.	s.	d.		£.	s.	d.
Anglesey.				Bedfordshire.			
Llanallgo Council School, Menai				Amphill Wesleyan School	2	5	3
Bridge	2	5	-	Chalton School, near Dunstable	1	8	8
Pwllheli—				Haynes Infant School, near Bedford		4	6
Church of England Mixed School	-	12	6	Potton Council School, Sandy	-	16	6
Troedyrallt Boys' School		-	2	Tingrith School, Woburn	-	6	6
Troedyrallt Girls' Council School	1	2	6	Totternhoe School, Dunstable	-	8	-
Tydweiliog Council School, near Pwllheli	-	6	-				

	£.	s.	d.		£.	s.	d.
Berkshire.				Cheshire—continued.			
Kingsclere Girls' School, near Newbury	-	2	-	Whitley Superior School, near Northwich	-	13	-
Buckinghamshire.				Wilmslow—			
Amersham—				Dean Row Council School	-	6	7
Hyde Heath School	-	10	-	Wincle School, Macclesfield	-	9	2
St. Mary's Infant School	-	5	-	Cornwall.			
Aylesbury, St. Mary's School	-	10	-	Bodmin Church of England School	-	7	1
Bledlow School, Princes Risboro	-	16	6	Boscastle Council School	-	11	3
Haversham Church School, Wolverton	-	2	-	Coads Green Council School, Launceston	-	17	2
Ives Heath Council School, near Uxbridge	-	7	-	Gram-pound School	3	5	1
Medmenham School, Marlow	-	12	-	Kea Council School, Truro	-	2	-
Monloe Council School, Newport Pagnall	2	17	6	Lamorna Church of England School, Penzance,	-	6	-
Ravenstone School, Olney	-	1	6	Lelant National School	3	-	-
Wolverton Council School	-	17	-	Merifield School, Torpoint	-	4	6
Cambridgeshire.				Newbridge C. School, Cornwall	-	11	-
Burwell Council Schools	1	5	-	Padstow, Girls' Council School	-	19	2
Histon Council School	5	7	4	Philleigh School, near Gram-pound	2	10	-
Pampisford School	-	5	6	Port Isaac School	1	9	-
Soham Boys' Council School	11	-	-	St. Austell Boys' School	-	3	2
Carmarthenshire.				St. Blazey Girls' School	2	9	-
Ffairfach Council School	1	16	1	St. Day Girls' School, Scorrier	3	15	-
Llanfihangel-Mwch-Gwili School	-	1	-	St. Dennis Church of England School, St. Austell	-	4	4
Carnarvonshire				St. Ives National School	1	15	6
Bryn Aerau Council School, Bout Lyfni, Llanwnda	2	12	2	St. Merryn Council School, Padstow	8	7	9
Conway Infants' School	-	9	-	Stoke Clemisland School, Callington	1	5	-
Conway Girls' School	10	-	-	Trethurgy Council School, St. Austell	-	2	9
Gerlan National Provincial School, Bethesda, North Wales	-	3	2	Troon Boys' School, Camborne	3	3	-
Maenan Council School, near Llanwrst	-	12	-	Warleggon School, Bodmin	-	14	6
Cheshire.				Cumberland.			
Bidston School	-	1	-	Cargo School, near Carlisle	-	3	9
Birkenhead—				Carlisle—			
Chester Road Council Boys' School, New Ferry	1	5	-	Cumwhitton Church School, Heads Nook	2	19	10
Bowdon School	-	15	9	Lanerost School	-	5	-
Bridgemere Church of England School, Nantwich	4	3	-	Warwick Bridge Council School	-	13	6
Broughton Church of England School	2	1	-	Cockermouth—			
Buckley—				Buttermere School	-	2	0
St. Matthew's Girls' School	2	-	-	Dean School	8	2	7
Cheadle Hulme—				Dovenby School	-	12	6
All Saints' Church of England School	2	1	-	Fairfield Boys' School	2	2	-
Chester—				Greysouthern School	-	6	3
Hoole All Saints' Boys' School	8	6	8	Isel School	-	13	-
Dukinfield—				Lamplugh Council School, Rovah	-	12	-
Moravian School, Old Road	1	-	-	Crosthwaite Memorial School, Whitehaven	-	7	4
St. John's School	-	12	-	Dacre Church of England School, Penrith	-	5	2
St. Mark's Church of England School	1	-	-	Edenhall School, Langwathby	1	10	-
Marston Church of England School, Northwich	1	10	-	Fellside, Caldbeck, Wigton	-	3	-
New Broughton Schools, Wrexham	-	18	8	Haile Voluntary School, Beckermat	3	3	-
Northwich Castle Church of England School	1	-	-	Haverigg Boys' School, Millom	-	10	-
Offerton—				Hesket-new-Market Council School, Wigton	2	5	-
St. John's Church of England, School Stockport	-	16	8	Houghton Church of England School	-	10	2
Rainow Church of England School, near Macclesfield	-	5	4	Irton School, Holmrook	-	6	2
Utkinton Church of England School, Tarporley	-	11	-	Kirkbride, Anthorn School	-	2	-
				Kirkhampton School, near Carlisle	-	4	-
				Kirkbaugh School, Alston	1	-	-
				Lazonby School	1	5	6

Cumberland—continued.		£. s. d.	Devonshire—continued.		£. s. d.
Millom—			Dartmouth Boys' School		- 16 6
Holborn Hill Girls' School	1 8 -		Doddiscombsleigh Council School,		
Lapstone Road Girls' School	1 10 -		Exeter		- 4 -
Nenthead Council School, Alston	6 12 9		Drewsteignton School, near Exeter		- 4 -
Netherswasdale School, near Gosforth	- 3 6		Dunkeswell Church School, Honiton		- 8 4
Penruddock School, Penrith	4 18 -		Exeter—		
Rhods County School, Kirkandrews Middle, near Longton	3 - -		St. David's Girls' School		- 4 -
Rockcliffe School, Carlisle	2 2 11		St. Nicholas School, The Mint		- 1 6
Rosewain School, Wigton	2 3 -		Ladysmith Road Boys' School		- 5 -
St. John's Vale School, Keswick	- 10 -		Ladysmith Road Girls' School		- 5 -
Seaton Camerton Mixed School, Workington	3 11 -		Exminster Council Schools		3 - -
Setmurthy School, near Cockermouth	1 - -		Horrabridge—		
Siddick Council School, Workington	1 5 -		Sheepstow School		- 16 2
Stainton School, Penrith	3 6 -		Lamerton Church of England School		- 10 -
Tynehead School, Alston	- 2 6		Lee—		
Welton Council School, Dalston, Carlisle	- 5 -		St. Wardrede's School		1 3 6
Whitehaven Schools	4 3 4		Membury Church Schools, Axminster		- 10 -
Denbighshire.			Millbrook—		
Bontuchel Council School, Ruthin	1 - -		Fourlanesand Council Boys' School		- 12 -
Glyn Traian Council School, Pontfadog, near Chirk	- 10 -		Milton Abbot School, Tavistock		- 7 6
Llangollen Church of England School	- 9 6		Newton Abbot, St. Joseph's Roman Catholic School		- 5 -
New Broughton Council School, Wrexham	- 18 8		North Tamerton School, Holsworthy		- 12 -
Derbyshire.			Plymouth—		
Ambergate—			Hyde Park Girls' School, Laira Green		1 3 8
Neather Heage Council School	4 4 -		Laira Green School		2 1 -
Ashbourne Church of England School	- 6 6		Sandford School, Crediton		2 13 7
Bamford Roman Catholic School	- 3 -		Templeton School, Tiverton		- 8 1
Barrow Hill Council School, Chesterfield	1 13 6		Throwleigh School, Okhampton		- 2 8
Brimington Common School	- 5 -		Torrington, St. Giles in the Wood School		- 10 -
Chaddesden School	- 10 -		Dorsetshire.		
Coalaston Church of England School	3 - -		Abbotsbury School House		- 8 4
Heage Central Council School	3 4 2		Broadmayne Church of England School		- 4 8
Hognaston School, Ashbourne	2 - 5		Buckland Newton School		- 7 6
Loscoe Road Girls' School, Heanor	- 16 -		Cattistock School House		3 - 4
Mapperley School, Derby	1 13 -		Chidecock Roman Catholic School, Bridport		- 15 6
Newbold School, near Chesterfield	4 19 6		Church Knowle Church of England School, Corfe Castle		- 3 2
Newton Council School, Alfreton	2 2 -		Compton Abbas School, Shaftesbury		- 10 -
Renishaw Council School, near Chesterfield	2 10 -		Compton Valence School		- 10 -
Sawley, Shirley House School	1 10 -		Corfe Castle—		
Smalley Common Council School	- 8 -		Kingston School		1 11 -
Willington Church of England School	- 16 8		Gillingham—		
Devonshire.			Stower Provost School		3 2 6
Aylesbeare—			Wyke Council School		- 9 4
Council School, near Exeter	- 3 -		Godmanstone School, near Dorchester		- 15 -
Barnstaple Wesleyan Sunday School	- 6 6		Holwell School House, Sherborne		- 10 6
Beaworthy School House	- 7 8		Manston School, near Sturminster Newton		- 12 -
Brampford Speke School	- 13 7		Melbury Abbas School, Shaftesbury		- 2 6
Chudleigh—			Three Legged Cross Undenominational School		- 5 -
Church School	- 7 -		Wareham—		
Countess' Wear School, near Exeter	- 3 -		Grange School		- 5 -
Dartington Council School, Totnes	4 5 -		Wimborne—		
			Middlehill School		2 2 6
			Yarcombe Schools, Chard		- 5 -

Durham.	£. s. d.	Essex—continued.	£. s. d.
Barmston Council School . . .	- 10 -	Epping—	
Blomfontein School, Craghead . . .	1 3 -	Theydon Garnon Coopersale School . . .	- 8 4
Brasside Council School, near Durham . . .	- 6 -	Fobbing Church of England School . . .	- 9 -
Cockton Hill Girls' School, Bishop Auckland . . .	1 5 -	Great Parndon Church of England Schools . . .	- 3 4
Chilton Buildings Catholic Girls' School, near Ferryhill . . .	1 5 -	Greenstead Green School, Halstead . . .	3 5 6
Dawdon Council Infants' School . . .	- 10 -	Hawkwell Church School, near Hockley . . .	- 4 -
Durham—		Laindon Hills Council School, near Romford . . .	2 8 6
Bearpark Council School . . .	6 10 -	Latchingdon Church of England School, near Maldon . . .	- 5 5
Fence House Church of England School . . .	1 2 9	Lindsell Council School . . .	- 4 -
Sacrison Roman Catholic School . . .	- 9 10	Linford Council School, near Stanford-le-Hope . . .	- 5 -
Gainford Church of England School, near Darlington . . .	2 4 8	Little Burstead School . . .	- 4 6
Gateshead—		Loughton Girls' Council School . . .	- 12 6
Rose Street Girls' School . . .	- 10 6	Romford, South Hornchurch Council School . . .	- 5 -
Hartlepool—		Thaxted Council School . . .	- 17 3
Baltic Street Boys' School . . .	- 4 2	Tollesbury Boys' School . . .	11 17 -
Baltic Street Girls' School . . .	1 1 -	Vange Council School, Pitsea . . .	- 9 -
Lamesley Church of England School . . .	- 5 -	West Thurrock Boys' School . . .	1 9 2
Linton-on-Ouse School . . .	- 8 4	White Colne Church of England School . . .	- 10 -
Marsden Council School, near South Shields . . .	1 - 2		
North British Council School, Langley Moor . . .	2 5 10	Flintshire.	
Old Shildon—		Gwespyr—	
Council School . . .	1 2 6	Palacre Roman Catholic School . . .	1 7 4
Council Girls' School . . .	- 10 -	Hawarden, Canon Drew Memorial School . . .	- 5 -
Pittington Church of England School . . .	1 2 6	Mold—	
Rookhope Council School, Eastgate . . .	1 2 6	St. David's Roman Catholic School . . .	- 12 -
Seaham Harbour Roman Catholic School . . .	1 12 6	Forfarshire.	
Seaton Snook Council School, Seaton Carew . . .	- 5 -	Forfar—	
Sherburn Hill Girls' Council School . . .	1 - -	St. James's Parish Church Sunday School . . .	- 10 -
Spennymoor—		Glamorganshire.	
King Street Council Girls' School . . .	1 1 -	Baglan School, near Briton Ferry . . .	- 4 2
North Road Council Girls' School . . .	- 12 4	Brynoech Non-Provided School, Neath . . .	1 9 -
Page Bank Council School . . .	2 2 6	Merthyr Mawr School, Bridgend . . .	- 2 6
Stockton-on-Tees—		Penrhiwceiber Boys' School . . .	- 10 -
Bath Lane School . . .	- 16 8	Penywain Council School . . .	- 5 -
Mile Lane Council School . . .	- 19 -	Gloucestershire.	
Oxbridge Girls' School . . .	1 - -	Alkington Wick School, near Dursley . . .	- 5 -
Sunnybrow Council School, Wiltington . . .	- 15 10	Birdlip School . . .	- 6 2
Tanfield Lea School, Tantobie . . .	3 - -	Chidworth School . . .	6 7 6
Thornley Church of England School, Tow Law . . .	2 10 -	Coln St. Dennis School . . .	- 9 -
Trimdon—		Daglingworth Church of England School, Cirencester . . .	1 9 4
St. Williams Roman Catholic School . . .	- 8 4	Pilning School House, Bristol . . .	1 5 -
West Hartlepool—		Pucklechurch Council School (Infants) . . .	- 2 6
St. Aidains School . . .	1 - -	Ruardean Hill Council School . . .	1 5 -
Wiltonat Council School, Blaydon-on-Tyne . . .	1 13 -	Sheepscombe School, Stroud . . .	2 - -
Essex.		Southrop School, Lechlade . . .	- 6 3
Brentwood, Great Warley Church of England School . . .	- 12 -	Stoke Gifford School, near Bristol . . .	1 - -
Bulphan School, Romford . . .	- 12 6	Stonehouse—	
Epping Green School . . .	3 13 6	Saul Church School . . .	3 3 -
		Thornbury Combined Schools . . .	4 - -
		Wapley School, Chipping Sodbury . . .	- 5 -

