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## EDUCATION OF SEAMEN, AND MARINE SCHOOLS.

THERE are still many persons in this country, although they are doubtless a diminishing number, who maintain that the education of the lower classes of society is injurious to them, as unfitting them for the station in which they were born, and making them discontented with their lot. They contend that when the labouring classes for the most part could neither read nor write they were better servants and better citizens; that they were more respectful to their superiors; and that if less enlightened, they were nevertheless more simple-minded, and more moral. In defending the reverse opinion, we desire to distinguish between education and over-education. We are aware, that in the nature of things in this world the few only can rule, the many serve—that the comparatively few must be the employers of labour—the many the labourers, and that to educate the latter as highly as the former would be to unfit them for the position in life in which Providence has placed them. What we contend for is that all should receive a fitting education—that even the lowest should be enabled to read, and write, and calculate—to read for his own information, and to write and calculate, that he might be able to communicate with absent relatives and friends, and be fitted for any situation or employment for which a knowledge of writing and ciphering is necessary—to thus add to his innocent and rational pleasures and occupations, and, where any innate talent might exist, to afford him an opportunity to turn it to account: so that, in

short, none might be excluded from advancing his social position, on opportunity offering, if qualified to do so.

Starting from these premises, we maintain that every one is the better for a sufficient mental as well as moral education. That the humblest labourer or servant will the more intelligently and therefore the better perform whatever duty is allotted to him, both to his employer and to his home circle: and that even the most viciously inclined will in general be less brutal, gross, and savage, in following his evil propensities.

We have thought these few preliminary remarks on the general question of education not out of place, although we have only to do with the education of one class of our countrymen—the seafaring population of these Islands. We will now proceed to consider the special case of that class.

Now without doubt the seamen of this country are as much in need of, and as likely to be improved by, a suitable mental education as any other class of the community. They have often much spare time on their hands whilst at sea having no duties to perform, at which periods any rational employment of their minds would relieve them from the tedium of idleness, and conduce to their mental and frequently to their moral improvement. Their advancement in their profession also depends much on the extent of their education, as not only can no seaman be qualified to take command of a ship unless he can read and write, and is acquainted with the ordinary rules of arithmetic; but it is also requisite

that he should possess a knowledge of the science of navigation, and, to some extent, of nautical astronomy. Nor can it unfortunately be said of our seamen that they are in advance of other classes in their moral character—in all that invests with dignity and nobleness the human race. On the contrary, owing to their peculiar temptations—their exclusion to a great extent from the home-circle of domestic life and from companionship with the other sex—the force of evil example always most irresistible when men are congregated together in numbers—the hardship and dangers incident to their profession—all these circumstances and others conduce to make the character of the sailor more reckless and extravagant, if not more immoral, than that of the married labouring man ashore.

But not only is it for the seaman's individual benefit that his mental and moral character should be raised,—it is also of national importance; for the safety of human life and of a vast amount of property is dependent on the skill, knowledge, and sobriety of the officers and crews of merchant-vessels; and spread as they are over every part of the globe that is bounded by the sea, their example is everywhere promotive of good or evil; and they bring accordingly credit or discredit on the country and the religion which they represent.

How then shall the fitting education of the seamen of our mercantile marine be best effected?

It will at once be generally conceded that such education can be only effectually undertaken with youth. The young sapling, unless of very crooked growth, can, by proper training, be bent to any shape at will: the matured tree is immovably fixed; as it has grown, so it must stand.

The establishment of schools for boys at all our seaports, under such regulations as should insure so far as possible the transfer of their scholars to the sea service, would therefore seem to be a first essential to any system for the better education of Merchant Seamen. Adult Navigation Schools, furnishing suitable instruction for the qualification of officers, might also be allied to them, or be separately established.

This most important question has been brought to our notice by the perusal of a recent Report on Navigation Schools by Capt. ALFRED RYDER, R.N., to the "Committee of Council on Education."\* We consider Capt. RYDER'S Report to be a most valuable one; and as his opinions on the subject are entitled to more weight than would be our own, we shall proceed to extract them from his Report as far as the limits of our space will admit. We believe that the "Committee of Council on Education" could not have made a more judicious selection of a naval officer to inquire into the state and circumstances of the already existing "Navigation Schools." We only regret that the very limited space we have at command will prevent our doing more than making a few desultory extracts from the pages of his Report.

After repeating, under different heads, the most obvious reasons why it is desirable to raise the tone of the Mercantile Marine, Captain RYDER at once proceeds to show that the only mode by which that object can be secured is by ascertaining the average number of vacancies which annually occur in the Mercantile Marine, from deaths, desertion, and change of profession, and then to be prepared to fill up those vacancies, as far as possible, "with well-educated English, Scotch, and Irish lads." Taking, in round numbers, the total number of men in our Mercantile Marine as 200,000, he shows, from various statistical calculations, that the annual waste from the three causes above alluded to may be taken as at the very least 6,000. Then stating that lads are not ordinarily welcomed on board merchant-vessels before the ages of 15 or 16, he assumes that the three years previous to those ages would be most advantageously spent at Navigation Schools, at which they would acquire all useful knowledge suitable to their future profession. School accommodation for 18,000 lads would therefore be required.

"A Commercial Navy," he remarks, "fed by a supply of lads who had for three years attended the classes of a Navigation School,

\* Captain Ryder's reports are to be found in the "Reports of the Department of Science and Art for 1859 and 1860." Eyre and Spottiswoode.

would challenge comparison, for general knowledge and information, with any profession in England, and it would soon cease to be the last resort of those idle, troublesome fellows, expelled from the agricultural class and the various trades, who are too old, too ignorant, or too profligate ever to make even indifferent sailors. Whilst the necessity of our having foreigners in our commercial navy, as at present, would be obviated."

As it would perhaps be inexpedient at once and on an adequate scale to attempt to provide Navigation Schools for 18,000 students, and as funds might not be forthcoming for the purpose, Captain RYDER thinks that "the first point to be aimed at would be to establish an adequate number of schools—to offer scientific instruction, on the lowest terms, to a sufficient number of boys to supply the demand for educated young men to fill the vacancies in the ranks of master and mate."

Assuming, then, that the proportion of officers to men, in the Merchant Service, is 1 to 10, he considers that there would be about 20,000 officers required; and supposing the average service of officers to be 15 years, that the yearly supply required would be about 1,300, and the period of continuation at school being, as before proposed, for three years, that accommodation for about 4,000 lads would be required. If the schools opened their doors to day-scholars only, 40 schools for 100 scholars each would be needed. If, in addition to the 100 day-scholars, each school had an evening class of 30, then 30 schools would suffice. These schools should of course be placed in the centres of supply: the principal seaports—and the establishment of such schools would form a valuable preliminary to the larger scheme; for the general improvement of the class of officers in our Mercantile Marine could not but be in itself an incentive to improvement of the foremast men brought into contact with them.

It appears that at present there are 12 Navigation Schools established, viz., at Hull, Newcastle, Sunderland, Leith, Aberdeen, Glasgow, Waterford, Liverpool, Great Yarmouth, and in London at Shadwell,

Well Street, and Poplar. Added to these is the *Venus* School-ship at Woolwich, supported by the Marine Society, for destitute boys, and the *Akbar*, Reformatory Ship, at Liverpool, supported by local contributions, and a Government grant of 1s. per diem for each boy. At the 12 Navigation Schools, above enumerated, numerous adults are prepared for the Board of Trade Examination, but only 291 boys are being educated, of whom 40 are positively going to sea, and 154 probably. About 140 are educated on board the *Venus*, and about 100 on board the *Akbar*.

It surely must, on reflection, appear extraordinary to any thinking person, that when the enormous interests at stake in our Mercantile Marine are taken into consideration, no effort has been made to add to the above miserably inadequate supply of education for our vast Merchant Navy.

After stating the various subjects which might be advantageously taught to boys, during the proposed three years' course, Captain RYDER alludes to the chief difficulty to be met at the outset, viz., the reluctance of some parents and the inability of others to maintain their children for so long a period at school as three years. He proposes, as inducements, amongst others, that the Government should give half-yearly prizes, in the shape of exhibitions, instruments, and books, in the proportion of about 1 to every 8 boys—that the Admiralty should encourage the schools, by drawing their first-class boys from those who had attended them—and that shipowners should be induced, if possible, to take boys as apprentices who had passed through the schools.

Captain RYDER considers that the masters in the present schools are not sufficiently paid, and that a part of their salaries being derived from fees for teaching adults—chiefly by *cramming* them, to pass the examination now required by the Board of Trade—an inducement is thus offered them to neglect their boys in order to give a greater amount of time to their more profitable adult scholars.

Then follow various details and propositions, to most of which, as we have chiefly

to do with the general question only, it is impossible to do more than refer—such as the selection, qualification, payment, and superannuation of masters; situations of schools; playgrounds; gymnastic exercises; libraries; periodic inspection; &c., &c. Captain RYDER attaches great importance to regular inspection of schools, which he would make half-yearly. We agree with him in the great importance of sufficient inspection by duly-appointed Government Inspectors, on which the efficient working of the whole system would greatly depend.

He proposes several judicious arrangements, to make it the direct personal interest of the masters to devote their utmost attention to *all* their pupils, and not to the most intelligent only, and for the good government of the schools in various particulars.

After giving, at length, numerous suggestions for improving the internal constitution of Navigation Schools, and for making them as attractive as possible, both to parents and boys, Captain RYDER proceeds to estimate what would be the probable expense of the plan proposed by him:—

Supposing the 100 day and 30 evening scholars at every school to pay each 6*d.* per week, and 12 adults 5*s.* each per week, he calculates that the receipts on each school, less local expenses, would be 22*l.* 13*s.*, whilst the average yearly expenditure on each would be 473*l.*; thus leaving a deficit to be made up of 250*l.* 7*s.*, or about 2*l.* 10*s.* per boy per annum. Supposing that freehold sites for the school-buildings were purchased by contributions raised in each locality, and half the cost of the school-fittings provided from the same source, there would remain the sum of 24,000*l.* on those heads to be provided by the Government.

Captain RYDER suggests two sources which might be made available to meet the above expenses. 1st. It appears that the fees received at each port where there is a Marine Board are in excess of the expenditure about 8,000*l.* per annum; the aggregate of which sums would more than support 30 schools of 100 boys each. 2nd. When seamen in the Commercial Marine

die, their effects are sold, and if the relatives of the deceased cannot be discovered, the proceeds of such sale, together with the wages due, are handed over to a department of the Government. A large balance, amounting to no less than 50,000*l.*, is said to have accumulated under that head. This sum, he thinks, might well be expended in building Navigation Schools for the benefit of the profession to which the deceased seamen belonged.

Captain RYDER alludes to training-ships as preferable to schools on shore.

He concludes his useful Report by alluding to the three principal obstacles which oppose themselves to the success of his proposed plan.

1st. A disinclination on the part of shipowners to enter *boys*; they preferring stout landsmen instead, especially in steamships.

2nd. A disinclination on the part of parents to send their boys to sea.

3rd. A disinclination on the part of boys to go to sea.

He considers that if the Educational Department of the Government were to assist liberally the establishment of Navigation Schools, on the great advantages connected with them becoming generally known, each of those obstacles would gradually disappear. As regards shipowners, he remarks thus, "Although at first sight it may appear more economical to enter no boys or apprentices, or a very few only, and those at very low wages, yet that by so doing they are contributing indirectly, but yet surely, to the deterioration of the whole class of seamen, and to the ultimate injury of the shipowning interest."

As regards parents, his observations are so excellent that we will quote them entire:

"While sailors are, what they frequently are at present, not the most moral or respectable members of society, it is probable and natural that many parents would regret their sons' choice of the sea as a profession.

"But as sailors and masters improve by the aid of Navigation Schools, where they will be instructed in their youth, and are received in sailors' homes at every port where their vessels touch, this class of objec-

tions will gradually become obsolete; and the profession of the sailor will take its proper place by that of the high-skilled mechanic, as one of the noblest professions a working man's son can adopt, being also one of the highest paid, 3*l.* and 4*l.* a month, besides victuals and medical attendance being the not uncommon emoluments of a merchant-seaman. Moreover, the profession of a sailor, if he is a steady man, may be rendered both healthy, improving, and entertaining, and acts most beneficially on the character and temper. Steam and science are rapidly diminishing the longest voyages; and long periods of absence, one of the most natural objections of a parent, are becoming the exception instead of the rule.

“The wish to go to sea is implanted by Providence, doubtless for the wisest purposes, in large numbers of the boys of these islands, frequently in those who have never seen the sea. Those parents, ministers, or schoolmasters who take upon themselves to thwart this natural and laudable wish, going the length, as they frequently do, of treating the boy's desire as an evidence of a vagabond and depraved taste, may be fairly charged with the responsibility of the boy's immoral and depraved life, if such unfortunately is the result of his going to sea; for his naval career is probably commenced by running away from home, and he thus severs all those domestic ties which conduce so much to the preservation of purity of life and manners.

“This conduct on the part of parents should be deprecated by every one who has the best interests of his country at heart.

“Every respectable and well-conducted boy who desires to go to sea should be aided and assisted to do so, and this course should be systematically adopted throughout the country. The Government, by the support of Navigation Schools, show their opinion on this subject. It only remains for the schools to be put on a proper and liberal footing, worthy of the Government and of the object which they are intended to serve. When this is done, the profession of the sailor will be rescued in the minds of the lower classes from all the odium which at

present surrounds it.” The above extracts are from Captain RYDER's Report of 1859. Since they were in type, we have seen his Report of 1860, which states that his suggestion for increasing the pay of the schoolmaster has been adopted, also his plan of examination, and the additional payment to the masters, dependent upon the results of the examination.

In the meantime the Commission on the Manning of the Navy has sat and reported, suggesting that 12 training-ships for the Merchant Navy, each capable of holding 200 boys, be established, and that from them 2,400 boys be sent into the Merchant Navy every year. Captain RYDER welcomes the prospect of the training-ships being placed in the principal commercial ports, and considering that they will meet, to a certain extent, the demand for education for *boys* before they enter the Mercantile Marine, he dwells at considerable length on the importance of opening *Evening Navigation Schools* on shore, at each port, for the instruction of the *apprentices* and *seamen* who have already entered the nautical profession. If the weekly fee be kept low, and the room well lighted, and if the master be intelligent, there is, he thinks, little doubt but that the evening school will be well attended. We therefore hope that ere long no seaport will be without its Evening Navigation School. We find that Captain RYDER, between the issuing of his two Reports, made a further investigation into the actual amount of the annual drain of seamen from the Mercantile Marine.

He is now of opinion, and produces the evidence to substantiate it, that the drain is not less than 16,000! This startling amount prompted him to place himself in communication with one of the most influential shipowners at Liverpool, S. R. GRAVES, Esq., and jointly they have addressed a letter to the Duke of SOMERSET, pressing upon His Grace the absolute necessity of *immediately* placing the 12 training-ships at the ports, and also of enacting, with the consent of the shipowners, an apprentice law (the abrogation of which, a few years since, has always been regretted by shipowners). We propose to refer to that letter in a future Number.

We cannot conclude our remarks on the subject of the education of the future generations of our merchant-seamen, without expressing our deep conviction of its immense importance. In all the vast machinery of this progressing world by which the designs of Divine Providence are being effected, there is at this moment perhaps no other single engine that is producing more colossal results than this gigantic body with its 200,000 working members—a body which has formed the great nerve of communication between this small island and the whole external world,—which has been and is the great carrier not only of our merchandize, but of our civilization, our ideas, our liberties, and our religion, and by whose aid we are peopling other continents with our race.

And is not an engine of such magnitude, and such grand utility, worthy of infinite care? To what perfection have we brought the machinery of the steam-ships of our Royal and Mercantile Marine! What systematic care and attention is bestowed on it to insure its perfect working! And what success has attended those efforts! If, from the imperfection of human nature, we may not expect to bring out such perfect results in our less plastic mental and moral machinery, may we not yet hope that the time may arrive when as much care shall be bestowed on the latter as on the former; and that the result may be, that the efficient working of the two may bear a nearer resemblance to each other?

#### VALUE OF BAROMETRICAL INDICATION.

ON the occasion of the hurricane which swept the island of St. Kilda, in the Hebrides, on the 3rd Oct. last, and inflicted such distressing loss on its poor inhabitants, the following were the indications of a Kew Verified Barometer, on board her Majesty's steamer *Porcupine*, then off the island, as reported by her commander, Captain OTTER, R.N. The rapid and regular fall of the mercury to the extent of  $1\frac{1}{2}$  inch between 8 A.M. on the 2nd of October and 3·26 A.M. on the 3rd, at which latter time the hurricane began, and its then rapid rise

of nearly an inch, are interesting verifications of the certainty by which coming weather is indicated by this valuable instrument, which is at this moment deservedly attracting so much public attention:—

	Inches.
Oct. 2.	8·0 A.M., 30·32
	8·0 P.M., 29·75
	8·15 P.M., 29·70 wind S.
	8·45 P.M., 29·62 S.S.W.
	10·30 P.M., 29·34 S.S.W.
	11·0 P.M., 29·26 S.S.W.
	11·45 P.M., 29·22 S.W.
Oct. 3.	0·15 A.M., 29·16 S.W. heavy squalls.
	0·45 A.M., 29·10 S.W. heavy squalls.
	2·0 A.M., 28·96 S.W. heavy squalls.
	2·40 A.M., 28·87 S.W. nearly calm.
	3·20 A.M., 28·87 S.W. westerly.
	3·26 " N.W. hurricane began.
	5·30 A.M., 29·52 N., N.N.W. gale
	6·10 A.M., 29·65 N.N.W.
	7·15 A.M., 29·55 N., nearly calm.
	Noon 29·87 N.W. by N.
	2·30 P.M., 29·87

Admiral CATOR recently reported to the NATIONAL LIFE-BOAT INSTITUTION, that while in Cullercoats, near Shields, in the beginning of October last, the fishermen of that place had expressed to him their gratitude for the barometer which the Duke of NORTHUMBERLAND, President of the Institution, had presented to them. A fearful gale from the westward had about that time somewhat suddenly sprung up. The fishermen were preparing to go to sea. Some of them observed the fall of the barometer; while others disputed its utility and value, and even treated it with derision. The majority of the fishermen, however, decided that they would not go to sea while the barometer was falling, although it was quite fine at the time. A few hours afterwards a terrific gale of wind from off the land came on, when they expressed their firm conviction that every one of them would probably have perished had they gone to sea, as most assuredly they would have gone, in the absence of the barometer.

#### ADDITIONAL STATIONS AND NEW LIFE-BOATS.

BANFF, SCOTLAND.—A life-boat station has been recently established at Banff, on the north-east coast of Scotland, in connec-

tion with the NATIONAL LIFE-BOAT INSTITUTION. A self-righting boat on the Institution's plan—30 ft. long by 7 ft. wide, and rowing six oars, single-banked—has been placed there, provided with a transporting-carriage on the most approved plan; and a substantial boat-house has been built for their protection.

Until recently this part of the coast of Scotland has been entirely unprovided with life-boats, and numerous lives have been lost which might probably have been saved had they been provided. The life-boat was forwarded to Banff in August last, having been conveyed gratuitously the whole distance by the Great Northern and other consecutive railways, with their usual liberality. The cost of this life-boat was presented to the Institution by Messrs. MACFIE AND SONS, of Liverpool.

NEWQUAY, CORNWALL.—A similar life-boat establishment to the above has been formed at Newquay, on the north-coast of Cornwall, near which place some calamitous wrecks occurred during the previous winter. The life-boat and carriage were conveyed from London to Truro, on the Great Western and the other railways, in September last, as usual, free of all charge, and the whole establishment has been made as complete as possible, in every respect. Her cost was presented to the Institution by a benevolent lady. A substantial boat-house has been prepared for the reception of the boat and carriage.

TYRELLA.—A life-boat station has been established at Tyrella, on the north side of Dundrum Bay, near the spot where the steamer *Great Britain* ran ashore some years since. A life-boat, similar in every respect to the two last-named, has been placed there, complete with a transporting-carriage and all other useful gear. Numerous wrecks have taken place in this part of the bay, and it is anticipated that this life-boat will be of much service on this exposed part of the coast. The cost of the boat was presented to the Institution by the same benevolent English lady who gave the Newquay life-boat. A good boat-house has been built for the boat. She was conveyed to Belfast

free of charge, in September last, by the Belfast Screw Steam-packet Company, in one of their ships.

NORTH BERWICK, SCOTLAND.—A life-boat station has been, during the past year, established at North Berwick. Two wrecks, one of them attended with loss of life, having occurred near North Berwick last winter, steps were immediately taken, by gentlemen interested in the locality, to obtain the assistance of the NATIONAL LIFE-BOAT INSTITUTION in providing a suitable life-boat. A local committee was formed, and a considerable sum locally subscribed towards the first cost and future maintenance of the establishment in an efficient state. A six-oared, single-banked, self-righting life-boat, on the Institution's plan, has been placed here, provided with a transporting-carriage, and otherwise perfectly equipped. The cost of the boat herself was presented by Messrs. JAFFRAY and SON of London. A. W. JAFFRAY, Esq., had previously munificently presented the cost of three other life-boats to the Institution. This boat and carriage were conveyed gratuitously to North Berwick by the Great Northern, North Eastern, and Scottish Railway Companies, with their characteristic liberality and sympathy with the philanthropic objects of the Institution.

#### SERVICES OF LIFE-BOATS.

RAMSGATE.—On the 26th March, 1860, a schooner was reported to be on shore on the Goodwin Sands. The Harbour Commissioners' life-boat *Northumberland* was quickly towed out to her assistance by the Harbour-tug *Aid*, there being a fresh wind from N.E., and a heavy sea. On arriving near her the life-boat was slipped, and sailed across the sand through a high surf, anchoring to windward of the schooner, and, veering down, a portion of the boat's crew jumped on board her. Finding there was a probability of saving the vessel as well as the crew, they remained by her until the tide had left her "high and dry;" then, laying out her anchor to windward and heaving taut on her cable, they awaited her again floating with the next tide. On her doing so she

struck so heavily that the boatmen had great difficulty in standing on her decks, and risk was incurred by those in the life-boat; but they stuck to her, and at 2 A.M. on the 27th, their efforts were crowned with success; and, the tug taking her in tow, they got the vessel and crew safely into Ramsgate Harbour. She proved to be the schooner *Omnibus*, of Aberystwith, from Antwerp, bound to Marseilles, with a general cargo.

On the night of the 24th September, the services of this valuable life-boat were again called into requisition. At 11 P.M. on that night, the wind blowing a strong gale from N.E. with rain, guns were heard at Ramsgate, in the direction of the "Gull" light-ship. The *Northumberland* life-boat, in tow of the steam-tug *Vulcan*, immediately proceeded to sea, and after a while observed tar-barrels burning and lights displayed from a vessel which was soon discovered to be ashore, on the inner part of the North Sand-head. A terrific sea was found to be running on the sand; but the life-boat was quickly slipt, and, running fearlessly through it, her anchor was let go a short distance to windward of the wreck. At that juncture one of the life-boat's crew, HENRY VENION, was knocked overboard by a sea, but was soon got into the boat again; and, veering down to the vessel, the crew, 9 in number, jumped into her; and then, slipping their cable, they ran to leeward and joined the steamer, the gale then blowing hard from S.S.E., landing the shipwrecked men in safety at Ramsgate at 3.30 A.M. This vessel proved to be the barque *Linda*, of Whitby, of 300 tons, laden with railway iron, and bound to Alexandria.

At 4.30 the tug and life-boat again proceeded to the sand, with the master of the *Linda* on board, in order to ascertain whether there would be any probability of getting the vessel off. At daylight they found her to be full of water; but, looking round, observed another vessel on shore near the North Sand-head, and dismasted. Again turning the life-boat to windward, she ran down to the wreck through a very heavy surf, a hard gale from S.W. blowing. With considerable difficulty the crew of 13

persons were safely taken out of the wreck, which proved to be the barque *Ariel*, of Gottenburgh, bound to Marseilles with a cargo of deals.

It will be remembered that in our last Number we published an account of a noble service performed by this life-boat, by taking 19 persons from the Spanish brig *Samaritano*, wrecked on the Wedge Sand, off Margate, in February last.

The names of JAMES HOGGEN, master of the Ramsgate life-boat, and of DANIEL READING, master of the Ramsgate Harbour-tug, deserve to be handed down to posterity for the splendid services they have jointly performed in saving lives during the last few years.

WHITBURN.—On the 3rd June, the sloop *Charlotte*, of Woodbridge, was wrecked on Whitburn Rocks. She was observed to be driving towards them with both anchors down, and on her hoisting a signal of distress, the life-boat *Thomas Wilson*, belonging to the NATIONAL LIFE-BOAT INSTITUTION, was launched, and took off the crew, 4 in number, and the master's wife. The vessel almost immediately after became a total wreck.

LYME REGIS.—On the night of the 18th August, intelligence was received at Lyme Regis that a vessel was in distress, being anchored off a lee-shore in a heavy gale, 15 miles to the eastward of Lyme. At 4 A.M. on the 19th, the life-boat belonging to the NATIONAL LIFE-BOAT INSTITUTION was launched, and proceeded to her aid, reaching her at 8.30 A.M.: the wind had then moderated, but the sea was still heavy. She was found to be the brig *Ceres*, of Lyme, and having lost her foretopmast, was solely dependent on the strength of her anchoring-gear for safety. A portion of the life-boat's crew were placed on board, and the boat remained by her until, at noon, they were enabled, by weighing one anchor and slipping the other, to set sail on her, and, at 7 P.M., get her into Bridport Harbour, 5 miles distant.

Although we do not ordinarily record the services of life-boats, unless they are directly



instrumental to save lives; and although this vessel might possibly have held on at her anchors until the weather had been sufficiently favourable to have enabled her to get into port without other aid than that of her own crew; yet this case is so illustrative of one of the phases of the life-boat work that we think it deserving of notice; for it often happens that a vessel has a signal of distress flying, and that there is every reason to suppose her in extreme danger, when the life-boat's crew are quickly at their posts, and they go off only to find on arrival at the vessel that, by a change of wind, or other unforeseen cause, she has escaped the danger, and that the services of the life-boat are not required; yet the crew of the latter may have incurred as much risk in going out and returning to the shore through a heavy surf as if they had returned freighted with a shipwrecked crew. Such services indeed are sometimes of the most trying description that the life-boat man is called on to encounter, as all the danger and exposure which he may have undergone have been so to no purpose. Yet in such cases it will not do to hang back until it is certain that the wrecked crew are in the last extremity, for it would then too often happen that the far greater disappointment and grief would be experienced, of seeing the vessel and her crew engulfed, when the means of safety were already on their way, but too late to be of any avail.