	£.	s.	d.		£.	s.	d.
Hants.				Lancashire.			
Bournemouth—				Adlington Council School, near			
Talbot Village School	7	9	10	Macclesfield	5	-	-
Eastleigh—				Allostock Council School, near			
Cranbury Road Girls' School	-	5	6	Knutsford	2	-	-
Haven Street School, Isle of				Austerlands Council School, near			
Wight	-	6	-	Oldham	-	10	-
Headley—				Bacup Mount Council School	1	4	6
Holme School	1	5	-	Baguley St. John's School	1	5	-
Ryde—				Bamber Bridge Wesleyan School	-	15	-
Oakfield Boys' School	1	1	-	Belmont Council School, near			
Southampton, St. Mark's Church				Bolton	1	-	3
of England School	-	18	6	Bentham Council School, near			
Wolverton School, near Basing-				Lancaster	1	8	-
stoke	-	8	1	Blackburn—			
Herefordshire.				Audley Range Council School	-	6	-
Bridstowe Council School, Ross	2	10	-	Cedar Street Council School	1	12	-
Brinsop School	1	16	6	Christ Church Boys' School,			
Credenhill School	-	5	-	Mosley Street	-	10	-
St. Weonard's School	-	10	3	Griffin Boys' School	-	10	-
Walford Council School	2	12	-	Mawdsley Street Primitive			
Weobley School	4	10	-	Methodist School	-	12	6
Preston Wynne School	2	-	-	Park Road Congregational School	2	3	6
Hertfordshire.				St. Andrews' Church of Eng-			
Potten End School	-	10	-	land School	-	12	6
Shillington School House	1	10	-	St. John's Girl School	2	11	10
Huntingdonshire.				St. Thomas' Church of England			
Abbots Ripton School House	-	7	1	School	-	10	6
Denton School, Stilton	-	7	-	Blackpool—			
Graveley Church of England				Marton Moss School	3	18	6
School, near Huntingdon	-	10	-	Belton St. Paul's School, Deans-			
Pidley Church of England School	-	6	-	gate	-	13	-
Kent.				Bolton - by - Bowland School,			
Bexley—				Clitheroe	5	5	6
Bridgen School	1	10	-	Bryn—			
Chartham Hatch County Council				St. Peter's Infant School, near			
School, Canterbury	1	10	-	Wigan	-	6	8
Chatham, Glencoe Road Girls'				Burnley—			
School	-	10	-	Holy Trinity Girls' School	1	5	-
Chattenden School	1	10	-	St. John Baptist's School, Ivy			
Chevening School, near Sevenoaks				Street	1	10	-
Chislehurst, Prickerd Girls' School				St. Mary Magdalene's School,			
Cliffe-at-Hoo Church of England				Haslam Street	1	5	-
Girls' School	1	4	8	Wood Top Church of England			
Dover—				School	-	16	8
Guston School	-	19	-	Burscough Bridge, St. John's,			
St. Mary's Girls' School	6	4	6	Church of England School	1	-	-
Downe Council School, Orpington				Caton School, near Lancaster	1	5	-
Dungeness School, Lydd	-	13	-	Chorley—			
Eastchurch School, Sheppey	-	2	6	All Saints' Church of England			
Faversham—				Mixed School	-	10	-
Hernhill School	1	-	-	St. George's Boys' School	-	5	-
Folkestone—				St. Peter's School	1	-	-
Sidney Street Girls' School	-	9	-	Clapham Church School, near			
Galley Hill School, Greenhithe	1	1	3	Lancaster	2	11	-
Great Mongeham School, Deal	2	6	2	Keadon School, Clapham Station,			
Headcorn Council School	-	12	-	Lancaster	2	5	-
Luton Boys' School, Chatham	1	7	6	Clitheroe St. James' School	-	10	-
Lympne School	8	10	-	Colne, Laneshaw Bridge Church			
Otterden Church of England				School	-	5	7
School	-	10	-	Croston Parochial Boys' School,			
Rochester—				Preston	-	7	-
St. Mary's Hoo School House	-	13	-	Dale Head Church of England			
Sevenoaks Boys' Council School	-	10	1	School, near Clitheroe	3	1	-
Sheerness—				Earby New Road Council School,			
Blue Town Girls' School	-	10	-	via Colne	1	5	-
Sheldwich School	-	10	-	Gatley Church of England School,			
Troy Town Girls' School	4	6	-	near Manchester	-	6	-
Wateringbury Girls' School	1	2	-	Great Harwood—			
				St. John's Church of England			
				School	-	11	8

Lancashire—continued.	£. s. d.	Lancashire—continued.	£. s. d.
Greenfield—		Whitefield—	
Council School, near Oldham	1 - -	Park Lane Schools	1 - -
St. Mary's School, near Oldham	1 5 -	Stand All Saints' School	1 - -
Golborne Parochial School, Newton-le-Willows	- 14 2	Wrea Green School, Preston	5 7 6
Halliwell, St. Thomas' School	2 - -	Leicestershire.	
Haslingden Schools	2 10 -	Burrough School, Melton Mowbray	1 10 -
Higher Walton Church of England School, Preston	7 10 6	Cottingham-cum-Middleton School, Market Harborough	6 3 -
Hindley—		Cosby Senior School	- 10 -
Argyle Street Council School	2 2 -	Croft Church of England School	- 8 6
St. Peter's School	- 13 4	Evington Church of England School	- 13 6
Hindsford Church of England School, Atherton	- 17 -	Freeby Church School, Melton Mowbray	- 7 2
Technical School, Hyde	6 14 8	Griffydham School, Pegg's Green	3 2 -
Ince—		Harby Church of England School, Melton Mowbray	4 9 -
Belle Green Mixed School	1 - 10	Hoby School	- 6 8
High Legh Church of England School, Knutsford	- 18 -	Hungerton Church of England School	1 15 -
Lees, near Oldham—		Nanpantan Church School	- 10 -
St. Edward's School	5 8 1	Rearsby Church of England School Sileby—	1 19 -
Leigh, Lancs.—		Church of England School	- 11 6
Butt's Wesleyan Infants' School	- 8 4	Council School	1 5 4
Leyland, near Preston—		Stapleford School, Melton Mowbray	- 10 -
Church of England Mixed School	4 13 3	Stapleton Church of England School	1 12 -
St. James' Church of England School	- 9 6	Thornton School	- 17 -
Longridge Girls' Church of England School, near Preston	- 8 4	Weston-by-Welland School, Market Harborough	1 2 -
Low Bentham Council School, near Lancaster	- 18 -	Lincolnshire.	
Middleton Parish Church School Norden—	5 - -	Alford—	
Red Lumb Council School	- 6 -	Chapel, St. Leonards School	- 15 3
Oldham—		Swaby Church of England School	2 5 -
St. Peter's Church School	- 14 -	Baumber School House, Horn-castle	- 3 9
Old Trafford—		Benniworth School	- 17 7
St. Gabriel's Schools, Lucy Street	- 11 -	Buckminster Church School	6 1 -
St. Hilda's School, Henry Street	1 7 -	Burgh-le-Marsh Church of England School	- 8 6
Padgate Church of England School, Warrington	- 10 -	Burton Pedwardine Council School	- 12 -
Pendlebury St. Augustine's Mixed School	1 5 -	Candlesby School, Burgh	- 12 -
Pennybridge School House, Greenodd	1 - -	Castlegate Church of England Girls' School	- 15 -
Preston—		East Barkwith School	- 5 6
St. Joseph's R.C. Brindle School	- 13 6	Faldingworth School, near Lincoln	- 11 9
Quernmore—		Frith Bank School	1 4 1
The School House	3 5 6	Great Gonerby School, near Grantham	5 7 9
Radcliffe Bridge Wesleyan Day School	1 - 10	Grantham—	
Ribchester Knowle Green School, near Longridge	- 8 4	Barrowby National School	- 6 7
Samlesbury, St. Mary's School	- 12 -	North Witham School	1 - -
Scarisbrick, St. Mark's School	- 3 -	South Witham Council School	2 16 10
Smallbridge—		Swayfield School	2 16 9
St. John's School	- 19 -	Hatcliffe School, Grimsby	3 16 -
St. John's Infants' School	- 8 4	Holton-le-Moor School	3 10 -
Stoneclough, Ringley Church of England School	- 8 9	Kirkley-on-Bain School, Woodhall Spa	1 - 5
Tintwistle Church of England School, near Manchester	- 9 -	Langton by Spilsby Church of England School	- 10 -
Tyldesley Chapel National School	- 15 6	Lusby School, near Spilsby	1 6 -
Waterfoot Lumb Church of England School	1 - -	Market Reason Wesleyan Council School	- 9 6
Weston School, near Kirkham	2 2 6	Martin School	1 1 3
Werneth Council School, Oldham	4 7 -	Quadring Fen Council School	- 6 -
		Ranby School, Ranby	- 2 1
		Riby School, Grimsby	1 - -

Lincolnshire—continued.	£. s. d.	London, County of—continued.	£. s. d.
Saltfleetby School, near Louth . . .	- 10 -	Poplar—	
Skellingthorpe Endowed School . . .	1 10 10	Woolmore Street L.C.C. School . . .	1 - -
South Carlton School . . .	5 3 4	Rotherhithe, Galleywall Road L.C.C. School (Boys) . . .	- 10 6
South Kyme Church of England School . . .	1 1 -	Shoreditch, Virginia Road L.C.C. School (Girls) . . .	3 - -
St. Martin's Girls' School, Stamford . . .	- 10 -	Stoke Newington, St. Matthew's L.C.C. School . . .	- 5 -
Welton-le-Wold School . . .	- 5 -	Tooting Graveney Boys' School . . .	1 1 -
West Ashby Church of England School, Horncastle . . .	- 7 -	Wandsworth—	
Wickenby School . . .	- 5 -	Waldron Road L.C.C. School . . .	- 10 -
		Wandle L.C.C. School . . .	1 4 -
London, County of.		Westminster Jews' Free School, Hanway Place, W. 1 . . .	1 - -
Battersea, Mantua Street L.C.C. School (Infants) . . .	1 - -	Wood Green, St. Michael's School . . .	3 - -
Bermondsey, Alexis Street L.C.C. School . . .	1 - -	Woolwich—	
Bethnal Green, Portman Place L.C.C. School . . .	- 10 -	Parrett Road L.C.C. School . . .	- 10 -
Bow, Malmesbury Road L.C.C. School . . .	3 10 -	Shooter's Hill Church of England School . . .	- 3 2
Cambridge Heath, Mowlem Street L.C.C. School . . .	2 2 -	Merionethshire.	
Canonbury Road L.C.C. School (Infants) . . .	- 3 -	Croesor Council School . . .	- 1 3
Fulham, Sherbrooke Road Central L.C.C. School . . .	2 - -	Montgomeryshire.	
Greenwich, Dreadnought L.C.C. School . . .	6 18 3	Berriew, Brooks C. School . . .	2 - 9
Hackney Free Parochial School (Girls) . . .	- 15 6	Llanrhaiadr National School, near Oswestry . . .	- 5 -
Haggerston Road L.C.C. School . . .	1 6 -	Norfolk.	
Hampstead, Mansfield Road L.C.C. School . . .	- 10 -	Acle School, Norwich . . .	- 9 -
Holloway, St. James' L.C.C. School . . .	- 10 -	Bacton-on-Sea School . . .	5 13 6
Homerton, Sidney Road L.C.C. School . . .	- 6 6	Barton Turf School . . .	1 - -
Islington—		Beechamwell Church of England, Swaffham . . .	- 3 4
Buckingham Street L.C.C. School . . .	3 - -	Belaugh School, Wroxham . . .	- 17 6
Queen's Head Street L.C.C. School (Infants) . . .	2 2 -	Belton School, Great Yarmouth . . .	1 8 -
Lambeth—		Blo' Norton School, Thetford . . .	- 10 6
Archbishop Tenison's School . . .	- 2 6	Brooke School, near Norwich . . .	1 15 -
Johanna Street L.C.C. Girls' School . . .	2 2 -	Carleton Forehoe School, Wymondham . . .	- 10 -
Waterloo Road L.C.C. School (Infants) . . .	- 5 -	Castle Rising School . . .	- 1 7
Limehouse, Cayley Street L.C.C. School . . .	- 10 -	Colln Holme Hale Village School . . .	2 5 -
Mile End, Single Street L.C.C. School . . .	1 - 3	Drayton School, Norwich . . .	3 8 10
Maxwell Hill, Tollington High School . . .	- 12 -	Ellingham School, Bungay . . .	- 4 -
New Cross, Monson Road L.C.C. Girls' School . . .	1 1 -	Felthorpe School, Norwich . . .	- 3 6
Newington Green L.C.C. School (Girls) . . .	- 7 -	Field Dalling School, Holt . . .	1 - -
North Camberwell, Cork Street L.C.C. School . . .	- 9 -	Flicheam School, Kings Lynn . . .	- 13 -
North Kensington, Middle Row L.C.C. School . . .	- 10 -	Gooderstone School, Stoke Ferry . . .	1 3 6
Plumstead High Street L.C.C. School (Girls) . . .	4 4 -	Gresham Council School, Norwich . . .	- 8 4
Poplar—		Guist School . . .	- 10 6
Bromley Hall Road L.C.C. School . . .	- 8 5	Halvergate School, Norwich . . .	4 16 -
Dingle Lane L.C.C. School (Girls) . . .	1 2 6	Happisburgh School, Norwich . . .	2 11 5
		Heacham Infants' School . . .	3 4 6
		Hedenham School, Bungay . . .	- 2 6
		Ickburgh School, Mundford . . .	- 5 3
		Long Green Council School, Diss . . .	- 2 6
		Marham Council School . . .	- 17 7
		Melton Constable and Briston Higher Standard School . . .	1 5 -
		Mulbarton School . . .	2 13 6
		Newton Flotman School . . .	- 7 8
		North Tuddenham School . . .	1 10 -
		Old Catton School, Norwich . . .	- 2 6
		Oulton Broad, Yarmouth Road School . . .	- 17 6
		Oxburgh—	
		Hewar's School . . .	- 4 6
		Seething School . . .	3 12 6
		Shereford School, Fakenham . . .	1 - -
		Smallburgh School . . .	- 8 -
		Stoke Ferry School . . .	- 7 6
		Swaffham Boys' School . . .	- 15 -

Norfolk—continued.		£. s. d.	Oxfordshire—continued.		£. s. d.
Swainsthorpe School	-	5 -	Headington Church of England School	-	4 -
Swanton School, Norwich	-	10 6	Middleton Stoney, Earl of Jersey's School (Boys)	2	13 7
Swanton Morley School, East Dereham	2	3 -	Milcombe School, Banbury	-	1 7
Tattersett School, Kings Lynn	-	10 -	Mollington School, Barnbury	-	5 -
Thurton School, Norwich	-	10 -	Pishill School, Henley-on-Thames	2	2 -
Welney One Hundred Feet Bank School	-	10 -	Sandford St. Martin School	-	9 -
West Dereham School, Stoke Ferry	-	12 6	Stoke Lyne Schools, Bicester	-	4 -
West Tofts School	7	10 -	Pembrokeshire.		
Wormegay and Tottenhill School, Kings Lynn	2	10 -	Cosheston National Provincial School	2	18 3
Yaxham School	-	8 4	Mynachlogddu Council School, Clynderwen	2	- -
Northamptonshire.			Narberth Council School	4	15 -
Byfield, Priors Marston Church of England School	-	11 9	Pembroke Dock—		
Dallington School	-	10 -	Parochial Girls' School, Victoria Road	-	5 -
Fotheringhay School, Oundle	1	12 2	Little Haven, Talpenny N. P. School	3	3 3
Hanging Houghton School	-	15 8	Rutlandshire.		
Marholm School, Peterborough	-	16 -	Braunston School, near Oakham	1	18 -
Priors Marston Church of England School	-	11 9	Clipsham Church of England School	-	8 -
Stanwich School	2	3 -	Eggleton Church of England School	-	8 -
Northumberland.			Preston School, near Uppingham	-	10 -
Bedlington Station Council School	2	- -	Somersetshire.		
Bothal Church of England School, Ashington	3	6 8	Baltonsborough School, Glastonbury	-	5 -
Cheswick School	-	5 -	Batcombe School, Holy Well	-	2 6
Eltringham Church of England School, Prudhoe-on-Tyne	-	10 -	Bathealton School, near Wiveliscombe	2	12 -
Lowick Undenominational School	-	10 -	Blackford Council School	1	10 -
Morpeth, Ulgham School	1	2 6	Bruton Church of England School	6	6 3
Newcastle-on-Tyne—			Chard, High Street Council School	1	- -
West Jesmond Council School, Sandyford Road	1	5 0	Cucklington School, Wincanton	2	12 -
Newton-by-the-Sea Council School, Lesbury	-	12 -	Exford, The School	3	- -
North Shields—			Frome Council Schools	1	- -
Eastern Girls' School, George Street	-	18 6	Holcombe Church of England School	-	5 -
Riding Mill, Healey School	-	7 6	Hutton Church of England School, near Weston-super-Mare	-	15 -
Wallsend-on-Tyne—			Ilchester Council School	2	10 -
Bingfield Church of England School	1	16 6	Kewstoke Council School	1	6 6
West Lilburn School, Alnwick	-	10 5	Lamyatt Council School, Bath	1	7 8
Windyhaugh Council School	1	7 6	Martock, Bower Hinton School	-	3 -
Nottinghamshire.			Merriott Council School	-	10 3
Barton Church of England School	-	3 -	Midsomer Norton High Street Council School	1	13 4
Beckingham Council School, Doncaster	-	7 -	Misterton School	-	11 -
Bleasby School	2	7 -	Oake Council School, near Taunton	-	8 -
Carlton-le-Moorland School, Newark	3	- 6	Otterford Council School	2	5 -
Colston Bassett School, Bingham	-	10 -	Poyntington School	1	1 -
Gringley-on-the-Hill School	-	8 6	Priddy Council School	-	5 -
Keyworth Council School	-	15 6	Roadwater, Leighland Old Cleeve Church of England School	1	5 -
Marnham School	-	5 -	Sampford Arundel School, Wellington	-	1 2
North Clifton Schools, Newark	2	5 -	Shoscombe School, near Bath	1	16 -
Susworth County School, near Doncaster	-	5 -	Walton-in-Gordons School, Clevedon	-	6 4
Sutton-cum-Lound School, near Retford	1	- -	Wellington, Cour Hand Road Girls' School	1	- -
Teversall Council School	-	12 6	West Chinnock School	1	14 -
Oxfordshire.			Weston-super-Mare, Christ Church Girls' School	3	- 2
Bladon School, Woodstock	-	8 4	Wookey Council School, near Wells	-	10 -
Chilson—					
School	1	2 4			
Cottisford School, Brackley	-	2 6			
Fritwell School, Banbury	-	8 6			

Somersetshire—continued.

£. s. d.

Wootton Courtenay School, Taunton	2	4	6
Wraxall Boys' School, Bristol	-	4	2
Writhlington School	1	10	3

Staffordshire.

Bilston, St. Mary's School, Hurst	1	10	-
Bushbury Old Council School	5	12	6
Darlaston, Salisbury Street Council School	-	17	-
Haughton School	7	16	-
Lawton Park Church of England School, near Kidsgrove	2	7	6
Longton, Florence Girls' School	-	3	6
Moxley Infants' School	-	6	-
Oulton School	-	3	-
Stowe Street Endowed School	-	6	-
Swythamley School, Heaton	-	15	-
Wolstanton Church of England Boys' School	1	13	10

Suffolk.

Beccles, Toft Monks School	-	12	6
Belton School	1	8	-
Halesworth, All Saints' School	-	5	-
Framlingham—			
Brundish School	-	15	-
Saxstead School	-	9	-
Henley Council Schools	-	11	-
Rumburgh Council School	-	7	5
Sommerleyton, School House	-	14	-
Stoke Ash and Thwaite St. George Council School, Eye	1	7	-
Tattingstone School	-	12	6
Tunstall, Butley School	-	9	4
Woodbridge, Debach School	-	7	6
Yaxley School, Eye	-	6	-

Surrey.

Blindley Heath School	2	11	-
Brookwood School, Woking	2	3	-
Cobham School	5	-	-
Cobham Girls' School	14	6	4
Morden Council School	-	16	8
Redhill—			
Hooley Council School	-	10	-
Royal St. Anne's Girls' School	1	1	-
Warlingham, Fairchildes School	1	10	-
Woking, Monument Hill School (Infants' Department)	-	18	1
Woking, Monument Hill School (Mixed Department)	7	-	-

Sussex.

Arundel Church of England School	5	5	-
Bainham C. School	-	10	-
Duncton Church of England School, Petworth	-	9	-
East Marden School, Chichester	-	10	-
Iping Church of England School, Midhurst	-	1	6
Lewes—			
Central Senior Girls' School	21	2	-
Rusper School	-	9	-
Southwater Council School	-	13	-
Sutton Church of England School, Pulborough	-	8	6

Warwickshire.

Ansley Council School, Atherstone	3	-	-
Astley School	2	2	-
Birmingham—			
Bournville Village School	2	13	10

Warwickshire—continued.

£. s. d.

Birmingham—			
Brookfields School	-	5	-
Clifford Chambers School, Stratford-on-Avon	1	5	-
Coleshill Parochial Girls' School	-	12	6
Fenny Compton School, Leamington	2	3	6
Great Alne School, Alcester	-	10	6
Hockley Heath Council School	1	1	-
Lillington School	-	2	6
Maxstoke School, Coleshill	-	5	10
Napton Girls' and Infants' School	2	6	3
Napton School	-	2	-
North Kilworth Council School	-	16	8
Princethorpe R. C. School	-	18	6
Rowington School	1	-	-
Shustoke School	4	12	6
Southern—			
St. Mary's R. C. School	3	14	6
Stockingford Church of England School	1	-	-
Studley Church of England School	-	7	-
Tamworth-in-Arden Church of England School	3	14	6
Temple Grafton Church of England School	-	5	-

Westmoreland.

Kendal, Selside Church of England School	-	3	-
North Stainmore Council School, Brough	1	6	6
Shap, Rosgill School	1	7	-
Windermere, Winster School	-	5	-

Wiltshire.

Gussage St. Michael School, Salisbury	-	7	-
Pentridge Church of England School, Salisbury	-	5	-

Worcestershire.