In the present instance a vessel was anchored on the verge of a high surf, with a flag of distress flying, and those on board her anxiously expecting that at any moment a cable might snap and their doom be fixed whilst the nearest life-boat was 15 miles distant.

This was just one of those painfully-doubtful cases where the life-boat's crew might, on the one hand, have to encounter much hardship and danger before they could return to their homes, and that without rendering any service; or, on the other hand, where, if they decided not to launch, the next intelligence brought to them might be that the vessel and crew were lost. It was very properly decided, as in all such cases it should be, to go; and even as it happened,

although the gale had broken up, the life-boat's crew were enabled to render important service by getting the distressed vessel safely into port.

SOUTHPORT AND LYTHAM.—On the 20th August, at daylight, a small vessel, which afterwards proved to be the smack *Hope*, of Dublin, was observed to be on shore on the Horse Bank at the entrance to the Mersey. The Southport life-boat, in connection with the NATIONAL LIFE-BOAT INSTITUTION, was quickly launched, and in about two hours reached her, and took off her crew of three men, landing them in safety at Southport. The vessel having also been observed from Lytham, the life-boat of the Institution at that place likewise proceeded to her aid, not knowing that the Southport boat was already on its way to her; she, however, did not arrive at the site of the wreck until the crew had already been taken off by the Southport life-boat.

We are again compelled, from want of space, to postpone reports of the additional valuable services of the life-boats at Hauxley, Newbiggin, Middlesborough, Filey, Yarmouth, Lyme Regis, Appledore, and Fleetwood, in saving, during recent heavy gales, the crews, consisting of fifty-four persons, of the wrecked vessels:—*Susan and Isabella*, of Dundee; *Rose*, of Lynn; *Prodroma*, of Stockton; *Flying Fish*, of Whitby; *Admiral Hood*, of Rochester; *Elizabeth Ann*, of Lyme Regis; *Druid*, of Aberystwith; and *Vermont*, of Halifax, U. S.

AN OLD SAILOR.—A very old craft came to her end during the stormy weather of November last—the *Flying Fish*, which was wrecked off Filey, and which had her crew saved by the life-boat of the NATIONAL LIFE-BOAT INSTITUTION on that station. She was built at Whitby in 1783, and was consequently 77 years old. Mr. Edmund Woolterton, her master and owner, who resides in Bath Street, South Shields, and who is a fine specimen of the British sailor, has weathered the storms of 71 winters, having spent 60 of them at sea, and 50 of them on board the *Flying Fish*.

Date of Wreck.	Site of Wreck.	Wind and Weather.	Name of Vessel.
1860.			
Jan. 6	Fraserburgh Harbour . . .	Squally . . . . .	Schooner Fortitude, of Cork . . . . .
" 19	Spittal Rocks, Newbiggin . .	Heavy Sea . . . . .	Barque Alice Gill, of Banff . . . . .
" 20	Greenore Point, Wexford . .	Strong from S.S.W. . . .	Barque F. W. Fanning, of Bangor, U.S.
" 22	Barnett Wharf, Fleetwood . .	Heavy Gale, W.N.W. . . .	Schooner Ann Mitchell, of Montrose . .
" "	Off Padstow . . . . .	Terrific Gale . . . . .	Ship James Alexander, of Liverpool . .
" 23	Shell Bank, Fleetwood . . .	Heavy Gale, W.N.W. . . .	Schooner, Jane Roper, of Ulverstone . .
" "	Black Buoy, Anglesey . . . .	Rough, W.N.W. . . . .	Austrian Brigantine, Macedonia . . . .
" 24	Sizewell Bank, Suffolk . . .	Strong Gale, S.S.E. . . . .	Brig Pallas, of Shields . . . . .
" "	Sarn Badrig, Cardigan Bay . .	Stormy and Heavy Sea . .	Barque Sobraon, of Liverpool . . . . .
" "	Off Portmadoc . . . . .	S.W. and N.E. . . . .	Unknown . . . . .
" 30	Arklow Bank . . . . .	Hy. Gale and high Sea . .	Ship Ann Mitchell, of Glasgow . . . . .
" "	Ditto . . . . .	Ditto . . . . .	Ditto . . . . .
Feb. 12	Blackwater Bank . . . . .	Blowing Fresh . . . . .	Austrian Vessel Jellica . . . . .
" 17	Yarmouth Beach . . . . .	Heavy Gale, N.E. . . . .	Smack John Bull, of Yarmouth . . . . .
" 19	Off Fleetwood . . . . .	Heavy Gale . . . . .	Schooner Catherine, of Newry . . . . .
" "	Ayr Harbour . . . . .	Heavy Squalls . . . . .	Barque Niagara, of Shields . . . . .
" 20	Teignmouth Bar . . . . .	Gale of Wind . . . . .	A Barge, of Teignmouth . . . . .
" 27	Penrhyn Point, Anglesey . . .	Strong Gale . . . . .	Barque Robert Mills, of New York . . . .
" "	Penmon Point, Anglesey . . .	Gale, N.W. by W. . . . .	Flat Dart, of Bangor . . . . .
" "	Off Padstow . . . . .	Gale, N.W. . . . .	The English Rose, of Shoreham . . . . .
" 28	Winterton, Norfolk . . . . .	Hurricane . . . . .	Brig George and James, of London . . . .
" "	Scroby Sands, Yarmouth . . .	Terrific Gale . . . . .	Brig Zephyr, of Whitby . . . . .
Mar. 8	Off Cullercoats . . . . .	NNE to NE, Heavy Sea . .	Fishing Coble Honour, of Cullercoats . .
" 12	Babbicombe, Devon . . . . .	Stormy and Cloudy . . . .	Ship Caroline, of Charlestown, U. S. . . .
" 16	Palling, Norfolk . . . . .	Heavy Sea . . . . .	Schooner Eliza, of North Shields . . . . .
April 1	Sarn Badrig, Cardigan Bay . .	Heavy Sea Blowing Hd. . .	Barque Oberon, of Liverpool . . . . .
" "	Ditto . . . . .	Ditto . . . . .	Ditto . . . . .
" 9	Horse Bank, Lytham . . . . .	Heavy Gale, W.N.W. . . . .	Brigantine Nancy, of Teignmouth . . . . .
" 24	Teignmouth Harbour . . . . .	Strong, Very Dark . . . . .	Smack Wonder, of Teignmouth . . . . .
May 1	Blackwater Bank, Wexford . .	N.E. . . . .	Ship Vanguard, of New York . . . . .
" 2	Lossiemouth, N.B. . . . .	Rough, N.N.E. . . . .	Pilot Boat . . . . .
" 11	Arklow Bank . . . . .	S.E., Dense Fog . . . . .	Screw Steam Ship Calcutta, Liverpool . .
" 28	Scroby Sands, Yarmouth . . .	N.W. Hurricane . . . . .	Unknown . . . . .
" "	Off Filey . . . . .	Terrific Storm . . . . .	Yawl Charles Wesley, of Filey . . . . .
" "	Corton Sands, Lowestoft . . .	W.N.W. Storm . . . . .	Brig Scotia, of Sunderland . . . . .
" "	Ditto . . . . .	W.N.W. . . . .	Sloop Three Brothers, of Goole . . . . .
" "	Off Lowestoft . . . . .	Ditto . . . . .	Schooner Thomas, of Blakeney . . . . .
" "	Ditto . . . . .	Ditto . . . . .	Brig Robert and Mary, of Blyth . . . . .
" "	Ditto . . . . .	Ditto . . . . .	Sloop Mason, of Goole . . . . .
" "	Winterton, Norfolk . . . . .	Hurricane, W.N.W. . . . .	Æolus, of North Shields . . . . .
June 2	Prestatyn, near Rhyl . . . . .	Heavy Gale, E.N.E. . . . .	Flats Catherine and York, of Liverpool . .
" "	Off Newhaven . . . . .	Heavy Gale, S.S.W. . . . .	Unknown . . . . .
" 3	Ditto . . . . .	Ditto . . . . .	Two Schooners . . . . .
" "	Camber, near Rye . . . . .	Ditto . . . . .	Barge Georgina, of Milton . . . . .
" "	Off Whitburn . . . . .	E.N.E. Rough . . . . .	Sloop Charlotte, of Woodbridge . . . . .
" 12	Off Alnmouth, near Alnwick . .	S.E. Gale, Heavy Sea . . .	Brig Ann, of Blyth . . . . .
Aug. 19	Abbotsbury, Dorset . . . . .	Heavy Gale, W.S.W. . . . .	Schooner Ceres, of Lyme Regis . . . . .
" 26	Horse Bank, Lytham . . . . .	Strong Gale, S.W. . . . .	Sloop Hope, of Dublin . . . . .
" "	Ditto . . . . .	Ditto . . . . .	Ditto . . . . .
Sept. 19	Hopes Bank, Dundalk Bay . . .	E., Very Foggy . . . . .	Smack John James, of the Isle of Man . .
Oct. 3	Outer Barber Sand, Caistor . .	Gale, N.W., Heavy Sea . .	Schooner William and Anne, of Shoreham . .
" "	Fraserburgh, N.B. . . . .	Hurricane, W.N.W. . . . .	Schooner Ariel, of Brevig . . . . .
" "	St. Andrew's, N.B. . . . .	Fearful Hurricane N.W. . .	Five Fishing-boats . . . . .
" 5	Portmadoc . . . . .	Heavy Gale, W. by S. . . .	Schooner Henry Turner, of Pwllheli . . . .
" 9	South Tail Bank, Bideford . . .	Stormy, N. and by W. . . .	Schooner Druid, of Aberystwith . . . . .
" 15	Silloth, Cumberland . . . . .	Strong Gale, S.W. . . . .	Sloop Active and Sch. Isabella, Carlisle . .
" 18	St. John's Point, Ireland . . .	Gale, S.W. . . . .	Ship Martha Whitmore, Richmond, U.S. . .
" 20	Barnett's Wharf, Fleetwood . .	Heavy Gale, W.N.W. . . . .	Barque Vermont, of Halifax, Nova Scotia .
" 22	Girdler Sand, Margate . . . . .	Fair . . . . .	Barque Nemesis, of London . . . . .
" 26	North Bank, Barmouth . . . . .	Very Stormy, S.W. . . . .	Schooner William Keith, of Carnarvon . .
Nov. 10	Filey, near York . . . . .	Heavy Gale, E.S.E. . . . .	Brig Flying Fish, of Whitby . . . . .
" "	Palling, Norfolk . . . . .	Strong Breeze, E.S.E. . . . .	Brigantine Artaxerxes, of Exeter . . . . .
" 11	Teignmouth Bar . . . . .	Strong, E.S.E., Hy. Sea . .	Fishing-boats, of Topsham . . . . .
" 13	Goodwin Sands . . . . .	S.S.E. . . . .	Schooner, Harmony, of Shields . . . . .
" 14	Lyme Regis . . . . .	Very Heavy Gale, S.W. . . .	Smack Elizabeth Ann, of Lyme Regis . . . .
" "	Newhaven . . . . .	Gale, S.S.W., Vy. Hy. Sea . .	A Steam-dredge deepening the Harbour . .
" 18	Scroby Sands, Yarmouth . . .	Ga. & Hy. Sea, N.N.W. . . .	Unknown . . . . .
" 11	North Sand, Yarmouth . . . . .	Gale, N.N.W. . . . .	Schooner Admiral Hood, of Rochester . . .
" 23	Coquet Roads . . . . .	Heavy Sea, Strong, E. . . .	Schooner Susan and Isabella, of Dundee . .
" 11	Line Mouth, Newbiggin . . . .	Ditto . . . . .	Schooner Rose of Lynn . . . . .
" 26	Barber Sand, Yarmouth . . . .	Strong, E.N.E. . . . .	Brig Content, of Hartlepool . . . . .
Dec. 2	North Care Sand, Durham . . .	Strong Wind, S.E. . . . .	Brig Prodroma, of Stockton . . . . .
" "	Ditto . . . . .	Ditto . . . . .	Ditto . . . . .
" 4	Scroby Sand, Yarmouth . . . .	Strong Gale, S.E. . . . .	Lugger Betsy, of Yarmouth . . . . .
" 11	Doomed Bar Sand, Padstow . .	Heavy Sea . . . . .	Schooner Primrose, of Bude Haven . . . . .
" 16	North Care Sand, Durham . . .	N., Heavy Swell . . . . .	Brig Eliza, of Middlesborough . . . . .
" 17	Patch Sand, Yarmouth . . . . .	Squally, Hail & Rain . . . .	Schooner John and Ann, of Whitby . . . . .