Abberley Parochial School	-	16	6
Cleeve Prior School	-	7	4
Crowle Council School	1	3	-
Dudley—			

Bluecoat School	-	16	6
Kate's Hill Boys' Council School	1	-	-
Himbleton School, near Droitwich	1	6	6
Lye, Cemetery Road Council School	-	9	-
Redditch—			
Mappleboro' Green School	1	15	-
Stourton and Cherington, Shipston-on-Stour	1	17	6
Tardebigge School, North Bromsgrove	3	11	9
Wyre Piddle Church of England School	3	-	-

Yorkshire.

Acaster Selby Council School	1	2	6
Acomb, Church of England School, York	1	17	6
Adwick-le-Street Central School, Doncaster	1	1	-
Airton Council School, Bell Busk, Leeds	2	7	-
Aldwark School, Alne	1	3	-
Allerston Church of England School	-	5	6
Altofts, West Riding Colliery School, Normanton	1	10	-
Appleton Roebuck Council School, Bolton Percy	3	15	-

Yorkshire—continued.	£. s. d.	Yorkshire—continued.	£. s. d.
Armitage Bridge Church School, Huddersfield	2 - -	Denholme—	
Aughton Council School, Sheffield	- 5 -	Lodge Gate Council School	1 2 -
Barden Church School, Bolton Abbey	- 8 6	Diggle Undenominational School	- 6 -
Barnoldswick—		Dinnington Council School, Rotherham	1 5 -
Rainhall Road Council School, via Colne	2 10 -	Dunford Bridge—	
Barton-le-Willows, Harton School	- 5 -	Townhead Church of England School	- 13 4
Batley, St. Mary's Roman Catholic School	- 12 2	East Cowton Church of England School, Northallerton	3 10 -
Beverley, Walkergate Council School	- 12 6	East and West Rownton School, Northallerton	3 15 -
Bilbrough Council School, York	- 4 2	East Wilton School, Middleham	- 18 -
Bingley R. C. School	- 10 -	Edlington Church of England School, Doncaster	- 8 4
Birstall—		Ellerton Priory	- 9 -
Central Council School	1 5 -	Elmswell-with-Little Driffield	- 5 -
National School	- 15 3	Elvington Elementary School	3 2 -
Bishopdale School, Aysgarth	- 13 10	Esholt Church of England School, near Shipley	3 11 8
Bishop Monkton National School, near Harrogate	5 4 -	Farsley—	
Blacker Council School, Blacker Hill	- 10 -	Wesley Street School	1 11 -
Bolton Brow Council School, near Halifax	- 10 -	Featherstone National School	3 5 -
Bolton-on-Swale School, Scorton	- 5 -	Felbeck Council School, near Pateley Bridge	- 18 2
Bordley Council School, Skipton	- 1 -	Firbeck School, Rotherham	1 - -
Boston Spa, R. C. Clifford School	- 16 -	Flockton National School, near Wakefield	5 1 9
Brandsby School, Easingwold	- 6 -	Foggathorpe School, near Selby	1 - -
Brierley School, near Barnsley	1 2 6	Galpar School, Ripon	- 5 -
Brinsworth Council School, near Rotherham	4 15 6	Garsdale Church of England School, Sedbergh	- 5 -
Burton Leonard School, Harrogate	3 16 4	Gawber Church of England, School, Barnsley	- 12 -
Campsall Church of England School, Doncaster	- 10 -	Glass Houghton—	
Carleton Endowed School, near Skipton	1 9 6	Council School	1 - -
Carleton - in - Pontefract School, Pontefract	4 9 6	Infants' Church School	- 8 6
Castleford—		Goldsboro' National School, Knaresborough	1 1 -
Church Street Council School	1 - 10	Goldthorpe—	
Pontefract Road Council School	1 - -	Boys' School	1 5 -
Chapelton—		Girls' Council School	2 10 -
Warren Council School	2 7 -	Highgate Council School	1 5 -
Chop Gale Church of England School, Stokesley	- 8 4	Goole, Boothferry Road Girls' Council School	1 2 -
Clayton - with - Frickley School, near Doncaster	2 11 -	Great Houghton Church School, Barnsley	1 10 -
Conisborough—		Greetland Council School, near Halifax	- 18 3
School House	- 9 -	Grindale School, Bridlington	1 15 -
Colsterdale School, Masham	- 7 -	Grosmont Westerdale Church of England School	- 15 6
Colton Church of England School, near Tadcaster	- 12 -	Guiseley National School	- 18 -
Cowling Council School, Keighley	7 14 -	Haddlesey National School, near Selby	- 10 -
Crathorne Council School, Yarm-on-Tees	- 10 -	Halton Council School, near Leeds	1 13 -
Crigglestone Church School, near Wakefield	3 15 -	Halton Gill, Ornciffe	- 2 6
Crimsworth Council School, Hebden Bridge	3 5 -	Handsworth Council School	1 9 6
Cullingworth Council School, near Bradford	- 16 8	Harthill Council Boys' School	- 18 -
Darfield Church School, Barnsley	1 4 -	Heckmondwyke—	
Darrington School, Pontefract	2 19 6	Battye Street Council School	3 16 -
Darton—		Battye Street Girls' School	4 12 -
Woolley Colliery Church of England School, near Barnsley	- 17 -	Helmsley, Old Byland Church of England School	- 1 8
Denaby Main—		Hemingfield Church of England School, near Barnsley	3 - -
Balby Street Council School	4 8 3	Hemsworth, South Road Council Schools	1 8 -
National Provincial School	1 - 3	Heptonstall, Colden Council School	3 4 -

Yorkshire—continued.	£. s. d.	Yorkshire—continued.	£. s. d.
High Green Council School, near Sheffield	1 - -	Methley National School	1 - 6
Holme Council School, Holm-bridge	3 3 -	Micklefield Church School, near Leeds	1 4 7
Scholes Council School, Holm-firth	1 9 1	Middlesmoor Church of England School, Pateley Bridge	2 15 4
Horbury Church Girls' School, near Wakefield	- 15 6	Midhope Stones Council School .	1 1 -
Horsforth, Leeds, Woodside National School	2 - -	Mirfield National Boys' School	8 2 -
Hovingham Church of England School, Malton	- 10 2	Moore Monkton, Hessay National School	1 6 -
Howden, Roman Catholic School Hull—	- 5 -	Mortomley R. C. School	1 - -
Paisley Street Girls' School . .	5 5 -	Newmill National School, Hud-dersfield	- 12 -
Warne Street Church School . .	1 10 -	Nidd Church School	- 13 -
Hunmanby Council School, East Yorkshire	1 - -	Northallerton, Siltons and Kewick Church of England School	4 11 8
Hulton Bonville School, North-allerton	- 8 4	Nun Monkton School	- 11 -
Ilkley—		Oakworth, Oldfield Council School	1 5 8
National Girls' School	1 2 -	Otley, North Parade School . . .	- 10 -
St. Mary's School	- 4 -	Parkgate National School	- 10 -
Keld School, Richmond	- 4 2	Piecebridge Church of England School, near Darlington	- 15 -
Kelfield School, York	- 5 -	Pocklington R. C. School	2 14 -
Kerborough Council School, near Barnsley	2 3 -	Poppleton Council School, Upper Poppleton	5 15 6
Kippax Girls' School, near Leeds	1 5 -	Queensbury, Foxhill Council School	- 8 6
Kirkburton—		Rathmell Church of England School, near Settle	3 - -
Council School	12 - 3	Rawmarsh Church of England School, Rotherham	1 1 7
Highburton National School . .	- 12 -	Redmire, Church of England School	2 16 -
Kirby Sigston School, North-allerton	- 10 -	Richmond—	
Laughton Church School, Rother-ham	- 13 -	Convent of the Assumption . .	- 10 -
Lees Council School, Keighley . .	1 13 -	Dalton Church of England School	- 10 -
Levisham Council School, Pickering	- 10 -	Hipswell Church of England School	- 5 -
Lightcliffe National School, near Halifax	4 7 6	Ravensworth Church of Eng-land School	1 5 -
Lingerfield School, Knaresborough	1 2 2	Rillington Council School	1 2 -
Littlethorpe National School, Ripon	- 3 6	Rotherham Old Cote School . . .	3 10 -
Little Weighton Church of England School, near Hull	1 5 -	Rothwell Council School, Leeds .	2 10 -
Litton Council School, Arncliffe, Skipton	- 8 4	Roxby and Borrowby Council School, Staithes	- 4 8
Lofthouse School, Pateley Bridge, Harrogate	- 10 -	Ryhill Council School, near Wakefield	6 - -
Lofthouse National School, Wake-field	- 18 6	Ryther National School	5 - 6
Loftus Infants' School	- 12 6	Salterforth Council School	2 11 -
Long Marston School, York	- 5 8	Sawley Undenominational School .	- 5 -
Low Ackworth, Howard School . .	- 8 -	Scarborough, St. Martin's Church of England School	- 10 6
Lowthorpe, Ulrome Church of England School	- 4 6	Sedbergh Council School	3 7 4
Luddenden Foot, St. Mary's Council School	2 4 -	Shafton School, near Barnsley . .	- 16 -
Malton—		Sheffield—	
North Grimston School	1 17 6	Girls' High School	2 10 -
Wharram School	- 5 -	Stocksbridge Works School . . .	1 8 6
Manfield School, Darlington . . .	- 5 -	Sheriff Hutton Wesleyan School, near York	- 2 6
Mapplewell Council School, Boys, Barnsley	2 8 -	Skipton-in-Craven, Birchheaden School	1 5 6
Mapplewell Girls' School	- 16 8	Skipton-in-Craven, Parish Church of England School	- 13 -
Marsden Council Schools, Hud-dersfield	- 18 10	Slaidburn School	- 16 -
Marishes Council School, Malton .	- 4 -	Slaithwaite Nidds Council School, near Huddersfield	1 16 4
Medge Hall School, near Don-caster	- 5 -	Snaith Council School	- 5 -
Melbourne Council School	- 5 -	South Bank, Princes' Street Council School	1 4 -

Yorkshire—continued.	£. s. d.	Yorkshire—continued.	£. s. d.
South Cave Boys' School, Brough	3 - -	Ulley Council School, near Sheffield	- 3 4
South Elmsall—		Waddington and West Bradford School	- 12 -
Broad Lane Council School	1 15 4	Wadsley Bridge Council School	3 10 -
Moorthorpe Council School	1 5 -	Wakefield—	
South Milford—		Belle Vue Council Infants' School	- 12 6
Biggin Council School	- 16 -	Ings Road Council School	4 10 8
South Milford Council School	3 8 6	Old Sharlston National School	- 10 -
Southowram, Withinfields Council School	3 - 5	Wallingfen Council School	1 5 -
South Stanley School, near Harrogate	- 16 -	Warmfield School, near Wakefield	2 8 4
Stainforth Church School, near Settle	- 10 -	Warthill Church of England School	- 2 6
Stainland—		West Slaithwaite Church of England School, Huddersfield	- 19 6
Bowling Green Council School	2 - -	West Vale Council Boys' School, Halifax	1 11 -
Sowood Green Council School	3 12 2	Whitwood Mere National School, near Castleford	- 10 -
Stanley, St. Peter's Boys' School, Wakefield	- 6 2	Wickersley Infants' Council School, Rotherham	- 10 -
Stamford Bridge Schools, York	- 10 -	Wombledon School, Nawton	- 9 6
Staveley Grove Council School, Wakefield	1 7 -	Wombwell, Park Street Council Boys' School, near Barnsley	5 8 -
Staveley National School, Knaresborough	2 15 -	Wooldale Council School, Thongsbridge	- 10 -
Summer Bridge, Hartwith Council School, Harrogate	2 3 -	Woodhouse West Council School, near Sheffield	1 2 -
Sutton, St. James' Church of England School	- 10 -	Woodlesford Council School, near Leeds	3 19 9
Sutton-in-Craven National School, near Keighley	- 10 -	Woodsetts Council School	- 10 -
Swine Church of England School, near Hull	- 5 -	Worsborough—	
Swinton, Queen Street Council School	1 1 -	Our Lady's Roman Catholic School, Worsborough Bridge	- 5 -
Tankersley Girls' School, near Barnsley	- 12 -	Church of England School	- 9 -
Thirsk, Catton Church School	2 10 -	Worsborough Dale National School	1 9 2
Thorganby-cum-West Cottingwith, York	2 10 -	Wortley—	
Thorner Council School, Leeds	- 10 -	Green Moor Council School	- 8 -
Thurlstone Council School, near Sheffield	- 12 -	National School	- 15 -
Tickton School, Beverley	- 8 -	Wragley National School, near Wakefield	- 13 -
Timble Girls' School, near Otley	- 5 -	York—	
Tockwith Church School, York	1 1 -	Model School Training College	1 7 6
Tockwith Wesleyan School, York	- 10 -	St. Clement's Girls' School	1 - -
Triangle National School, near Halifax	- 10 -	St. Thomas' Girls' School	1 1 -

NOTE.—In the South of England the collections were started much later than in the North and the Midlands. The above list is, therefore, quite incomplete. In Scotland the scheme was not started this year.—EDITOR.