*Note.*—It frequently happens, as shown above, when life-boats put off in reply to signals of

NATIONAL LIFE-BOAT INSTITUTION from 6th January to 17th December 1860. 363

Life-boat Station.	Nature of Service.	Expense of Service.
		£. s. d.
Fraserburgh life-boat . . . . .	Put off to assist, but services not required . . . . .	6 10 0
Newbiggin life-boat . . . . .	Ditto ditto . . . . .	14 18 0
Carnsore life-boat . . . . .	Ditto ditto . . . . .	4 8 3
Fleetwood life-boat . . . . .	1 man saved . . . . .	27 2 6
Padstow life-boat . . . . .	Crew assembled . . . . .	1 12 0
Fleetwood life-boat . . . . .	6 men saved . . . . .	5 0 0
Llanddwyn life-boat . . . . .	Put off and rendered assistance . . . . .	8 0 0
Thorpeness life-boat . . . . .	3 men saved . . . . .	6 6 0
Barmouth life-boat . . . . .	Put off to assist, but services not required . . . . .	12 3 6
Portmadoc life-boat . . . . .	Ditto ditto . . . . .	14 0 0
Arklow life-boat . . . . .	9 men saved . . . . .	8 0 0
Wicklow life-boat . . . . .	Put off to assist, but services not required . . . . .	18 18 6
Cahore life-boat . . . . .	Ditto ditto . . . . .	14 0 6
Yarmouth surf life-boat . . . . .	5 men saved . . . . .	34 0 0
Fleetwood life-boat . . . . .	4 men saved . . . . .	4 14 0
Ayr life-boat . . . . .	11 men saved . . . . .	22 9 6
Teignmouth life-boat . . . . .	2 ditto, and vessel brought to port . . . . .	6 1 6
Holyhead life-boat . . . . .	Put off, but services declined by the vessel's captain . . . . .	13 0 0
Penmon life-boat . . . . .	Remained by vessel until weather moderated . . . . .	7 0 0
Padstow life-boat . . . . .	Crew assembled . . . . .	2 0 0
Winterton life-boat . . . . .	8 men saved . . . . .	10 3 0
Yarmouth life-boat . . . . .	6 men saved . . . . .	43 0 0
Cullercoats life-boat . . . . .	Brought coble and crew of 3 men safely into port . . . . .	..
Teignmouth life-boat . . . . .	Put off and rendered assistance . . . . .	7 0 0
Falling life-boat . . . . .	7 men saved . . . . .	17 2 0
Barmouth life-boat . . . . .	Put off and assisted to save vessel and cargo . . . . .	6 10 0
Portmadoc life-boat . . . . .	15 men saved . . . . .	17 0 0
Lytham life-boat . . . . .	9 men saved . . . . .	6 10 0
Teignmouth life-boat . . . . .	2 men saved . . . . .	11 8 0
Cahore life-boat . . . . .	Put off and rendered assistance . . . . .	7 4 6
Loosiemouth life-boat . . . . .	Put off to assist, but services not required . . . . .	5 2 0
Arklow life-boat . . . . .	Put off and remained by vessel all night . . . . .	14 5 0
Yarmouth large life-boat . . . . .	Put off to assist, but services not required . . . . .	14 12 0
Filey life-boat . . . . .	Put off and brought yawl safely to land . . . . .	Paid by Owner
Lowestoft life-boat . . . . .	6 men saved . . . . .	12 10 0
Ditto . . . . .	5 men saved . . . . .	12 10 0
Ditto . . . . .	Put off, but vessel towed into harbour by steam-tug . . . . .	12 10 0
Pakefield life-boat . . . . .	Put off; crew saved by the Kessingland life-boat . . . . .	12 10 0
Ditto . . . . .	Put off; but services not required . . . . .	12 10 0
Winterton life-boat . . . . .	Crew assembled . . . . .	4 16 0
Rhyl tubular life-boat . . . . .	Put off, with the view of rendering assistance . . . . .	12 9 6
Newhaven life-boat . . . . .	Crew assembled day and night . . . . .	4 13 9
Ditto . . . . .	Put off, and crew assisted vessels into harbour . . . . .	Paid by Owners
Camber life-boat . . . . .	Put off, with the view of rendering assistance . . . . .	6 0 0
Whitburn life-boat . . . . .	5 persons saved . . . . .	7 7 0
Alnmouth life-boat . . . . .	8 men saved . . . . .	5 2 0
Lyme Regis life-boat . . . . .	Put off and assisted vessel safely into port . . . . .	13 0 0
Lytham life-boat . . . . .	Put off; crew saved by Southport life-boat . . . . .	6 0 0
Southport life-boat . . . . .	3 men saved . . . . .	7 10 0
Dundalk life-boat . . . . .	Put off and rendered assistance to vessel . . . . .	5 7 0
Yarmouth large life-boat . . . . .	Put off; crew saved by Scraby life-boat . . . . .	11 15 0
Fraserburgh life-boat . . . . .	Put off, but services not required . . . . .	10 16 0
St. Andrew's life-boat . . . . .	Put off and assisted to save boats and crews . . . . .	..
Portmadoc life-boat . . . . .	Put off, but services not required . . . . .	7 0 0
Appledore life-boat . . . . .	5 men saved . . . . .	5 4 0
Silloth life-boat . . . . .	Put off, but services not required . . . . .	4 12 0
Tyrella life-boat . . . . .	Crew assembled . . . . .	4 12 0
Fleetwood life-boat . . . . .	16 men saved . . . . .	10 3 6
Margate life-boat . . . . .	Put off and assisted to get vessel off the Sand . . . . .	12 15 0
Barmouth life-boat . . . . .	Put off and brought master's wife and child ashore . . . . .	12 0 0
Filey life-boat . . . . .	5 men saved . . . . .	9 9 0
Palling life-boat . . . . .	Put off, but services not required . . . . .	15 10 0
Teignmouth life-boat . . . . .	Put off, and remained by fishing-boats . . . . .	5 10 0
Walmer life-boat . . . . .	Put off, but services not required . . . . .	7 0 0
Lyme-Regis life-boat . . . . .	3 men saved with great difficulty . . . . .	22 10 10
Newhaven life-boat . . . . .	Assisted to bring dredge with 9 men into harbour . . . . .	Paid by Owners
Yarmouth large life-boat . . . . .	Put off, but services not required . . . . .	11 0 0
Ditto surf life-boat . . . . .	6 men saved . . . . .	16 10 0
Hauxley life-boat . . . . .	5 men saved . . . . .	10 18 0
Newbiggin life-boat . . . . .	3 men saved . . . . .	14 4 6
Yarmouth large life-boat . . . . .	Put off, but services not required . . . . .	11 0 0
Middlesborough life-boat . . . . .	11 men saved . . . . .	14 0 0
Seaton Carew life-boat . . . . .	Put off, but services not required . . . . .	15 12 0
Yarmouth large life-boat . . . . .	Ditto, ditto . . . . .	11 0 0
Padstow life-boat . . . . .	Ditto, ditto . . . . .	8 10 0
Seaton Carew life-boat . . . . .	7 men saved . . . . .	8 10 0
Caister life-boat . . . . .	10 men saved . . . . .	20 0 0
	Total . . . . .	£ 792 12 10

distress, that vessels either get out of danger, or their crews are rescued by other means.

## LIFE-BOAT SERVICES.

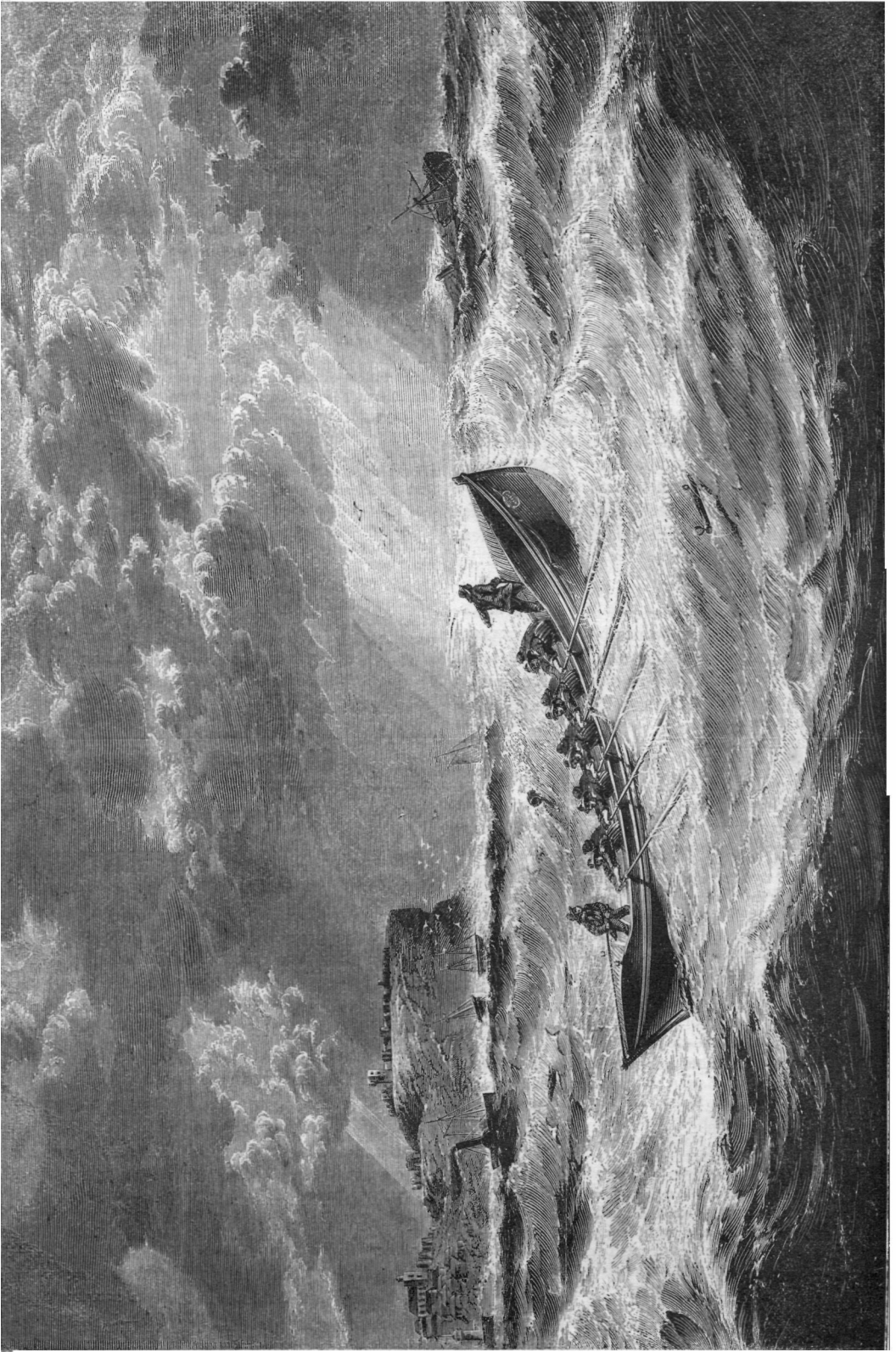
THE accompanying illustration of one of the life-boats of the NATIONAL LIFE-BOAT INSTITUTION proceeding off to a wreck, is from an exquisite picture painted by Mr. SAMUEL WALTERS, an eminent marine artist of Bootle, near Liverpool. He was induced to paint it from a generous motive, to help forward the philanthropic objects of the Institution, by bringing before the public, by a peculiar process of photography, a correct and picturesque view of the valuable services of one of its boats. The vessel is supposed to have struck on the outer ridge of rocks called the Filey Bridge, on the Yorkshire coast. The raging sea, the wild and angry sky, and the rocky coast are depicted with a vigour and a truthfulness of delineation, which serves to impress the fearful realities of such a scene vividly upon the mind; while the sight of the life-boat manned by her gallant crew, proceeding steadily in the face of the tempest, on her errand of mercy, conveys an idea of the ability of the life-boat service, and its claims upon the benevolent sympathies of the public, which it would be in vain to attempt to convey by any mere verbal description. There is a matter-of-fact simplicity, a living eloquence, in the materials thus brought together, and arranged by the skill of the artist into so pathetic, yet so unexaggerated a story, that renders the appeal which it makes irresistible.

The annexed tabulated list of the important services rendered by the life-boats of the Institution during the year which has just closed has its own significance. It tells with unmistakeable accuracy, and with a fidelity that is too thankfully felt in many a sailor's home, that *Two hundred* of our fellow-creatures have been rescued during the past twelve months from what may be considered an almost certain death; for it should be borne in mind, that the majority of these life-boat services were of such a character that could not possibly be performed by any other human agency. Let us give one such illustration out of many. A few weeks ago it blew a heavy gale off Lyme Regis. About eight o'clock at night the alarm was given that a vessel was in distress in the offing. It was pitchy dark; indeed the intense darkness, the strong gale, and the heavy surf on shore were enough, said the Mayor of the town, to appal any men entering the life-boat. After some short delay, however, the boat was manned by a gallant crew—her coxswain, THOMAS

BRADLEY, being early at his post. Tar-barrels were lighted up on shore, and the boat proceeded on her mission of mercy. So truly awful was the night, that nearly every one on shore believed she would never return again. After baffling the fury of the storm, and after an absence of about an hour and a half, the life-boat did return, laden with the shipwrecked crew of three men belonging to the smack *Elizabeth Ann* of Lyme Regis. The inhabitants of the town were perfectly amazed at the life-boat's performances, and the no less daring behaviour of her skilful coxswain and crew.

This case alone shows the inestimable value of the NATIONAL LIFE-BOAT INSTITUTION; but how much more might be said of the services it has rendered throughout its long career of usefulness, to what may be called the private and hidden circles of our life!