Life-boat Essay Competition, 1919.

THE Editor acknowledges most gratefully the active and valuable co-operation which the Life-boat cause has received from the head teachers and staffs of schools throughout the country, and would appeal for further help in the work of bringing the claims of the Institution before the public of their towns and villages. This can be done by—

(1) Arranging for a short address to the pupils on the "Work of the Life-boat." Application for a speaker should be made to the Organizing Secretary of the District. In the case of schools where

the head teacher would be willing to address the pupils, a copy of an address on the "Life-boat and its Heroic Work" would be forwarded on application.

(2) Writing to the District Organizing Secretary (for addresses see page 284) and offering to act as Honorary Secretary, or to join the Local Committee formed, or to be formed, in the town or village where the school is situated. In places where no Flag Day has hitherto been held the Organizing Secretary would be pleased to hear from the head teacher.

St. Mary's, Woolwich.

Presentation of Life-Boat Institution Award.

AN interesting ceremony took place on Wednesday, October 16th, in St. Mary's Girls' School, Woolwich, the occasion being the award of the Challenge Shield for London in connection with the recent essay competition on the "Heroic Work of the Life-boats." The Mayor of Woolwich presided, supported by Mr. G. F. Shee, Secretary of the Institution. The Rector of Woolwich (the Rev. A. M. Pickering), Mr. W. J. Squires, L.C.C., J.P., Mr. G. Sampson, Mr. G. Taylor, Rev. B. Pickering, Mrs. and Miss Pickering, Mrs. Veages and Miss Noad were also present, and many parents. An interesting programme was successfully rendered by the senior girls, the songs, "The Life-boat" and "Grace Darling," calling for special mention. In the unavoidable absence of Sir Godfrey Baring, Bt., M.P., Deputy Chairman of the Institution, Mr. G. F. Shee made an admirable speech on the work and utility of the Life-Boat Institution, emphasising their "courage,

endurance, humanity," and showing that the object of the essay scheme was to form a link between children and the men who risk their lives to save our sailors and all those "in peril on the sea." The Mayor of Woolwich then presented Jessie Bush with the "Challenge Shield for London" (to be retained at the school), a certificate of merit, engrossed on vellum, and a War Savings Certificate; and to show his keen appreciation of the honour conferred on Jessie Bush, on her school, and indirectly on Woolwich itself, he presented her with a five pound note. A certificate of merit, for retention by the school, was handed to Mrs. Clark, the headmistress, who thanked the whole staff for loyalty and co-operation in the working of the school. A vote of thanks was proposed by the Rev. A. M. Pickering, and seconded by Mr. Squires; and with the singing of the National Anthem, a "Red Letter day" in the history of the school was brought to a close.

A Voice from Mesopotamia.

Note by the Editor.

SOME day I hope to be able to give a full account of all the doings of the members of the Staff who have been, and are, serving in arms in the struggle in which we are engaged. It will prove interesting reading, for men who had been quietly engaged as Inspectors of Life-boats, or Organizers, or in clerical work, or, perhaps, employed as riggers or labourers, have been scattered to the ends of the earth, and have become acquainted with strange places and stranger people in the performance of their duty to King and Country.

Some have already earned distinction; some have gone down in the fight; others are still playing their parts manfully in France, Flanders, Salonica, India, Mesopotamia, Italy, or on the high seas. One died in the Gulf of Aden; another (severely wounded in France) succumbed after amputation of a leg. The Housekeeper and Messenger of the Institution covered some 40,000

miles at sea in one of the converted liners. Commander W. G. Rigg, R.N. (now a Lieutenant-Colonel, R.E.), earned the D.S.O. for gallant action in command of Mine Sweepers off Zeebrugge, in the course of which service he witnessed the destruction of the armed yacht *Sanda*, commanded by that gallant officer and gentleman, Lieutenant Commander Gartside Tipping, R.N., a member of the Committee of Management, and a former Inspector of Life-boats. Lieut.-Commander P. F. M. Fellowes, who was District Organizing Secretary for the South of England, was shot down with his seaplane during the attack on Zeebrugge, and rescued, wounded, by the Germans, after being a considerable time in the water. He is now a prisoner of war.

A boy who was born in the humid atmosphere of Pimlico writes to me occasionally from Bangalore; others from the high seas or from Italy. Some

day the record will appear in these pages, and will show that the Staff of the Institution has played a worthy part in the Great War.

Meanwhile, I think it will interest our readers to have the two letters which I publish below. They are from one of the clerks in my office, and they will be read with the more interest as they were not intended for publication. It will be seen that they breathe the same cheery, jolly spirit which has carried our men through every vicissitude of fortune and of climate, and is certain to bring us out triumphant in the end. When Mr. Payne wrote these letters, he did not know that he had lost a brother, killed in France. The good wishes of all the Staff will follow his further adventures, and we hope to welcome him back safe and sound at the end of the War. And as that does not seem likely to occur the day after to-morrow, I trust these pages will again be enlivened by further contributions from his pen.

April 21st, 1918.

DEAR SIR,

I am glad to say that, so far, I have kept pretty well, and am feeling quite all right. All the same, I shall be very glad to get out of this country! It's the most disgraceful bit of *terra firma* imaginable.

I have just returned from quite a good stunt. We played a very big part in connexion with the capture of the whole Turkish Force on the Euphrates Front at Khan Bagdadi. We were out about a month, and I quite enjoyed it, although we had a very rough time, which is inevitable when cavalry commence a forced march of several hundred miles. The day before we expected to go into action we trekked over fifty miles. Then we dismounted, got the guns into positions, and reckoned on a few hours' rest. But at 10 o'clock at night the Turks had a bang to try and break through, and we had quite a merry time. Then above even the din of the scrap, we heard the most dismal wailing of about 2,000 Turks shouting for mercy, so we sent out a party and marched them in. Unfortunately, I had to stand to my gun while they came in, and so missed the souvenirs, which always come with the taking of prisoners! Immediately after this my Section was in the saddle again, did another twenty miles and came into action again at 7 o'clock next morning. This finished them off, and we packed up at midday expecting to return next day. But after half-an-hour's rest, during which we ate a biscuit and a slice of raw bacon, we went off on a forced march to Anna, where it was suspected that the Germans were preparing a base for the recapture of Bagdad. This march of seventy-five miles took two

days, and caused many horses to be shot. However, we got everything, including a colossal ammunition dump and many Germans. Having finished off everything, there was no need for a force to remain up there, so we trekked back again, and are now in summer quarters somewhere on the banks of the Euphrates. So I'm glad I didn't come all this way for nothing. I wouldn't have missed this stunt for anything, even though it was semi-starvation for a month!

The climate here is rather a disgusting affair. Extreme heat, extreme cold, and extreme storms. So things drag on out here.

I hope affairs at home are all right. We don't get any news, and often wonder how it goes at home.

I trust that you are keeping well, and all at the Institution. I am looking forward to a return to the old game.

I am, Sir,

Yours faithfully,

W. PAYNE

July 7th, 1918.

DEAR —,

"By the waters of Babylon we sat down and wept." As a youngster I used to chant this in the choir, and it conveyed nothing to me. I didn't even consider *why* they should sit down and weep. I got paid forty bob a quarter for singing about it, providing I wore my Eton collar outside my cassock; and there the matter ended. But, as Charles Garvice would make his Villian—no, make it *Hero*, as I'm talking about myself!—say, "I see it *all* now." No wonder the poor devils wept! Oh lor, oh lor, oh lor! I've been rusticated by the aforesaid waters since our return from the Line. That must suffice as to any *detail* concerning my whereabouts. And, really, if you could but have a look around here, you'd agree that the Censor's motto, "The less said about it the better," is well founded and thoroughly justified! Anyhow, I can say that we're on the desert by the Euphrates. Officially I suppose I should say "In the Field," but I won't run the risk of being misunderstood, like the orderly who announced to the C.O. "Sir, the prisoner is without," and received the reply, "Without what?"

We are now in summer quarters and, as far as duties are concerned, are having a pretty cushy time—at any rate to the extent that 118° in the shade permits of anything "cushy," bracketed, of course, with things that crawl, and jump and buzz, and spit and growl, and whistle and shriek—and all of which bite, which, in turn, causes an—er—irritation, which is scratched and turns to fever, and *another* one is struck off rations and accommodation. Thus one thing leads to another. I expect after all this you'll wonder that I'm *alive*! But I'm here all right, gradually transferring myself to a towel. You know it's very annoying to find yourself dripping off your own chin, isn't it?

I often wonder if my various letters have reached the office. I wrote old — a

yarn on the boat, and have written several times to Mr. Shee.* My letters are reaching my home all right, so I expect the others have arrived too, and you will know something of what has happened to me up to now.

But for the fact that I badly want to go home, I could almost persuade myself that I'm having a good time. (Oh, *hel—p!*) One thing, we've had plenty of fun, as you can imagine from the fact that we formed a new squadron, and so commenced right from the beginning, with all the things suggested by the imagination which can grasp the full significance of "Machine Gun Squadron." The above mentioned "things" included some horses—and they deserved the epithet! It's a *scream*. The commencement is a notice in orders to the effect that "a party will parade," etc., "to *draw* remounts." This doesn't mean anything to do with sketching or pencils and paper! Anyhow, Machine Gun Squadrons *always* get the best performers, and this time I've never seen anything like it! A Wild West show manager would have crawled away and organized a spy system to find out where our authorities obtain their horses! For my part, I felt awfully "bucked" over my first ride! Anyhow, we soon tamed them with the aid of a lunging rein, and were on the go after the "henemy"—and they want some catching, too, even though you are mounted! We passed Hit—I suppose it was the old gentlemen from this place who were known as the Hittites, whose favourite pastime was to "smite the Amalakites." Many miles past this place we caught the main body of the Turkish Euphrates Force. The Machine Gun Squadron is usually regarded as a sort of brigade mascot, until it comes to a scrap, when we come into our own, and other people's as well! But I won't worry you with details. I imagine you are at present getting enough of them from "special" correspondents! Let it suffice to say that we "drawed it acrost 'em," and then added insult to injury by giving them bully and biscuits to eat! When I get out of this I think I'll write a book on "How we lived on a bale of mouldy hay for a fortnight at Anah"! In this case the word "mouldy" is *not* an epithet, but an accusation. There are various applications of this word. For instance, I used to be asked, "How long holiday are you getting this year?" and my reply was invariably, "Only a' mouldy fortnight!" But never again! It would be something like, "Oh, think of it, I'm getting a *whole* fortnight!"

You don't want to hear anything about this country, do you? No wonder Adam fell. It's enough to drive a man to the resort of things forbidden! So far I've seen nothing worth writing home about concerning either the country or the people—though in a way I envy the latter, as they still have their

* Apparently all Trooper Payne's letters have reached us. Unfortunately our letters to him have not fared so well, and none of my letters appear to have reached either Captain Mapleson or Corporal Payne.—EDITOR.

civvy suits on, even though those suits consist of a sack with four holes in it. Bagdad is a very disappointing place. The wonderful "mosques and minarets glittering in the sun" made me laugh! (The whistle has just gone for turn out to water—I'll be back in a few minutes.)

You'll be amused to hear that since the squadron has been formed my half section has been a native Lancer. His name is Ahmed Kahn—I call him Armoured Car, it's easier, and practically the same. I can't tell you what his particular job is, but it seems to me that he considers it to have something to do with smoking my fags. He rides by my side when we are out or on trek, and he has put years on me! And as though I'm not having a sufficiency of Moore and Burgess, he wants to put me on to two of his wives when we get back to Bombay! All of which gives you some idea of the horrors of war.

Anyhow, I'm keeping very fit, which is really all that matters. I can do the rest all right. I have developed a (to myself) surprising nonchalance to everything except a desire to get back to England, and so, as everything else is a means to that end, *I can do it!* Until now I haven't properly realized the beauties of Charing Cross Road and surroundings!

I'm afraid I haven't said very much about Mesopotamia, but there's really nothing to say. I'm sure you don't wish to read anything about sandstorms, Arabs, dates, the desert, jackals, and so on. Of course, I could move you to tears by a recitation of experiences while on a fortnight's forced trek when out-flanking the Turks; of days and nights on end in the saddle—"whacked to the wide," and with hardly strength enough to climb up again after a halt!—of taking my gun into action after an unbroken sixteen hours in the saddle. (We got 2,000 prisoners and a lot of stuff out of this.) Then straight into the saddle again and another twenty miles, coming into action again at daybreak next morning; then that mad eighty miles dash up to Anah—and I wouldn't have missed it for *quids*, though, *of course*, at the time, we all had a record on! Most of this trek was across the great Syrian desert, so there's not much to say about the "scenery"—especially as none of us saw *anything* for several days consequent on the dust raised by a cavalry column on the go! It is a game, isn't it?

Have any of the others gone from the office yet under all these new age limits? I can assure any that they'll have a gay time if they come out this way; but tell them to go *anywhere* rather than come out here. I'm not growling, mind you. Personally, I don't care if it *snows*, I'm as happy as a sandstorm, but I'm still entitled to an opinion, and my opinion of this *bally* country cannot be put down here. In fact, I prefer not to think about it, but just sail merrily on, and I shall wake up one of these mornings, find a cup of tea and some thin bread and butter by the side of the bed, and say to myself, "What a *rotten* dream I've had." Then down to break-

fast, a stroll across the park, sign the book—and so on, and so on, and so on!* I suppose Buck and Wootton† are still going strong. By the way, they'll have to change their name when I get back. The word Buck has a nasty

* The Sybaritic and nonchalant tone of these day-dream remarks must not mislead our readers. We have it on the authority of the Secretary that Mr. Payne's work as a member of the staff is carried out

flavour, and I should always be thinking about "drawing remounts."

Ta-ta for now. Best wishes to everybody at 22.

Yours sincerely,
W. PAYNE.

as punctually, faithfully and cheerfully as Trooper Payne's military duties are.—EDITOR.

† The name of the worthy firm of printers who do a great deal of the Institution's work.—EDITOR.

A Glance at the War Services of the Life-boats.

As this issue of the JOURNAL probably comes before many of the head teachers of National Schools throughout the United Kingdom for the first time, and in view of their widespread co-operation in the Prize Essay Competition, it seems desirable that they should have before them some account of the work which the Life-boats have been doing since the outbreak of War; for few, even the most thoughtful, realize the standard of achievement which the Life-boat Service embodies, which it has maintained for nearly 100 years, and which it has, if possible, heightened amidst the tremendous conflict in which we have been engaged.

We give, therefore, below a record of some of the more noteworthy services since 1914, beginning with the wreck of the hospital ship *Rohilla*.

A Story of Life-boat Heroism.

On Friday, October 30th, 1914, the steamer *Rohilla* was wrecked, with a sad loss of life, near Whitby. The vessel had been taken over by the Government for use as a hospital ship, and was on her way from Queensferry to Dunkirk, to bring some of the wounded to this country. She had on board 229 souls, including a medical staff and five nurses, the latter being fortunately among the saved.

Shortly after four o'clock in the morning, during a terrific E.S.E. gale, the vessel ran on to a dangerous reef of rocks and lay at the mercy of a furious sea. Pounded by mountainous waves she quickly broke in half, and many of those on the after part of the ship were washed away at once and perished. The sea was far too heavy to do anything until daybreak, when the Life-boat was hauled on skids to the scene of the wreck. This necessitated getting the boat over a sea-wall eight feet in

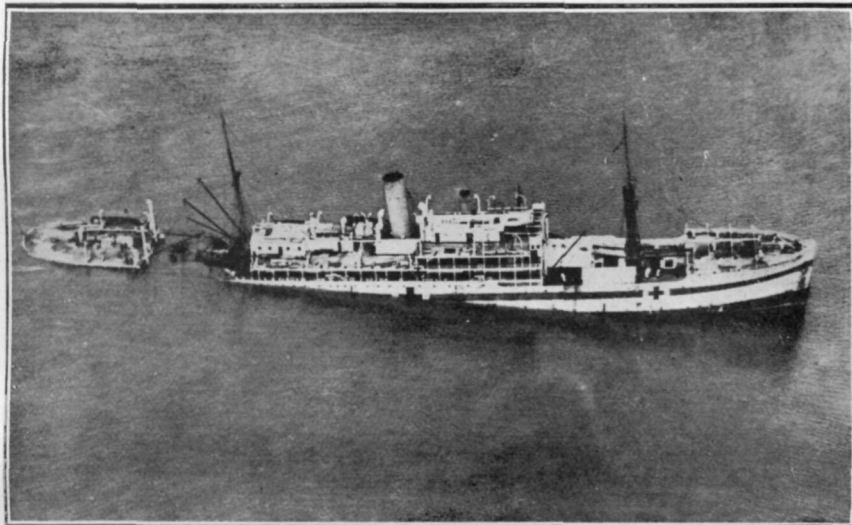
height, a most formidable task, successfully carried out under Coxswain Langland's supervision. Although badly damaged the boat was, nevertheless, launched, and succeeded in reaching the wreck, which lay surrounded by a mass of rocks. Twelve men and five women were saved and brought ashore. The boat was then again launched, and, after a fearful struggle with terrific seas, got to the vessel and saved eighteen more, the heavy waves which swept through the ship or broke over her deck filling the Life-boat time after time. Unfortunately the boat soon became unfit for further service owing to repeated bumping on the rocks.

Other Life-boats were therefore summoned. The Uppang boat was lowered by means of ropes down the almost precipitous cliffs, but nothing could be done in the tremendous seas running. In the meantime the Tees-mouth motor Life-boat and the Life-boat stationed at Scarborough had been called by telephone to the assistance of those still on the wreck. But the attempts of both these boats proved unavailing.

On Saturday morning the Uppang crew made a further attempt to rescue the survivors, fifty in number, who were huddled together on one small portion of the wreck. For over an hour the crew struggled manfully to reach the wreck, but the sea and strong current running between the "Nab" and the wreck was too strong for them, and eventually the men became totally exhausted and had to give up their hopeless task.

It was now decided to send for the Tynemouth motor Life-boat. On Saturday afternoon the gallant crew, under the command of Coxswain Robert Smith, and accompanied by Captain H. E. Burton, R.E., Hon. Superintendent of the motor Life-boat, started on their

BRITISH AND GERMAN WAYS WITH HOSPITAL SHIPS.



**The Hospital Ship GLOUCESTER,
Torpedoed by a German Submarine.**

(Under the Geneva Convention Hospital Ships are immune from attack by civilized belligerents.)



Reproduced by permission of *Topical Press*.

**Wreck of the Hospital Ship ROHILLA,
At Whitby, 30th October, 1914.**

Eighty-five lives were saved by the Institution's Life-boats (see p. 274.)

In sending a collection of £7 5s.—from herself and from Surgeon-Captain Lomas, who was senior medical officer on the *Rohilla*, and was one of those saved, with other doctors and nurses—Mrs. Lomas writes (30th October, 1918):—

“We are never likely to forget the Institution, and what we owe to its devoted men.”

perilous journey, travelling forty-four miles through the night and storm, unaided by any coast lights, which were all extinguished on account of the war, and at 1 A.M., on Sunday morning, November 1st, brought the boat skilfully into Whitby Harbour.

Four hours later this boat, with Lieut. (now Commander) Basil Hall, R.N., Inspector of Life-boats for the Southern District, on board, left harbour for the wreck, a supply of oil being taken to subdue the waves.

The rescue of those who had survived the terrible ordeal for fifty hours is well described by the representative of the *Yorkshire Post*, who witnessed the scene, and from whose report we give the following extracts:—

“The light was just rising over the sea at half-past six o'clock when I saw the boat creep out of the harbour again and breast the breakers like a sea bird as she headed straight out into calmer water. Hastening, with others, to the top of the cliffs south of the town, I rejoined the crowd of watchers there, who gazed with eager intensity as the Life-boat, looking fearfully small and frail, throbbed her way towards the wreck. Nearer and nearer she got; and then, when within 200 yards of the *Rohilla*, she turned seawards.

“Presently, when she had passed a few fathoms beyond and away from the wreck, she stopped dead, and discharged over the boiling sea gallons and gallons of oil. It seemed that the ocean must laugh at these puny drops, yet the effect was remarkable; within a few seconds the oil spread over the surface of the water, and the waves appeared suddenly to be flattened down as by a miracle. In the meantime the Life-boat turned about, raced at full speed past the stern of the wreck, and then turned directly towards the shore. The most dangerous moment came when she was inside the surf and broadside on to the waves; but, guided with splendid skill and courage, she moved forward steadily, and a cheer of relief went out from the shore when she reached the lee of the wreck, immediately beneath the crowded bridge.

“But there was not a moment to be lost, for already the effects of the oil

were beginning to pass off, and the waves were noticeably higher. Quicker than thought a rope was let down to the Life-boat, and immediately figures could be discerned scrambling down into the boat. In less than a quarter of an hour more than forty men had been rescued. While the rest were preparing to leave the wreck, two enormous waves swept over the wreck and enveloped the Life-boat. Each time the tough little craft disappeared for a moment, reappeared, tottered, and righted herself gamely. Indeed, not a man was lost, not a splinter broken. Closer still she hugged the vessel's side till every man aboard—fifty of them in all—had been hauled into the rescuing boat.

“The last man to leave his lost ship was the captain, and as he slipped into the Life-boat the crew of the latter gave a rousing cheer that was echoed again and again by the people ashore.

“But the peril was not yet over; another crisis had to be met before anxiety was allayed. As the Life-boat shot past the wreck on her return journey she was struck broadside on by a great wave that threatened to throw her on her beam ends; but once more she manfully withstood the shock, and swept gaily out to sea in a wide semi-circle that brought her safely to the harbour mouth.

“Cheer after cheer rent the air from the people on the quayside, and these were answered by the boat's crew and by many of the survivors. When the boat drew up alongside the quay, men ran down the steps to assist the rescued; and the pathetic procession up the steps moved men as well as women to tears.”

A few days after the rescue, Capt. Burton received the official thanks of the Admiralty for his and the Life-boatmen's services; and he and Coxswain Smith, of Tynemouth, and Coxswain Langlands, of Whitby, were awarded the Gold Medal of the Institution, the highest award which it is in its power to confer.

Crail and St. Andrews (Fifeshire).

During a severe S.E. gale on the 27th December, 1914, the Torpedo-boat Destroyer *Success* ran ashore on the rocky coast at Kingsbarns, about six

miles from St. Andrews. The vessel was steaming south, and in the darkness, without any shore lights to guide her, she lost her bearings. Signals of distress were made, and the Coastguard called up Andrew Cunningham, Coxswain of the Crail Life-boat *Edwin Kay*, who at once summoned the crew. The boat was launched at about 6 A.M. when the gale was at its height. The Coxswain handled the boat admirably, and displayed skilful seamanship in keeping the boat from being dashed to pieces on the rocks which surrounded the vessel.

Unfortunately, in spite of all care, the Life-boat was badly holed whilst on its way to the vessel, and owing to the heavy seas Coxswain Cunningham and another member of the crew were washed out of the boat. Happily, owing to their having their life-belts on, they were saved by the other members of the crew, who succeeded in getting hold of them and pulling them back into the boat. With great courage Coxswain Cunningham, in spite of his exciting adventure, continued the work of rescue. When the boat arrived twenty of the crew were taken off and at once conveyed ashore. Although the boat was damaged the Coxswain put off again, and in the course of two more journeys brought thirty-four more men into safety.

The St. Andrews Life-boat then arrived upon the scene. This boat took off the remainder of the crew, thirteen in number, and as there was no necessity for any further action on the part of the Crail Life-boat, she was hauled up into safety.