In addition to the 200 persons saved from a watery grave by the life-boats of the Institution during the past year, they also went off 40 times in reply to signals of distress from vessels, which afterwards had either got out of danger, or had their crews rescued by other means. Life-boat crews also assembled in stormy weather on several occasions, both during the day and night, in order to be ready for any emergency that might arise. For these valuable services, the total amount paid was 792*l.* On occasions of service and quarterly exercise during the year, the life-boats were manned by upwards of 5,000 persons. All the life-boat services took place in stormy weather, and frequently in the dark hour of the night. Surely, then, such an Institution, with 108 life-boats under its charge, devoted to such worthy and comprehensive purposes, need not appeal for pecuniary support in vain. Much has been done, but much yet remains to be done. Munificent donations from the wealthy few have poured in, in some cases the establishment of a perfect station having been presented; but it is from the contributions of the many, and the endowments of the humane, that such an establishment must derive its vitality and future power to keep up its immense life-saving fleet. We therefore trust that the NATIONAL LIFE-BOAT INSTITUTION has only to be more generally known to be placed upon a more permanent and extended footing.



**LIFE-BOAT CREWMEN.**

## LOSS OF THE "ARCTIC."

## HEROIC CONDUCT OF AN ENGLISHMAN.

It is with the mingled feeling of melancholy pleasure that is peculiar to the contemplation of great acts which have caused the death of the actors of them, that we add to our series of similar narratives the following account of the latest of such "good deeds shining 'mid a naughty world," which has come to our knowledge.

The time when this act occurred was the 3rd October, 1860—the place, a desolate spot on the coast of Jutland—the scene, a wreck—the actor, an Englishman, Mr. THOMAS EARLE. It appears that Mr. EARLE, having been unfortunate in business as a contractor in his native land, had for a time cast his lot on a foreign shore, where, far from home, and friends, and countrymen, he was seeking to retrieve his fortunes by the useful and honourable employment of superintending the reclamation of waste lands.

We cannot better describe the circumstances than in the words of a letter addressed to the Editor of the *Times* newspaper, by W. MEYRICK, Esq., the honorary secretary to a temporary committee, formed for the purpose of raising a public subscription for the benefit of Mr. EARLE'S widow :

"In the afternoon of the 3rd October last the English steamer *Arctic*, on her voyage from Hull to St. Petersburg, was, when off the coast of Jutland, overtaken by a most terrific gale: she ultimately struck on a reef, filled aft, and settled down in deep water about three-quarters of a mile from shore; some of the passengers and crew were drowned, but 17 took refuge in the fore, and 5 in the maintop, where they remained during the evening and night of the 4th, in sight of the people on shore, who, from the violence of the sea, could render no assistance until about 4 o'clock on the following day, when the life-boat was got off, and 20 people were saved, who would have all perished but for the noble example and daring of Mr. THOMAS EARLE, whose own life, however, which was not risked for the first time, fell a sacrifice in consequence.

"The master of the vessel, in his published report, says, 'it was mainly by Mr. EARLE'S exertions that the boat was got off at all.' In a letter signed by all the passengers and crew who were saved, they say that but for the life-boat all must have perished; that the regular crew of it, with the exception of one (ANTON ANDERSEN) refused, notwithstanding large rewards were offered, to go off, in consequence of the danger of launching and getting the boat through the surf; when, by the noble example and exertion of Mr. EARLE, a

volunteer crew was formed, of which he was one, who, after repeated attempts, succeeded in getting through the surf, and brought away 14 human beings, and landed them in safety. Again this gallant crew, with Mr. EARLE maimed and bleeding, returned to the wreck, and brought off the remainder; but in beaching the boat she was upset, and this simple, kind, though lion-hearted man, whose example and daring had infused life and courage into all, was struck on the temple and never spoke more.

"Mr. C. B. CLAUDE, the agent for LLOYD'S, in writing to the British Consel at Hamburg, says, 'that if Mr. EARLE had not been present, and gone out, and by his example encouraged others, all would have perished; and it is my opinion that, under God's assistance, it was owing to Mr. EARLE'S influence that any lives were saved.' He says, further, Mr. EARLE was very skilful in managing boats, 'and thoroughly understood the risk he was running.' He did so, for he would not allow his son to accompany him; and, anticipating that he himself might never return, this brave man's last words were a hope that, if he were lost, his widow might be cared for. This widow is left utterly destitute. As some further evidence of what was thought of Mr. EARLE'S conduct on the spot, it will be sufficient to mention that there was a public funeral, at which, in procession, the ladies attended, the military, who fired over his grave, the surviving passengers and crew, the Governor of the district, the judicial authorities, the merchants—indeed, almost every soul in the place attended; and nothing was omitted on a foreign shore which could do honour to the memory of this noble-hearted Englishman."

There were circumstances in the wreck of this steamer which have called forth the strictures of the powerful organ of the press above alluded to, circumstances which are too often attendant on the wrecks of British merchant-vessels, and which are indicative of the insufficiency of all measures yet taken by the public authorities, to reduce in amount that serious tax on British industry and heavy drain on British lives which the aggregate of even one year's wrecks unhappily occasion. It is not, however, our object now to go into any of these questions, but to confine our remarks to the tale, which, as we have stated, we feel a "melancholy pleasure" in reciting. Perhaps the analysis of that feeling, which will doubtless be shared with us by many of our readers, may not be without interest and profit.

The expression itself may at first seem paradoxical, but in reality it is not so. Whence then does this mingled feeling arise? Is it not melancholy to see a human being—maybe in the prime of life—in the

possession of health and strength—leading a life of usefulness—made capable by the great Creator of enjoying this life with its varied associations—appreciating and being appreciated—loving and loved?—is it not melancholy to see such a one prematurely struck down—uprooted from the soil in which it has grown, like a tree by the winter's blast? It is a melancholy sight! A sight at view of which no reasoning—no philosophy—no theory—can prevent our heart's vibration in a corresponding key.

But, as the smile may lighten up the countenance, whilst the tears may yet rest on the eyelid; so, whilst our more tender feelings are awakened by the individual loss, our still higher nature views with satisfaction the greatness only of the moral act, and rejoices at the honour conferred on our common nature.

And what act is more noble—what act more entitled to the admiration of mankind, than the sacrifice of self for another's weal, or for the public good? Although the principle of selfishness, in a restricted sense, has been implanted in our nature for the wisest of purposes; to insure our self-preservation, and, through each individual, the advancement and welfare of the whole species; and although such modified regard for ourselves and for those who are but an external part of ourselves, *viz.*, our wives, and husbands, and children, and blood-relations dependent on us, is undoubtedly one of the primary laws of nature; yet, through all ages, and in the ancient heathen as well as in the modern Christian world, the abnegation of self, and in its highest form, the sacrifice of life for the benefit of others, has been admired and extolled as the greatest of human virtues. For "greater love hath no man than this, that a man lay down his life for his friend."

It is this abnegation of self which has cast a halo round the memories of the martyr—of the patriot warrior—of all who have sacrificed health and wealth, and life itself, in any shape, for the welfare of others. It is this abnegation of self for the good of others which awakens in us a melancholy satisfaction in contemplating the heroic death of THOMAS EARLE.

## ON THE NORTHUMBERLAND COAST STATION BAROMETERS.

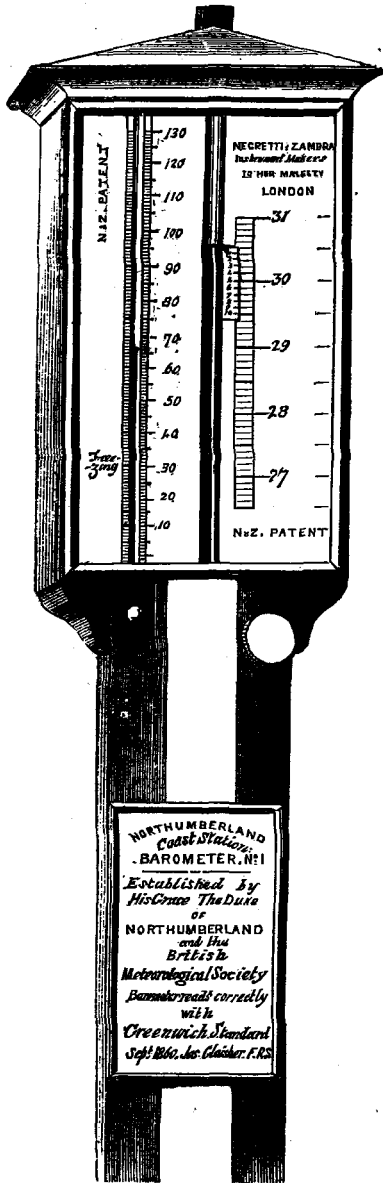
By JAMES GLAISHER, Esq., F.R.S.

HIS GRACE THE DUKE OF NORTHUMBERLAND proposed in 1859 to the President of the British Meteorological Society, THOMAS SOPWITH, Esq., M.A., F.R.S., the establishment of Meteorological Observations at the several fishing-villages on the coast of Northumberland. The primary object of His Grace was the saving of life and property, by such a foreknowledge of the weather as can be obtained by means of accurate barometrical and meteorological observations, and Mr. SOPWITH and the Council of the Society have since used their best exertions to forward, as much as possible, the plans suggested by the enlightened benevolence of His Grace.

Instruments were accordingly ordered, and at the beginning of last September, they being ready, I proceeded to Berwick-on-Tweed with Mr. SOPWITH, to facilitate the objects in view. Here we received every attention from the Rev. G. H. HAMILTON, the vicar of the town, the Rev. Messrs. IRWIN and DURHAM; ALEXANDER LOWRY, Esq., and SAMUEL SANDEKSON, Esq., the Hon. Secretary of the Berwick NATIONAL LIFE-BOAT INSTITUTION Branch. To Captain POPPLEWELL, R.N., our best thanks are especially due, for the very kind interest he took in the subject, and for visiting with me every station from Berwick to Hauxley, which conduced most materially to my success. So also I am indebted to C. W. MCKERLIE, Esq., and W. DICKSON, Esq., of Alnmouth; also to J. MILLER, Esq., Coast-guard Chief Officer of Tynemouth; and to Major POTTER, the Mayor of Tynemouth, for very effective assistance, and to all persons of the Coast-guard, and in the service of the NATIONAL LIFE-BOAT INSTITUTION on that part of the coast.

The adopted number of stations is fourteen: the most northern is at the Greens, North of the Tweed; one at Spittal, South of the Tweed, one on Holy Island; the others at North Sunderland, Beadnell, Newton, Crastor, Boulmer, Alnmouth, Amble, Hauxley, Newbiggin, Cullercoats,

and North Shields, which is the most southern station. At all these places the barometer is placed in public view, for the most part in a window, situated very near to the place where the fishermen collect, so that every one may see it at all times.



All the instruments are plain and strong, easily read, and not easily injured. The makers were Messrs. NEGRETTI and ZAMBRA, who are well known for the accuracy and

excellence of their work. They were all examined by myself, and their accuracy tested.

Among the fishermen I found an earnest desire to understand the barometer: some of the more intelligent put questions to me as to its construction, and some as to the principle of its action, and others as to the use of the vernier, and how it was used.

The habitual use of any instrument in the ordinary purposes of life, too often engenders a neglect of the principles on which it acts, and among such instruments is the barometer, an instrument whose action depends on principles as beautiful as any in the whole range of natural science. I will therefore say a few words upon the principles of constructing a barometer, the use of the vernier, and how to read it in connection with the barometer scale.

The first step in such an inquiry must be connected with the atmosphere by which we are surrounded, and the variations of which, in weight, the barometer is designed to measure.

The atmosphere is an invisible elastic fluid, possessing, among other qualities, that of weight. To most persons it is a matter of wonder that air possesses weight. Yet if we reflect that clouds, which are composed of water, and therefore possess weight, are upheld by the air beneath, and which, therefore, must be mass for mass heavier than the clouds, we cannot fail to perceive that the air must possess weight. Again, we know a balloon with its car and heavy appendages ascends in air; the only reason for this must be, that the bulk of atmospheric air is heavier than an equal bulk of gas which is contained in the balloon, in addition to the weight of the balloon itself and its appurtenances. It is not easy to weigh air, yet it has been done; and the weight of 100 cubic inches of air, when the barometer reads 30 inches and the thermometer stands at 60 degrees, is found to be about 31 grains. This is about one eighth hundred and fifteenth the weight of the same bulk of water, and therefore air is about eight hundred and fifteen times lighter than water. Air thus possessing weight, it follows that that portion nearest to the surface of the earth is pressed by all that which is above it.



If we take a glass tube nearly 3 feet in length closed at one end, filled quite full of mercury, and then place the open end into a basin of mercury, preventing the admission of air into the tube, by covering the open end with the finger till it is covered by the mercury in the basin, then on removing the finger and placing the tube vertical, the mercury in the tube will sink to the height of about 30 inches above that in the basin. Now the mercury in the basin within the tube is pressed by a column of mercury 30 inches high, and on every other part outside the tube by the atmosphere above it, and these two balance each other. The weight of the column of mercury in the tube can be weighed, and it will be found that if a column of mercury one inch square and 30 inches high be weighed, it will be about 14½ lbs., and therefore a column of air one inch square, and reaching from the earth to the top of the atmosphere, will weigh about 14½ lbs.

As the mercury in the tube exactly balances the pressure of the atmosphere, this height will vary in proportion to its variations in pressure, and the height of the mercurial column in this climate is found to vary from less than 28 inches to 31 inches at the sea-level.

Thus it will be seen that at one time the height of the column of mercury may be three inches greater than at another time, this implies that at one time we may have one-tenth less air over us than at other times. The mercury will therefore rise and fall in the tube and whenever it falls, the surface of the mercury in the basin or cistern will rise; and whenever the mercury in the tube rises, the surface of the mercury in the cistern will fall; and, therefore, the point 30 inches marked on the barometer scale is not always exactly 30 inches from the surface of the mercury in the basin or cistern.

The cisterns of the barometers prepared for the coast of Northumberland and for the life-boat stations are of that capacity in relation to the diameter of the tube, that the change of height in the surface of the mercury in the cistern corresponding to a change of height of 3 inches of mercury in the tube is less than one hundredth of an inch, and therefore, as the readings are only to be

made to this degree of accuracy, this error in these barometers is insensible.

The essential part of every barometer is a glass tube filled with mercury; all the other parts of a barometer are conveniences to determine accurately the height of the column of mercury in the tube above the surface of the mercury in the basin or cistern. In filling the tube, much care and many precautions are necessary, and the mercury must be boiled in the tube itself throughout its whole length.

The scales of the barometers are divided into inches, and each inch is divided into ten parts; therefore each small division on the barometer scale is one-tenth of an inch.

A small scale, moveable up and down (by means of the milled head shown as a white spot in the annexed engraving, just below the scale,) along the edge of the barometer-scale, called a vernier, is to divide one of the small divisions of the barometer scale into as many parts as the vernier scale itself is divided.

The vernier is divided into ten parts, numbered 1, 2, 3, 4, 5, 6, 7, 8, 9, 10; and enables the reading of the barometer, or height of the mercurial column, to be taken to one-hundredth of an inch. In some barometers for the life-boat stations the alternate divisions on the vernier only are numbered—thus, 2, 4, 6, 8, 10; the zero and the odd or intermediate numbers being very readily inferred. Now to read the barometer, first adjust the eye by means of the fore and back part of the lower termination of the vernier at an exact level, and while so placed bring the lower part of the vernier to the highest part (its apex) of the mercurial column. Next look to the zero of the vernier, and see where it is placed with respect to the barometer scale. Suppose the zero line (the line next below that numbered 1 on the vernier) and the line 29·0 on the barometer scale to be in the same straight line, then the reading would be 29·00 in.; and in like manner, if the zero line be coincident with the barometer scale,

At 29·1	the reading would be	29·10
At 29·2	"	29·20
At 29·3	"	29·30

and in the same manner all readings are to

be taken, when the vernier zero and a line on the barometer scale appear to be in the same straight line.

Now, suppose the zero line of the vernier not to be coincident with any line on the barometer, but to be situated between two of them, which will generally be the case, then some other line on the vernier will coincide with one on the barometer scale.

Suppose the zero of the vernier be between 29.50 and 29.60 on the barometer scale, this shows the reading is greater than 29.50, but not so large as 29.60; on looking up the vernier, suppose the line numbered 3 be found to be coincident with one on the barometer scale, this shows that 29.50 is to be increased by three hundredths, and the reading would be 29.53 in. In like manner all readings would be taken when the vernier zero is situated between two lines on the barometer scale, namely, by increasing that reading of the barometer scale, which is next below the zero of the vernier, by that number on the vernier a continuation of whose line appears as one of those on the barometer scale.

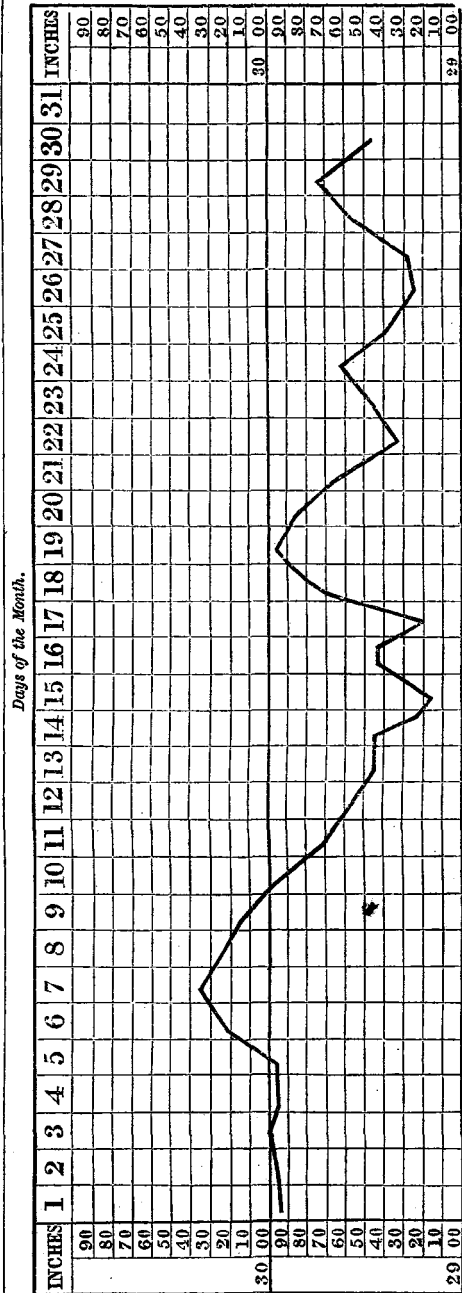
These readings are to be taken once at least on every day, twice when convenient, and even more than twice on occasions of either a rapid fall or rise in the mercurial column. They will be registered and transmitted to me at the end of every month.

On taking the reading every morning a dot will be placed on a ruled scale, as shown in the following diagram, corresponding to the reading, and a line drawn from the last dot to the new one, and thus successively day by day from one point to the next, indicating to the eye the changes of the preceding days.

These diagrams will be publicly exposed side by side with the barometer, and thus remain till the seventh day of the following month. Any one looking at them would at once see what the barometer readings had been, and the tendency of future weather.

If there be found but small deviations from a horizontal line, and the barometer reading still nearly the same, a fisherman would know that no change was probable, and go out to fish without hesitation. If, on the other hand, he found the diagram exhibiting an ascending or descending line, he

A SPECIMEN OF A DAILY BAROMETER DIAGRAM FOR NOVEMBER, 1860.



would know that there had been a progressive rise or fall, and comparing this with the then state, and with his local knowledge

of the coast, he would be enabled to judge with much confidence whether fair or foul weather was to be expected, and, consequently, whether it would be prudent for him to go out or remain on shore.

A fisherman examining the state of the barometer need not notice the vernier at all; but may pass his eye at once from the top of the mercurial column to the barometer scale; or he may limit his observation to noticing whether there be a space between the lower part of the vernier, or the projecting piece across the tube, and if there be, it will show that the barometer reading has fallen since the regular observation, and if there be not, it will show that it has either continued stationary, or that it is rising, by which indications, in conjunction with the diagram, he will accordingly be guided.

The diagram annexed is for the month of November just passed. An inspection will show that, till the 5th day, the deviations from a horizontal line are very small; then there is an ascending line to the 7th, when the highest point in the month is reached; from this time till the 12th, the barometer reading was constantly decreasing; on the 13th day, there was scarcely any change; on the 14th, two points are laid down, as the reading decreasing from 29·46 in., in the morning, to 29·28 in., in the evening; on the 15th, the lowest reading in the month took place; on the 16th, the reading was steady all day; it then decreased during the night to 29·20 in., on the following morning; there was a rise of half an inch between the 17th and 18th; and the increase continued till the 19th; there was then a decrease to the 21st; and alternately an increase and decrease about the point 29·5 in., till the end of the month.

Now if day by day such curves be laid down, and be watched in connection with the direction of the wind and the Barometer Instructions by Admiral FITZROY, F.R.S., they will certainly tend to save many lives, and to preserve much valuable property from destruction.

Those barometers of *known* character will not only serve the purpose intended, but will also be available for determining the errors of all barometers in their vicinity; by allowing 0·1 inch (one-tenth of an inch) less reading for every 100 feet of elevation. I may here remark that in my journey I found but one barometer reading correctly, viz., that at Beadnell; and the fishermen

there had no confidence in this instrument in consequence of the rack-work of the vernier being out of order, and the instrument not in charge of any one: all other instruments were in error from 0·3 inch to 0·7 inch, and one was as much as one inch.

The object of a personal visit to every place was to see that every instrument was in a fit state for observation after its journey; that it was put up properly and in the best place the locality afforded, and that I should see the fishermen, and give personal instructions to them, and particularly to those with whom the instruments were left in charge.

The observations are also to include temperature of the air, direction of the wind, fall of rain, and state of the weather; but of these I will not further speak in this paper.

One of the most gratifying results of my visit is the being able to say that the fishermen generally along the coast have showed not only a friendly reception of the instruments, but an intelligent appreciation of their use; and I am glad to say that these were evinced by expressions of gratitude and respect, which I believe to have been truly honest and sincere.

All who have examined those sad memorials contained in the Wreck Charts, published by the BOARD OF TRADE and the LIFE-BOAT INSTITUTION, showing the number of wrecks upon our coasts annually, must feel how useful it would be, as one means of *preventing* loss of life and property, to plant at all important fishing and coasting stations and harbours, good barometers, with known characters, in situations accessible to all. As the BOARD OF TRADE has placed no less than 33 (?) valuable instruments in such situations, and as the ROYAL NATIONAL LIFE-BOAT INSTITUTION is about to place numerous others, it is to be hoped that ere long every part of the coast where they would prove useful will be provided with them.

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#### SUMMARY OF THE

#### MEETINGS OF THE COMMITTEE.

Tuesday, 2nd August 1860. Capt. Sir EDWARD PERBOTT, Bart., V.P., in the Chair.

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

Elected Messrs. CLAYTON and SON, Honorary Solicitors of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

Read letter from General FORSTER, K.H., Military Secretary of His ROYAL HIGHNESS the DUKE OF CAMBRIDGE, K.G., Commander-in-Chief, of the 16th of July, stating that the Rewards granted by this Institution to three soldiers for their gallant exertions in aiding to save life from the wrecked vessels *Annie* of Shoreham, and *Woodside* of Shields, would be presented to them, and expressing the satisfaction of His Royal Highness with the rewards voted to the men.

Read and approved the Inspector of Life-Boat's Report of his recent visits to the life-boats on the West and Welsh coasts.

Resolved—1. That a new life-boat carriage be supplied to Fowey.

2. That life-boat stations be formed at Southport and Llandudno.

3. That a new life-boat carriage and house be provided for Llanddwyn.

Also from HUGH TAYLOR, Esq., of Alnwick Castle, of the 28th of July, stating that His Grace the PRESIDENT had ordered the erection, at his own expense, of a new life-boat house for the Alnmouth life-boat, from the design furnished by C. H. COOKE, Esq., the Hon. Architect of the Institution.—*To be thanked.*

Read letter from H. B. WILKINSON, Esq., and JOSEPH BECK, Esq., stating that they had jointly collected 16*l.* 6*s.* for the purchase of a life-boat, which they wished might be called the *Friend*, as the chief part of the money had been collected amongst members of the Society of Friends. They added that 30*l.* 1*s.* had also been collected by them in annual subscriptions in aid of its future maintenance.—*To be thanked, and approved of the proposed name of the boat.*

Also from Admiral FITZ-ROY, F.R.S., of the 1st Aug., forwarding copies of reports which he had received from the Board of Fisheries, Edinburgh, on the Barometers supplied by the Board of Trade to various fishing towns and villages in Scotland.

Decided—That the thanks of the Committee be presented to Admiral FITZ-ROY for the trouble he had taken for the Institution in the Barometer question, and that he be requested, at the special wish of the Committee, to allow his name to appear on the Instructions to be issued.

Produced various letters from THOMAS SORWITHE, Esq., F.R.S., Chairman of the Meteorological Society, and JAMES GLAISHER, Esq., F.R.S., of the Royal Observatory, Greenwich, promising their kind co-operation to the Institution in carrying out the object of placing Barometers at its life-boat stations.—*To be thanked.*

The Committee also voted their thanks to EDWARD JOBLING, Esq., Hon. Sec. of the Carlisle and Silloth Branch, in acknowledgment of his zealous and valuable services in connection with its establishment.

Read letter from THOMAS RESTARICK, Esq., of Devonport, of the 9th of July, forwarding a draft for 12*l.* 11*s.*, being the amount of contributions collected by him in that town in aid of the funds of this Institution.

Also from Sir CURSETJEE JAMSETJEE JEJREBHOY, Bart., of Bombay, of the 23rd July, forwarding a

donation of 10*l.* in aid of the funds of this Institution, and expressing his admiration of its philanthropic and extensive operations, which he hoped would, with the assistance of the benevolent, be continued and extended.—*To be thanked.*

Voted a reward of 4*l.* to a boat's crew, for going off and saving, at considerable risk of life, 3 persons from a boat which had been capsized, in a heavy surf, on Thurso Bar, Caithness, on the 2nd April last.

Also the thanks of the Committee, inscribed on vellum, to Mr. ALEXANDER GOULD, captain-pilot of the port of Aberdeen, in testimony of his highly meritorious and valuable services, in assisting in the Aberdeen life-boat, and by other means, in saving life from several vessels wrecked off that port during the last three years.

Also 1*l.* to CORNELIUS KENNEDY, fisherman of Rutland, County Donegal, for putting off and rescuing, in his curragh, at considerable risk of life, 2 out of 3 persons whose boat had capsized off Daurus Head, on the coast of Donegal, on the 29th July last.

Thursday, 6th September. Capt. SIR EDWARD PERROTT, Bart., V.P., in the Chair.