In recognition of this fine service and the indomitable pluck displayed both by Coxswain Cunningham and the crew in continuing their task in a damaged boat, the Committee of Management awarded the former the Silver Medal of the Institution and gave him and each of the other members of the crew an additional monetary reward.

Later, letters of thanks were received from the Lords Commissioners of the Admiralty and from the Admiral Commanding the Coast of Scotland expressing their appreciation and thanks for the services rendered by the crews of the Crail and St. Andrews boats.

A Magnificent Service in 1917.

On the 9th January, 1917, one of the most gallant rescues in the annals of the Life-boat Service was performed at Cromer. During a heavy N.E. gale, the small Greek steamer *Pyrin* signalled for assistance. The Life-boat was launched with difficulty. Thanks, however, to a huge crowd of willing soldiers, many of whom went into the water up to their waists, the difficulty was surmounted. Then began a long tussle with the heavy breaking seas; and at last the boat reached the distressed vessel, and saved the whole crew of sixteen hands. It was just as she was reaching the shore that an explosion took place on board the Swedish s.s. *Fernebo*, breaking the vessel in two halves, which floated off independently.

The Life-boatmen were much exhausted, especially the older members, but they pluckily determined to make another attempt. For half an hour they strove in vain to get beyond the breakers.

During this attempt a small boat which had left the *Fernebo* with six hands on board was capsized in the surf, but all the occupants were saved by soldiers and others, one of the former, Private Stewart Holmes, of the Seaforth Highlanders, behaving in a particularly brave manner, and narrowly escaping with his own life in his efforts at rescue.

By this time the halves of the vessel had stranded, with the crew on board the after end. The rocket apparatus was unable to help them.

Shortly after 9 o'clock, the Coxswain and crew, notwithstanding their earlier exertions, were eager to make another attempt, and the boat was launched. For half an hour these splendid men made the most gallant attempt to reach the vessel—over and over again the boat was swept back into the shallow water inshore, but each time they succeeded in pulling her out again. Bathed in the brilliant beam of a searchlight lent by the military, one moment standing on end as she mounted the crest of a huge breaker, at another with her nose buried in the trough of the sea, or completely lost to sight as a sea broke right over her, the Life-boat made a sight which will never be for-

gotten by the hundreds of spell-bound spectators who lined the beach. It was not till five oars had been broken and others lost that the Coxswain gave up and came ashore.

But the Life-boatmen, nothing daunted, decided to make another attempt as soon as they had rested a little and spare oars had been procured. Once more the boat was launched, once more the hard struggle began, this time to end in success, and the remainder of the crew, eleven in number, were saved.

In estimating the merit of this service, it is necessary to bear in mind the age of the men who performed it, the average age of the crew being at least fifty. More even than is usual in such cases, it was thanks to the Coxswain, Henry Blogg, that this fine service was possible. It was his own remarkable personality and really great qualities of leadership which magnetised tired and somewhat dispirited men into launching, and when the boat was launched it was the consummate skill with which he managed her and the encouragement he gave his crew which brought their efforts to such a successful conclusion. The service earned for him the award of the Gold Medal of the Institution.

A Fine Group of Services.

19th-21st November, 1916.

Seldom, if ever, has there been concentrated within three days of Life-boat work a more splendid series of achievements than those which are briefly described below.

On Sunday, the 19th November, the gale which had sprung up off the Kentish coast on the 17th, and which is described as the worst known for many years past, was at its height, the wind blowing with almost hurricane force.

At 10 P.M. the Deal Life-boat was launched, and reached a steamer, which proved to be the *Val Salice*, about midnight, in intense darkness and in blinding rain squalls. The boat was veered down to the vessel, and with great difficulty the whole crew of 30 men were rescued, the operation being greatly assisted by the guardship, which threw her searchlight on the steamer, the first time on record that a rescue has been carried out under these conditions.

The success of the rescue is described as little short of miraculous, as the seas at times lifted the Life-boat almost to the level of the steamer's mastheads, the men having to be pulled aboard the Life-boat just at the right moment.

On the morning of the 20th, signals of distress were again seen from a large steamer—the *Sibiria*—which had gone aground on the *Goodwins*. The Deal Reserve boat was at once towed out to the sands, the weather being even worse than on the previous day. Again and again the coxswain tried to get alongside. Three times the Life-boat nearly capsized, and the fourth time she was thrown on her beams ends, the mast and sails going under water. As she righted herself the weight of water on the sail tore the mizzen mast and sail right out of her and carried away the thwart. Several of the men were injured, and the Coxswain was compelled to make for Deal.

Meanwhile the Ramsgate Life-boat was engaged in an equally splendid attempt to rescue this crew. Leaving Ramsgate in tow of the *Aid*, she found a terrific sea on the sands. In attempting to reach the vessel, the Life-boat was constantly filled with water, and several times nearly capsized. One of the bollards was wrenched out, injuring two of the crew, and finally the cable parted and the Coxswain was compelled to return home. Later on an urgent message was sent asking that another attempt should be made to save the crew of fifty-two of the *Sibiria*, her decks now being nearly under water. Undaunted by their earlier tremendous efforts, the crew again set out at 7.15 P.M., but found that the whole crew had just been taken out by the Kingsdowne Life-boat.

This boat was launched at 7.10 P.M. with the greatest difficulty, and saved the whole of the crew of the *Sibiria*, who were assembled on the bridge, while heavy seas broke over the vessel and poured into the Life-boat, which was swamped, two of the men being injured. The Life-boat reached Kingsdowne at 12.45 A.M. on the 21st with her precious freight of sixty-eight men, eighty-two lives being thus rescued in twenty-four hours.

Lowestoft.

On the 30th September, 1918, the Life-boat crew were called out to go to the assistance of a vessel ashore about five miles from Southwold, the Life-boat at that place not being available and it being impossible to launch the boat at Aldeburgh owing to the state of the weather. A vessel, which proved to be one of His Majesty's sloops, carrying a crew of twelve hands, had stranded in a whole N.E. gale and a very heavy sea. The position is seventeen miles from Lowestoft, but, other help not being forthcoming, a telephone message was sent to Lowestoft. In response Coxswain Swan at once fired the assembly guns and did what he could to collect a crew. He succeeded in obtaining the requisite eighteen men, of whom two were over seventy years of age, twelve were over sixty, and the remaining four over fifty. Notwithstanding the severity of the gale, thick rain and very cold weather, the brave crew put off without hesitation to the help of the imperilled men. Lowestoft Harbour was left a few minutes after five in the morning, and some two hours later the Boat reached the wreck, which was completely under water, with four men taking refuge on the top of the wheel-house and five others on the foremast. A terrific sea was running and the first two attempts to get near to the vessel failed, as the wind and tide carried the Boat away from her. Undaunted, however, by their failure, the men decided to make another try. The Boat was hauled off and a spring was put on the cable, and by this means the Boat was brought near enough to the wreck for grapnels to be thrown into the rigging. The Boat was then hauled near to the mast of the vessel, and the five men one by one dropped into the Boat as opportunity occurred. One man while so doing fell on to one of the Life-boat's crew, but fortunately the injury inflicted was not serious. Another fell short of the Boat and went into the sea, but the prompt use of the boat-hook prevented his being drowned, and he was hauled into the Boat. As soon as the five men were safe on board the Boat was hauled toward the wheel-house. A line was

thrown to the men enabling them to make an endless rope, and by this means the four men on the wheel-house were dragged through the water into the Boat, it being quite impossible to get them in any other way. As soon as the nine men were rescued the Boat started on her homeward journey.

Unfortunately the skipper of the vessel has been washed overboard previous to the arrival of the Life-boat, and was not seen again. Two other men were also washed overboard, but happily they were rescued from the shore.

It is reported that while the actual work of rescue was being carried out, the Life-boat struck the ground in the hollow of the sea, and during the whole time she was endeavouring to get alongside the sunken vessel she was practically under water. By the time the Life-boat got back to her Station the whole of her crew were very exhausted after their arduous work, and it was necessary for some of the rescued men to be removed to the local hospital owing to their injuries whilst on board the wrecked vessel.

John T. Swan, the Coxswain, under whose leadership the rescue was performed, already holds a fine record for saving life, and in 1914 he was awarded the Silver Medal of the Institution for saving the crew of another of His Majesty's vessels under very perilous conditions.

A striking fact on this occasion is that the service was carried out by such a veteran crew, showing that in their old age these men are no less courageous when called upon to carry out their humane task than their sons away on service. It is reported that it was a most impressive sight to see these old men, grey-haired and bent and the majority afflicted with the attendant ills of old age, struggling in the darkness against the wind and rain in order to answer to the call of the assembly guns and take their places in the Life-boat, without a moment's thought of the dangers that they had to face, determined to give what assistance they could to their brother seamen whom misfortune had overtaken.

A Minister's Plea for the Life-boat Service.

SPEAKING in the new Parish Church, Ardrossan, on Sunday, September 15th, the Rev. R. P. Fairlie, taking the text Mark iv. v. 41, pointed out that, while several of Christ's disciples were fishermen, their work was only on a little inland loch, and that as a people, the Jews were not a maritime race. He then proceeded to say:—

“But of us it can be said we are a maritime people. The sea is the bulwark of our defence, and it is our means of communication with other lands. And, yet, how little do many of us know of the sea. Perchance, we give little thought to its vastness or to the dangers it holds in store. History, we find, is a record of man's struggle with the sea and its forces, and, whilst we have made great strides in its conquest, yet it is still unconquerable; and, saddest of all, there are the devices of man super-added. The day is not far distant when the shipwrecked mariner was left to his own devices. Even when he struggled to the shore, it might be to face death, and certainly to be despoiled of his goods. But now we are learning the way of Christ and we are seeking to save the lives of such. This is the work that the ROYAL NATIONAL LIFE-BOAT INSTITUTION seeks to do. Its record is one of which it justly may be proud.

It well may be called ‘The Red Cross of the Sea.’ In these days of fewer safeguards and greater dangers to navigation, our Life-boats have been called to greater service. The work has been nobly done, but the tragedy is that, with the increased expense necessarily incurred, the Institution has been faced with a falling income. Who are these whom we are asked to help? They are ‘bone of our bone and flesh of our flesh.’ We have always been proud of our sailors, but even more so are we now. Here is a way in which we can show our appreciation of their dauntless courage. But some of you may say, and I have heard it said, that work such as this should not be left to voluntary effort. Still we must just face facts as they are. It has been left to our honour, and it is a duty incumbent on us to bring to the needy the help they require. Our sailors go not forth on their own errands, but ours. They *brave the forces of nature and the cruel wrath of men*, that we and ours may live in comfort and sufficiency. We cannot like Christ ‘rebuke the wind, and say unto the sea, Peace, be still,’ but we can by our giving, afford help to the weary struggler with the restless sea that he may be brought to his ‘desired haven.’”

Life-boat v. Submarines.

THE story of the services rendered by the Life-boats in direct connexion with the war cannot be told until the end of the war. When it is unfolded it will be seen that the Institution has carried out, both in the letter and in the spirit, the fine ideals laid down by its founders nearly one hundred years ago, when they declared that its services were to be carried on in peace and war alike. Unfortunately, national exigencies, as interpreted by the Censor, have practically prevented the Institution from receiving that public recognition which would assuredly be accorded to it were the facts known with regard to the service rendered to His Majesty's ships

and other vessels which have been mined, torpedoed, and otherwise in jeopardy through the action of the enemy. The absence of such publication has made it possible for many people, even after four years of war, to ask whether the Institution is really doing war work! As our readers are aware, nearly 5,000 lives have been saved by the Life-boats since the outbreak of war, and of this number over 1,600 have been rescued from casualties directly attributable to the war, the Life-boats having been launched over 500 times to such casualties alone.