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

Read and approved the Report of the Inspector of Life-boats of the 16th August, on his recent visit to the Isle of Wight Life-boat Stations.

Read letter from GEORGE GAY, Esq., of Cotham Park near Bristol, of the 7th August, stating that he had decided on presenting to the Institution 200*l.*, 180*l.* of which he wished to be appropriated in the purchase of a life-boat, and 20*l.* as a donation to the Institution.—*To be thanked.*

Also, from JAMES B. BRYAN, Esq., Chief Officer of the Coast-Guard at Penarth, near Cardiff, of the 13th August, stating that a life-boat was much wanted on that station, and that the establishment would be liberally supported in the county.—*To be thanked.*

Decided—That a life-boat station be formed at Penarth, and that Mr. Gay's munificent gift be appropriated to the purchase of the life-boat.

Read letter from Mr. WOODBRIDGE, Swimming-master at the Victoria Park Lake, of the 3rd August, stating that he had recently been instrumental in restoring 3 persons, who were apparently dead from drowning, by treating them according to the plan, adopted by this Institution, founded on that of the late Dr. MARSHALL HALL.—*To be thanked.*

Reported that a free conveyance had been given to the Isle of Wight life-boats by the London and South Western Railway Company.

Also to the Banff life-boat and transporting-carriage, by the Great Northern, and the other connecting railways with the North East Coast of Scotland.

Also that the Great Western, and the connecting railways had carried, on the same terms, the Fowey life-boat carriage to its station.—*To be severally thanked.*

Read letter from C. FERGUSON, Esq., Chief Harbour-master of Victoria, in Australia, of the 16th June, expressing his thanks for the various life-boat papers which the Institution had forwarded to him, and stating that he should feel much obliged for a plan of the single-banked class of life-boat, as he found that in some localities the small boat would be the most useful.—*Ordered a drawing of the boat to be furnished accordingly.*

Also from Capt. PILKINGTON, R.N., of Chilgrove, near Chichester, of the 29th August, offering his co-operation in the establishment of a life-boat at Selsey.—*To be thanked.*

Resolved—1.—That a life-boat, the cost of which had been subscribed by some members of the Society of Friends, be established at Selsey.

2.—That a new life-boat house be built at Saltburn, and that a new transporting-carriage be provided for the life-boat on that station.

Read letter from SYDNEY HODGES, Esq., Secretary of the Royal Cornwall Polytechnic Society, of the 30th August, requesting that this Institution would lend them a model life-boat and transporting-carriage for exhibition at their forthcoming Annual Meeting.—*Ordered the same to be lent, and also one of Capt. WARD's life-belts.*

Read letter from Mr. P. H. BROADHURST, Hon. Secretary of the Sheffield Branch, of the 21st August, forwarding a draft for 56*l.* 15*s.* 11*d.*, collected in that town and neighbourhood, in aid of the funds of this Institution.—*To be thanked.*

Paid 1,217*l.* 6*s.* for sundry charges on various life-boat establishments.

Voted 13*l.* to pay the expenses of the Lyme Regis life-boat, in putting off a distance of 15 miles to the assistance of the crew of the schooner *Ceres*, of Bridport, which was in distress, during a gale of wind, off Abbotsbury, on the 19th August last. Some of the life-boat's crew were put on board the vessel, which was afterwards brought safely into Bridport Harbour.

Also 7*l.* 10*s.* to pay the expenses of the Southport life-boat, in going off and rescuing the crew, consisting of 3 men of the sloop *Hope*, of Dublin, which had gone to pieces on the Horse Bank, during a gale of wind, on the 26th August last.

Also 6*l.* to pay the expenses of the Lytham life-boat, for putting off with the view of rendering assistance to the crew of the same vessel.

Also 3*l.* to a boat's crew of 6 men, for going off in a heavy surf which half filled their boat, and rescuing 2 men from the sloop *Britannia*, of Preston, which had sunk during a gale of wind, between Southport and Formby, on the 26th August last. The boat had been conveyed a distance of four miles on the Southport life-boat carriage, which was at the time engaged in rescuing the crew of the sloop *Hope*.—Voted 1*l.* for the use of horses on the occasion.

Thursday 4th October. THOMAS CHAPMAN, Esq., F.R.S., V.P. in the Chair.

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

Read letter from Mrs. H. S. C., forwarding an additional contribution of 150*l.*, 100*l.* of which she wished to be appropriated to the general funds of the Institution, and 50*l.* towards supplying its life-boat stations with weather-glasses.—*To be thanked.*

Read and approved the Inspector's Report of his visit to Selsey and Chichester, and of his attendance at a public meeting, presided over by the Bishop of the Diocese, on the 18th September, for the purpose of establishing a life-boat station at Selsey.

Ordered that a Special General Meeting of the Governors and Subscribers of the Institution be convened at this office on Thursday the 1st November, for the purpose of passing the necessary Bye-laws for the Government of the Institution under the Charter of Incorporation recently granted to it by the Crown.

Read letters from their Excellencies the Governors of the CAPE OF GOOD HOPE, and of CEYLON, of the 28th July and 7th August, expressing their thanks for the Instructions of the Institution for the Restoration of the Apparently Drowned, and stating that they would circulate the same extensively in their respective Colonies.—*To be thanked.*

Reported that the North Berwick life-boat had been forwarded to her station, together with her carriage on the 29th September, and that a free conveyance had been given to the same by the Great Northern, North Eastern, and Scottish North Eastern Railway Companies.—*To be severally thanked.*

Also that the Tyrella life-boat and carriage had been forwarded to their station on the 20th ult., and that a free conveyance had been given to the same by the London and Belfast Steam Packet and the Belfast and County Down Railway Companies.—*To be severally thanked.*

Read letter from A. H. MONTGOMERY, Esq., Honorary Secretary of the Tyrella Branch, of the 1st October, reporting the safe arrival of the life-boat and carriage, and that she had recently been tried, when she gave much satisfaction to her crew.—*To be thanked.*

Read letters from the Misses BROWNE, of Toxteth Park, Liverpool, of the 10th and 19th September, transmitting 200*l.*, which they wished to be applied to the purchase of a life-boat, to be called the *The Sisters' Memorial*, and to be stationed at Llandudno.—*To be thanked.*

Also from RICHARD HITCHINS, Jun., Esq., of Bristol, stating that he had collected 97*l.* in donations and annual subscriptions in that city in aid of the funds of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Also from Messrs. PEACOCK BROTHERS, of Sunderland, of the 28th September, forwarding an annual subscription of 3*l.*, being the amount of 1*l.* annually on each ship they held.—*To be thanked.*

Produced a printed account of the wreck of the *Lady Elgin*, on an American lake, and of the death on that occasion of HERBERT INGRAM, Esq., M.P., proprietor of the *Illustrated London News*. Mr. INGRAM took great interest in the welfare of the NATIONAL LIFE-BOAT INSTITUTION, and was

always ready to promote its interests through the medium of his journal.

The Committee expressed their sense of the support which the Institution had always received from the proprietor of the *Illustrated London News*, and their regret at his lamented death.

Paid 1,003*l.* 13*s.* 9*d.* for sundry charges on various life-boat establishments.

Voted 5*l.* 7*s.* to pay the expenses of the Dundalk life-boat, for putting off, during foggy weather, with the view of rendering assistance to the crew of the smack *John James*, of Port St. Mary, Isle of Man, which had stranded in Dundalk Bay on the 19th September last. Two of the life-boat's crew having boarded the vessel, afterwards succeeded in getting her off, when she proceeded on her voyage.

Also 1*l.* 17*s.* to pay the expenses of the crew of the Teignmouth life-boat for assembling on the night of the 8th September last with the view of putting off in the life-boat to the assistance of the crew of a foreign vessel, which was observed to be in a dangerous position inside Teignmouth Bar.

Also 16*l.* to the crew of 16 men of the lugger *Diana*, of Deal, for going off, during a heavy gale of wind, and rescuing the crew of 10 men of the brig *Poseidon*, of Arendal, Norway, which was stranded on the south end of the Goodwin Sands, early on the morning of the 25th September last. The rigging of the wreck had run foul of the mast of the lugger, and had it not been for the promptitude of THOMAS TROTT in jumping on board the wreck to cut away the gear, the lugger must have been upset.—Voted the Silver Medal to THOMAS TROTT.

Also 14*l.* to the crew of a Pakefield yawl for putting off, during a strong gale of wind, and rescuing, after repeated attempts, the crew of 4 men from the schooner *Emily*, of North Shields, which was totally wrecked on the Holm Head Sand, on the 28th August last.

Also 3*l.* to a boat's crew of 6 men, for putting off and saving, during squally weather and heavy sea, 1 out of 4 persons who had been capsized from their boat off Deal on the 22nd September last.

Thursday, 1st November. A Special General Meeting of the Subscribers of this Institution was held this day. THOMAS BARING, Esq., M.P., F.R.S., V.P., in the Chair.

The Chairman opened the Meeting by stating the object for which it had been convened, namely, to consider and pass the necessary Bye-laws for the government of the Institution under its Charter of Incorporation.

The Bye-Laws had been, after much deliberation, carefully prepared by Messrs. CLAYTON AND SON, the Honorary Solicitors of the Institution. They had received the mature consideration of the Committee of Management, who had felt it desirable to submit them to Vice-Chancellor SIR W. PAGE WOOD, Vice-President of the Institution. He gave them his most kind consideration, and suggested a few alterations which were adopted by the Committee. They had also received the approval of His Grace the President, the DUKE OF NORTHUMBERLAND.

The Secretary of the Institution read the Advertisement convening the Meeting.

It was then moved, seconded, and carried unanimously—

1. That the Draft of Bye-Laws, read and considered, be adopted.

2. That the Governors, whose names were read, be the Officers of the Institution.

3. That the Seal now produced be adopted as the Common Seal of the Institution.

4. That the thanks of the Meeting be tendered to Messrs. CLAYTON AND SON, for their able and gratuitous attention to the objects of this Institution in the redaction of the Charter and the Bye-Laws.

5. That the thanks of the Meeting be presented to the Chairman for his able conduct in the Chair.

By its Charter of Incorporation the Institution has become one of the most important benevolent societies in the country, and in order to enable it to perpetuate its humane and national objects, the Charter has made special provision that any persons may hereafter grant, sell, alien, and convey in mortmain unto it, lands, tenements, or hereditaments not exceeding 2,000*l.* a-year.

Thursday, 1st November. CAPTAIN SIR EDWARD PERROTT, Bart., V.P., in the Chair.

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

Read letter from LOCKHART THOMSON, Esq., of Edinburgh, stating that Lady Murray had decided to present to the Institution the cost of a life-boat establishment—the same not to exceed in amount 520*l.* Her ladyship wished the boat to be stationed on the Mull of Cantyre, or some other part of the west coast of Scotland, and to be called after her late husband, Lord Murray.—*To be thanked.*

Also from the DUKE OF ARGYLE, of the 30th October, expressing his admiration of the generous gift of Lady M., and approving of the establishment of the life-boat on the Mull of Cantyre, where he believed one was much needed.—*To be acknowledged.*

Also from Messrs. WATSON, JUN., and Co., agents for Lloyd's at Campbeltown, of 21st October, stating that Lady M.'s munificence had made much impression on the public mind in that locality, and that every one looked on her generous intentions with feelings of deep gratitude.—*To be acknowledged.*

Also from Captain WARD, R.N., Inspector of Life-boats to the Institution, stating that he had recently visited Cantyre, and that he was of opinion that a life-boat would be of great service on that peninsula; for sundry reasons he recommended that the boat-house should be built at Campbeltown, whence, being a central position, the boat on her carriage might be transported to various parts of the coast.

Decided—That a life-boat station be formed forthwith on Cantyre.

Reported—That Miss PRINGLE KIDD, of Lasswade Bank, in Scotland, had presented to the Institution the cost (180*l.*) of a single-banked life-boat, which she wished to be stationed at Irvine, or at some other Scotch port.—*To be thanked.*

Read the Inspector's report that he had recently visited Irvine, and that its Harbour Commissioners had decided on accepting the offer of a life-boat from this Institution on the usual terms—namely, to assist the Society to keep up the establishment hereafter in a state of efficiency.

Resolved—That a life-boat and carriage be forwarded to Irvine.

Also from Lieut. M'HARDY, R.N., of H.M.S. *St. Jean d'Acre*, of the 6th October, forwarding contributions amounting to 4*l.*, collected by him from the captain and wardroom officers of that ship.—*To be thanked.* [Admiral M'HARDY, the gallant Lieutenant's father, has long been a valuable and zealous member of the Committee of Management of the Institution.]

Also from SAMUEL COLLINSON, Esq., of Nottingham, of the 17th October, remitting a draft for 29*l.* 11*s.*, the amount of contributions collected by him in that town in aid of the funds of the ROYAL NATIONAL LIFE-BOAT INSTITUTION.—*To be thanked.*

Also from Lieut. PARKER, R.N., of Newark, of the 5th October, forwarding a draft for 14*l.* 7*s.* 6*d.*, amount of contributions collected by him in Newark in aid of the funds of this Society.—*To be thanked.*

Also from ISAAC WRIGHT, Esq., Chairman of the Bradford Branch, of the 16th October, transmitting a draft for 61*l.* 5*s.* in aid of the funds of the parent Institution.—*To be thanked.*

Reported that a free conveyance had been given to the Margate life-boat and transporting-carriage over their line, by the South-Eastern Railway Company.