A very gratifying feature of the splendid work performed by the Life-

boat crews throughout the war has been the generous recognition given by foreign Governments from time to time, the Norwegian authorities having been particularly prompt in this matter. Recently, the Dutch League of Neutral Countries has taken similar action in connexion with one of the most outrageous attacks of the Germans on neutrals. On February 23rd, 1917, the St. Agnes Life-boat was launched in response to signals from the Bishop's

The Dutch League of Neutral Countries has now awarded medals to the officers and crew of the St. Agnes Life-boat, and to the trawlers who assisted on this occasion. In a letter addressed to the First Lord of the Admiralty the League writes:—

"The League of Neutral Countries makes free to offer your lordship, as head of the British Navy, commemorative medals destined for the sailors in question. May you consider this act as one of the numerous moral and intellectual ties which bind England and



Medal presented to the Crew of the St. Anne's Life-Boat by the Dutch League of Neutral Nations.

lighthouse, and found that seven Dutch and one Norwegian steamers had been torpedoed by a German submarine. The Life-boat fell in with two ship's boats full of men, and two of the Life-boat crew were put on board to take them into safety. The Life-boat then heard that other boats were in the vicinity, and, after some search, fell in with another boat. This service resulted in three boats and forty-seven men being saved.



Holland together.... Our warmest admiration is for those who give their lives for the liberty of the world, and we are glad to have this occasion for the expression of these feelings."

We give a reproduction of the obverse and reverse of the medal. It will be noted that the inscription states that the attack took place on the 22nd February, but the service of the St. Agnes Life-boat was on the 23rd February.

War Services of the Institution.

THE Secretary of the Institution is compiling a record of the War Services rendered by the Life-boats and by members of the staff of the Institution. He would be grateful to Honorary Secretaries, especially of Station Branches, for accurate details with regard to War Services rendered by members of the crews or other employees of the Institution. In this connexion photographs

of coxswains, second coxswains, etc. (where they are not already published) and really good photographs of the Life-boat at sea, and of the station, will be welcome. All information of this kind should be put as shortly as possible; the photographs should be accurately described, with a note as to the right of publication, etc.

The Torpedoing of the "Leinster."

By A. W. LEWIS,

The Consulting Engineer of the Institution.

As it was in the course of my duties as Engineer to the Institution that I was returning from Ireland on board the *Leinster* on Thursday morning, October 10th, a short account of my experience will not be out of place in THE LIFE-BOAT JOURNAL. My story will not be a full description of the disaster, but merely an abridged record of what I saw and what befell myself and a few other passengers.

I was sitting on deck on the starboard side of the ship a little way aft of amidships when, at 9.32 A.M., the first torpedo struck the *Leinster* on the port side. I had a momentary warning from a man who ran across from the port to the starboard side, saying as he passed my seat, "A torpedo coming!"

The shock of the explosion was not very great. The ship shivered and began to dip slightly forward. I think that no one on deck was in any way hurt. Men of the crew ran at once to the upper deck and began lowering the life-boats. There were calls for "Women and children first" and cries of "Steady, men, steady" from some officers. I saw no panic or cowardice among those around me. There seemed little for one to do but wait. I realized there was no chance of getting into a life-boat. A lad of seventeen or so passed me carrying his life-belt in his hand, and I stopped him and fixed it on him. A New Zealand officer was standing near me, and he said, "I can't swim a yard." I told him he had not got his belt on correctly, and took it off him and put it on right. I was myself wearing a Kapok waistcoat and had put on a life-belt also immediately after the torpedo struck the ship.

I observed a life-boat on the starboard side about amidships being lowered, with only a few men in her. Others jumped in or slid down the davit ropes. The official who had examined my ticket at Kingstown Quay was on board of her, and I think in charge. I do not know the fate of this boat, but there were still women on deck.

Almost immediately after noticing

this boat, and I should say about twelve minutes after the first torpedo, a second one struck us, and a tremendous explosion amidships followed. I turned my back to it and ducked my head. Nothing, however, struck me except water, and I found myself unhurt but very wet. The ship started to sink quickly, and the deck was so aslant it was difficult to stand. There were cries of "Jump!" and the water alongside was at once full of struggling men and women. I ran aft before jumping, and left it to the very last chance. I jumped from the port side near the stern, being about twelve feet or so above the water, and saw no more of the ship.

I found myself close to a small raft about four feet square, and got on to it with a woman and a young soldier. Others came along and tried to get on. The raft was upset and we were all in the water again. There was a life-boat near with only a few on board, and most left the raft and made for the boat. I stuck to the raft and got on again with the same woman and young soldier.

There was a very big surge, but fortunately not much wind to break the crests of the waves. We appeared to rise and fall about six to twelve feet, and the young soldier was helpless with sea-sickness. The woman lay on her face across the middle of the raft, the soldier on her right side and I on her left. She was very plucky. We drifted away from the life-boat and came across another exhausted soldier. I got him partly on the raft, which nearly capsized again, and I regret to say he was washed off. I then held on to him in the water, but he was soon unconscious. He never spoke, and when a rather bigger wave than most came along, I lost hold of him.

We drifted near a New Zealand soldier with a large circular white life-buoy, and by pushing some wreckage to him I got him alongside the raft. He held on and I talked to him and cheered him up with news of the approaching vessels from Kingstown. Just at the

last he was swept away from the raft, but the skipper of a patrol-boat had seen him, and getting nearer to him heaved him a line. When he was alongside the patrol-boat he was too weak to save himself, and one of the crew bravely jumped in and rescued him.

One other soldier, an Australian, joined us. He was swimming well, and managed to get on the raft without

upsetting us. He was a cheery fellow and had not lost his head. Two lines were thrown to us from the patrol-boat—the *Helga*—and with these I soon worked the raft close alongside the boat, when, as soon as she rolled towards us, we were seized by many hands and lifted over the taffrail, about one hour and a quarter after I jumped from the *Leinster*.

Centenary of the Institution, 1924.

THE Secretary of the Institution proposes, if possible, to compile its history for publication in 1924, and he will be most grateful to all Honorary Secretaries, especially of Station Branches, for every assistance which they may be good enough to afford in connexion with the history of their respective Branches (Stations), and for photographs dealing with such history, e.g., photographs of past coxswains, previous Life-boat-

houses, past Life-boats, and other valuable records. All such documents should be marked "Centenary Records," and should have an accurate description, with names, dates, etc. It is hoped that they can be placed permanently at the disposal of the Institution, but, where it is particularly desired, every effort would be made to return them eventually.

This notice will appear in every future issue of the JOURNAL till 1923.

Obituary.

WE regret to announce the death, at the ripe age of ninety years, of the Rev. Chancellor Owen Ll. Williams, of Llanrhyddlad Rectory, Cemlyn, Anglesey, a Life-boat Station with which the reverend gentleman had been closely and honourably connected throughout a long and active life. In March, 1822, his grandfather saw the sailing packet *Hart*, with passengers from Howth to Parkgate, driven by the tide on a rock near Westmouse, and 140 lives were lost in the disaster. Mrs. Williams then decided to start a fund to place Life-boats on the Anglesey Coast. In a letter written by Chancellor Williams in December, 1913, he wrote: "When about five or six years old I used to be playing about the rocks continually. When older I was often fishing and down on the shore between two and three o'clock in the winter mornings, waiting for the men to go out to take up herring nets, and thereby getting a knowledge of the tides. When about twenty I had charge of the Life-boat. (The Life-boat Station was established in 1828.) I feel I have been most for-

tunate in never having had a hitch or accident during the time—nearly fifty years—I had charge of the Life-boats, and have always received kindness and consideration from the London Committee."

In 1824 he went out on a very dark night in a raging gale off the Anglesey Coast and saved twenty-four lives, and in 1862 he rescued another thirty-four men off the Carnarvon Coast. He received the Silver Medal of the Institution for the rescue of the crew of the *Kenilworth*, and, later on, a second clasp for the Silver Medal and a pair of silver-mounted Binoculars for a twenty-four hours' vigil off St. Patrick's, Conway. He received several other testimonials for Life-boat Services, including a gold watch and chain from sea-faring men on the Welsh Coast.

It will be seen that Chancellor Williams' death removes a link with the earliest history of the Anglesey Life-boats, and we have parted with another good old friend who has "Crossed the Bar" after many a battle with gale and storm.



"NOW QUICK! STAND BY WITH THE COIL! COOL, COOL! STEADY, MATE! NOW THROW!"

DUKE OF NORTHUMBERLAND'S PRIZE ESSAY COMPETITION FOR ELEMENTARY SCHOOLS

IN order to encourage in children a knowledge of and a pride in the work of British Life-boatmen, the Committee of Management have decided to ask for the co-operation of the Headmasters and Headmistresses of Elementary Schools throughout the United Kingdom in bringing before their children the humane and heroic achievements of the National Life-boat Service, which was established nearly a hundred years ago.

The late Duke of Northumberland, K.G., the then President of the Institution, placed at the disposal of the Institution a sum of £100 to be utilised in the presentation of prizes for the best Essays on "The Heroic Work of the Life-boats," written by children who are still actually attending the Senior Classes in Elementary Schools.

The Prizes are of two kinds:—

- (1) School Prizes—Challenge Shields.
- (2) Individual Prizes—War Savings Certificates.

CHALLENGE SHIELDS. Six Challenge Shields will be offered, the Country being divided into six districts as follows:—

1. London (including the area of Greater London).
2. North of England (Northumberland, Cumberland, Westmoreland, Durham, Yorkshire, Lancashire, Cheshire and the Isle of Man).
3. Midlands (including all counties south of No. 2 area, including, as Southern limit, Lincoln, Northampton, Warwick, Worcester and Gloucestershire).
4. All counties south of No. 3 area. 5. Scotland. 6. Ireland and Wales.

A CHALLENGE SHIELD will be awarded in each of the six Districts to the School which sends up the best paper. The Shield becomes the property of the School which wins it three years in succession.

WAR SAVINGS CERTIFICATES. Ten War Savings Certificates will be awarded to the writers of the ten best papers in each of the six Districts. The winners, and also twenty-five other competitors in each area, will receive Card Certificates testifying to the merit of their Essays.

THE ESSAYS

1. Will be open to the Senior Classes.
2. Will be limited to 500 words, and
3. Marks will be given for handwriting as well as matter.

In asking for the kind co-operation of Head Teachers of Elementary Schools the Committee of Management suggest that a short lesson should be given on the work of the Life-boats around the coast, based upon the "Notes for an Address on the Life-boat and its Heroic Work," a copy of which accompanies this issue of the JOURNAL. The pupils should then be asked to write an Essay on the work **before leaving the Class**, thus ensuring that the work is their own.

Head Teachers are asked to select the best Essay only, and to send the same to the District Organizing Secretary of the Institution for the Area, to reach him not later than the 1st March, 1919.

The following Rules will be strictly enforced, and Essays which do not conform to them will be ineligible. The Essay must be clearly inscribed with—

- (1) The name; and (2) the address of the School in full; (3) the name and age of the writer; and (4) the date when the Essay was written; (5) and must be accompanied by a formal declaration, signed by the Head Teacher, stating that the Essay has been written in School immediately after the Address, and that it is the unaided work of the writer. Not more than one Essay may be submitted from any School, except where there is a Girls' Class as well as a Boys'. In such cases alone the best Essays written by a boy and a girl respectively may be sent in, if it is thought that they are of equal merit.

No Essays received after the 1st March will be considered. The Prizes will be awarded by the Committee of Management, whose decision will be final.

The awards will be made in June, and a complete list of the Prize Winners will be sent to each School competing as soon as possible; but the work involved in the thorough examination and placing of thousands of Essays is very heavy, and it is not probable that the Lists will be ready for publication till August, when they will appear in the August issue of THE LIFE-BOAT JOURNAL. The writer of the best paper sent in from the whole of the United Kingdom will be awarded an extra War Savings Certificate, and the Essay will appear in THE LIFE-BOAT JOURNAL, a copy being sent to each competing School.

November, 1918.

GEORGE F. SHEE, *Secretary of the Institution.*

District Organizing Secretaries.

North of England—E. H. JOHNSON, Esq., F.C.I.S., 30, Cross Street, Manchester.
Midlands, Wales and Ireland—H. G. SOLOMAN, Esq., F.C.I.S., Newton Chambers, Cannon Street, Birmingham.
South-East of England—Acting Dist. Org. Sec., Mrs. SYBIL K. DUNDAS, 22, Charing Cross Road, London, W.C. 2.
South-West of England—Acting Dist. Org. Sec., H. A. BRYDEN, Esq., 11, Powderham Terrace, Teignmouth, Devon.
London—Acting Dist. Org. Sec., PERCIVAL S. FARRANT, Esq., 22, Charing Cross Road, London, W.C. 2.
Scotland—WILLIAM MARTIN, Esq., J.P., F.S.A. (Scot.), 34, West George Street, Glasgow.