Also that the General Steam Navigation Company had, with their usual kindness, assisted the Institution in the conveyance of the Aldborough and Thurso life-boats to their stations, the latter boat having been conveyed to Granton on board one of the Company's steamers, and taken thence on to Thurso, on the same liberal terms, by the Aberdeen, Leith, and Clyde Steam Shipping Company.—*To be thanked.*

Read and approved the Inspector's report on the alterations of the Margate life-boat, and the trial he had made with her at Margate on the 10th October.

Read letter from WALTER MALCOLM, Esq., Hon. Secretary of the North Berwick Branch, of the 6th October, giving an account of the demonstration on the occasion of the launch of their life-boat, which had passed off most satisfactorily.—*To be acknowledged.*

Also from JOHN FRONLEY, Esq., of Clairville, Southport, of the 6th October, stating that he wished to present to that branch of the Institution a barometer complete.—*To be thanked.*

Also from Capt. DRUMMOND, H.C.S., Hon. Secretary of the Tenby Branch, and W. T. KITCHING, Esq., Hon. Secretary of the Eastbourne Branch, reporting that residents in those places had decided to present those branches with barometers, to be affixed to the life-boat houses.—*To be thanked.*

Also from the Rev. CAMPBELL WODEHOUSE, of Alderford Rectory, Norwich, of the 17th October, stating that the Rev. WILLIAM ELWIN, Rector of

Booton, had preached a sermon in Attlebridge Church on Sunday afternoon, October 14th, in aid of the funds of the ROYAL NATIONAL LIFE-BOAT INSTITUTION. Mr. WODEHOUSE expressed the pleasure he would have at any time to assist in carrying out the important objects of the Institution, which he considered amongst the most deserving of support of any Society in the country.—*To be thanked.*

Produced an extract from the will of the late Miss EMMA S. B. PALMER, of St. Ann's Gardens, St. John's Wood Terrace, in which she gave 50*l.* to the NATIONAL LIFE-BOAT INSTITUTION.

Also from C. H. COOKE, Esq., Hon. Architect to the Institution, of the 28th October, forwarding sketches of barometer niches.—*To be thanked.*

Paid 804*l.* 5*s.* 6*d.* for sundry charges on various life-boat establishments.

Voted 5*l.* 4*s.* to pay the expenses of the Apple-dore life-boat for putting off and rescuing, during stormy weather, the crew of 3 men, and 2 hovelers from the schooner *Druid*, of Aberystwith, which was stranded on Bideford Bar on the 9th October last.

Also 10*l.* 3*s.* 6*d.* to pay the expenses of the Fleetwood life-boat, commanded by Captain WASEY, R.N., and manned by 11 men, in going off and rescuing the crew of 15 men and a pilot from the barque *Vermont*, of Halifax, Nova Scotia, which, during a heavy gale of wind had stranded on Barnett's Bank, three miles from Fleetwood, on the morning of the 20th October last.—Voted the third service clasp to Captain WASEY, R.N., in acknowledgment of his intrepid conduct on the occasion.

Also 12*l.* to pay the expenses of the Barmouth life-boat in putting off, during a gale of wind, to the assistance of the crew of the schooner *William Keith*, of Carnarvon, which was observed in a very perilous position on the North Bar of Barmouth, on the 26th October last. The crew of the schooner declined to leave her, but the master's wife and child were brought on shore in the life-boat. The boat again returned to the vessel and remained by her until eight o'clock at night. The life-boat's crew expressed their readiness to go afloat in the boat in any weather, and their great admiration of her qualities.

Also 69*l.* 11*s.* to pay the expenses of the Caister, Fraserburgh, Portmadoc, Tyrella, Silloth, Holyhead, and Margate life-boats, for putting off with the view of rendering assistance to vessels which were observed to have signals of distress during the gale of the 3rd October last.

Read letter from JOHN PURVIS, Esq., Hon. Secretary of the St. Andrew's Branch, of the 3rd October, detailing the services of the new life-boat, in conjunction with a steam-tug, in going off and rendering important services to some fishing-boats which were in great distress during the gale of that day. About 15*l.* were collected on the occasion in aid of the life-boat, and the crews of the fishing-boats had afterwards forwarded, with expressions of much gratitude, 3*l.* towards its support.—*To be thanked.*

# ROYAL NATIONAL LIFE-BOAT INSTITUTION.

(Incorporated by Royal Charter.)

Patroness—HER MOST GRACIOUS MAJESTY THE QUEEN.

President—VICE-ADMIRAL HIS GRACE THE DUKE OF NORTHUMBERLAND, K.G., F.R.S.

Chairman—THOMAS BARING, Esq., M.P., F.R.S., V.P., Chairman of Lloyd's.

Dep.-Chairman—THOMAS CHAPMAN, Esq., F.R.S., V.P., Chairman of Lloyd's Register of British and Foreign Shipping Society.

## APPEAL.

THE Committee of this Institution earnestly appeal to the Public for assistance to aid them to meet the heavy and increasing demands on its limited funds.

The Society has, at the present time, *One Hundred and Eight Life-boat Establishments* in connection with it, including those in course of formation.

The following are extracts from the General Rules of Management of the Life-boat Stations:—

“Each Life-boat to have a Coxswain Superintendent, with a fixed Salary of *8l.* a-year.

“The Life-boat to be regularly taken afloat for exercise once every quarter, fully manned and equipped, so that the Crew may be familiar with her properties and proper management. On every occasion of exercise the men are paid *5s.* each in stormy weather, and *3s.* each in fine weather; and on every occasion of going off to a Wreck to save Life, each man of the Crew receives *10s.* by day and *1l.* by night, and equal shares of any Local Subscriptions which may be raised to reward any special act of gallantry or exertion.

“The Crew are provided with Life-belts. The Coxswain is required to keep a list of all the Life-boat Stores, which are to be examined once a quarter by the Local Committee, in order to their being repaired, or replaced, if in the least degree in a doubtful condition.

“The Life-boat to be kept, on her Carriage, in the Boat-house, with all her gear in her ready for use, except articles which require to be secured from damp. Signals are agreed upon for calling the Life-boats' Crews together; and immediately on intimation of a Wreck, or Vessel in distress, the Coxswain is to master his Crew, launch his Boat, and proceed to her assistance.”

“The Local Committee to make quarterly inspection, and Report to the Institution as to the behaviour of the Boat during exercise, pointing out any defect that may be remedied, and offering any suggestion that may conduce to the efficiency of the service.”

By these arrangements the NATIONAL LIFE-BOAT INSTITUTION hopes to have efficient Life-boat Establishments all round the coasts of the United Kingdom; but to effectually attain the objects of the Institution, it will be manifest that a considerable expense must be incurred, amounting, in fact, from *300l.* to *400l.* for the first Establishment, and to an average of *40l.* annually on each Life-boat Station.

The number of lives saved by the Life-boats of the Society and other means, since its formation, is *11,887*; for which, *82* Gold Medals, *666* Silver Medals, and *13,970l.* in cash, have been given as rewards. The Institution has also expended *46,240l.* on Life-boat Establishments.

Without, therefore, the pecuniary assistance, and the hearty general co-operation of the Community at large, the objects of this Society cannot be carried out. Its Committee of Management, therefore, earnestly appeal to the Public to aid them in this necessary and philanthropic undertaking.

The Committee gratefully acknowledge the following recent additional Contributions:—

|                                                       | £.       | s. | d. |                                                    | £.       | s. | d. |   |
|-------------------------------------------------------|----------|----|----|----------------------------------------------------|----------|----|----|---|
| Alcocks, Birkbeck, and Co., Messrs., Skipton          | 10       | 10 | 0  | Johnson, Robt., Esq., Sumner Lodge . . . . .       | annual   | 1  | 1  | 0 |
| Atherton, Henry, Esq., India, per Chas.               |          |    |    | Kidd, Miss Pringle, Lasswade Bank (cost            |          |    |    |   |
| Atherton, Esq., C.E. . . . .                          | don.     | 5  | 0  | of the Irvine life-boat and equipments) . . . . .  | 180      | 0  | 0  |   |
| Barras, John, Esq., Farnacres . . . . .               | don.     | 10 | 0  | King, A., Esq., Liverpool . . . . .                | annual   | 1  | 1  | 0 |
| Borough, Burton, Esq., Chetwynd Park . . . . .        | annual   | 2  | 2  | Laurie, P. Norhall, Esq., Park Square, per         |          |    |    |   |
| Browne, T., Esq., Paris . . . . .                     | annual   | 1  | 1  | Thomas Chapman, Esq., F.R.S., V.P. . . . .         | don.     | 10 | 0  | 0 |
| Buchanan, W. W., Esq., M.D., Greenock. . . . .        | don.     | 5  | 0  | Malpas, Rev. J. H., B.A. . . . .                   | don.     | 1  | 0  | 0 |
| Chafy, Miss M. J., Westgate Without . . . . .         | don.     | 15 | 15 | Martin, Sir Henry, Bart. . . . .                   | 4th don. | 11 | 0  | 0 |
| Clare, Mrs. C. L., Hopefield-park Lane . . . . .      | don.     | 4  | 7  | Mitchell, Henry, Esq., Birmingham . . . . .        | don.     | 1  | 1  | 0 |
| Coward, R. A., Esq., Tulse-hill Lodge . . . . .       | don.     | 10 | 0  | Mure, George, Esq., Herringwell . . . . .          | 2nd don. | 10 | 0  | 0 |
| Cunningham, H. D. P., Esq., R.N. . . . .              | 2nd don. | 1  | 1  | Nash, F., Esq., Ludlow . . . . .                   | annual   | 1  | 1  | 0 |
| Davis, Mrs., Leytonstone . . . . .                    | don.     | 20 | 0  | Parnell, Louis, Esq., New Church Street, . . . . . | annual   | 2  | 0  | 0 |
| Denny, Bros., Messrs. Wm., Dumbarton . . . . .        | annual   | 2  | 2  | Paton, Major, Grandholm . . . . .                  | don.     | 5  | 0  | 0 |
| Ditto . . . . .                                       | don.     | 3  | 3  | Pearson, Jas., Esq., Hemingstone Hall . . . . .    | annual   | 1  | 1  | 0 |
| Ellis, Gen. Sir S. B., K.C.B. . . . .                 | annual   | 1  | 1  | Peek, Mrs. James, and Miss Elizabeth               |          |    |    |   |
| Fanshawe, Vice-Admiral Sir Arthur, K.C.B. . . . .     | 25       | 0  | 0  | Peek, Kidbrooke Lodge, per Nehemiah                |          |    |    |   |
| Friend, A., per Major Little . . . . .                | don.     | 5  | 0  | Griffith, Esq. . . . .                             | don.     | 10 | 10 | 0 |
| Gray, W., Esq., York . . . . .                        | don.     | 10 | 10 | Phillimore, Capt., Brighton. . . . .               | 3rd don. | 5  | 0  | 0 |
| Hamilton, A. H. A., Esq., Exeter. . . . .             | don.     | 20 | 0  | Robinson, John, Esq., Skipton. . . . .             | don.     | 5  | 0  | 0 |
| Hampton, John, Esq., and friends, Broughall . . . . . | 1        | 6  | 3  | Sancton, Philip, Esq., Glenmore . . . . .          | don.     | 5  | 5  | 0 |
| Hartland, N., Esq., The Oaklands . . . . .            | annual   | 1  | 1  | Stephen, Geo., Esq., Dundee . . . . .              | don.     | 1  | 1  | 0 |
| Hartley, Mrs., Bideford—Collected by her              |          |    |    | Stevenson, Capt. George, Grafton St. . . . .       | 4th don. | 15 | 0  | 0 |
| in aid of the Cost of a Life-boat. . . . .            | 150      | 0  | 0  | Whitehead, J. H., Esq., Southside. . . . .         | don.     | 5  | 0  | 0 |
| Hill, Arthur, Esq., Bruce Castle . . . . .            | annual   | 1  | 0  | Wilkinson, Sir Gardner, F.R.S. . . . .             | 3rd don. | 3  | 0  | 0 |
| Hiton and Co., Messrs. Thomas, Dublin . . . . .       | annual   | 2  | 0  | Wilkinson, J. R., Esq., Skipton . . . . .          | annual   | 1  | 1  | 0 |
| Horner, Forster, Esq., Skipton. . . . .               | don.     | 1  | 0  | Winn, W., Esq., Limehouse . . . . .                | don.     | 10 | 10 | 0 |
| Hunt, Rowland, Esq., Boreatton Park . . . . .         | annual   | 1  | 1  | Wright, Ichabod, Esq., Mupperley Hall . . . . .    | don.     | 5  | 0  | 0 |
| Janverin, Edw., Esq., Hambro' House . . . . .         | annual   | 1  | 1  | Wyld, Rev. R. H. . . . .                           | don.     | 20 | 0  | 0 |
| Ditto . . . . .                                       | don.     | 2  | 2  |                                                    |          |    |    |   |

Donations and Annual Subscriptions will be thankfully received by Messrs. WILLIS, PERCIVAL, and Co., 76 Lombard-street; Messrs. HERRIES, FARQUHAR, and Co., 16 St. James's-street; Messrs. COURTS and Co., 59 Strand, London; by all the London and County Bankers; by the several Metropolitan Army and Navy Agents; and by the Secretary, at the Office of the Institution, 14 JOHN STREET, ADLPHI, London,—W.C.