

The Shipwrecked mariner



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THE SHIPWRECKED MARINER.

A Quarterly Maritime Magazine.

VOL. XIX. 1872.

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"And the barbarous people shewed us no little kindness; for they kindled a fire and received us every one, because of the present rain, and because of the cold. And when Paul had gathered a bundle of sticks and laid them on the fire, there came a viper out of the heat, and fastened on his hand."—ACTS xxviii. 2, 3, &c.

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AND AT THE

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"THE DROWNED MARINER."

The sympathy of the benevolent is earnestly solicited on behalf of his sorrowing Widow and Orphans.

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THE SHIPWRECKED MARINER

No. LXIX. JANUARY, 1871. Vol. XVIII.

DISTINGUISHED ADMIRALS.

SIR GEORGE COCKBURN.*

An able writer has spoken of Cockburn as confessedly the "Wellington" *of* the navy, who, like his illustrious brother officer, lived to the great age of eighty-two. His career was one of surpassing interest—not merely on account of his gallant actions afloat and ashore, but for his distinguished civil services. He was sailor, soldier, diplomatist, and statesman, and was eminently successful in all those qualities that constitute a great man. As a sailor, his name will live in history with the glorious actions of Nelson, St. Vincent, Keith, Hotham, &c.

George Cockburn, born in London, was second son of Sir James Cockburn, Bart., M.P. for Peebles, by his second wife, Augusta Anne, daughter of the Rev. Francis Ayscough, D.D., Dean of Bristol, and Preceptor to King George III.; one of his brothers, Major-General Sir James Cockburn, Bart., G.C.H., formerly held in succession the appointments of the Under Secretary of State, Governor and Commander-in-Chief of Curaçoa, Governor of the Bermudas, and Paymaster of the Royal Marines; another, the Rev. William Cockburn, Dean of York, married Elizabeth, sister of the late Right Hon. Sir Robert Peel, Bart., M.P.; and a third, his Excellency Alexander Cockburn, was Envoy Extraordinary and Minister Plenipotentiary at Columbia. Sir George was grand-nephew of the first Lord Lyttleton, and cousin of the late Admiral John Ayscough.

* In our sketch of this eminent man, we have consulted "Allen's Battles of the British Navy," "Brenton's Naval History," and "O'Byrne's Naval Biography," but it has been said of the veteran sailor that he was so imperturbably silent on his own services, that no biographer could ever get even a date from his pen.

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He entered the navy, 12th March, 1781, as captain's servant (under the auspices of Admiral Sir Joshua Rowley and Lord Hood) on board a frigate, then commanded by Capt. S. Rowley. His name was afterwards borne on the books of the 'William and Mary' yacht, but he did not go to sea until 1786; in the course of which, and in the following year, we find him cruising on the Home Station in the 'Termagant,' 18, Capt. R. Bulteel. In January, 1788, he joined the 'Ariel,' 14, Capt. Robert Moorsom, with whom he sailed for the East Indies, where for several months he was very profitably employed in surveying. Returning home, in 1791, with the same officer, in the 'Princess Royal' Indiaman, Mr. Cockburn next served, in the Channel and Mediterranean, as midshipman and master's mate of the 'Hebe,' 38, Capt. Alexander Hood, and 'Romney,' 50, flag-ship of Rear-Admiral Goodall. Having passed his examination, 3rd June, 1791, he was appointed, in 1792, Acting-Lieutenant of the 'Pearl,' 32, Capt. G. W. A. Courtenay, and, on 27th January, 1793, was confirmed in the 'Orestes,' 18, Capt. Lord A. Fitzroy. In April following he became Ninth Lieutenant of the 'Britannia,' 100, bearing the flag of Vice-Admiral William Hotham, but removed in June, as Tenth, to the 'Victory,' 100, flag-ship, off Toulon, of his patron, Lord Hood, from which, on attaining, in quick rotation, the post of First Lieutenant, he was promoted to the command, 11th October, in the same year, of the 'Speedy' sloop.

As a reward for his skill and perseverance in maintaining the blockade of Genoa during a gale, which dispersed every other ship of a squadron stationed off that port, Capt. Cockburn was appointed, January, 1794, Acting-Captain of the 'Inconstant,' 36, and on the 20th of the following month was officially posted into the 'Meleager,' 32, which latter frigate he commanded in the hostilities against Corsica, and as one of Hotham's repeaters in the action of 14th March and 13th July, 1795. He was afterwards employed for twelve months in vigorous co-operation with the Austrian troops in Piedmont, and during that period obtained the hearty acknowledgments of the immortal Nelson for his conspicuous zeal, ability, and courage on various occasions, but more especially for the great support and assistance he afforded that hero in running in, on 31st May, 1796, under the batteries of Larma, which he silenced, and capturing six of the enemy's armed vessels.

In the July following, Sir John Jervis gave Capt. Cockburn the

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command of the 'Minerve,' 38, still keeping him attached to Nelson. Capt. Cockburn, who remained in that ship until paid off in February, 1802, continued to pursue his gallant career with intense ardour, either conducting in person, or assuming a prominent part in a train of the most important achievements. He was first employed in blockading Leghorn; and, on next hoisting the broad pendant of Commodore Nelson, in December, 1796, again acquired the admiration of the latter for his conduct while proceeding, in company with the 'Blanche,' 32, from Gibraltar to superintend the evacuation of Elba, and when off Carthagena, in presence of the Spanish fleet, capturing and defeating the 'Sabina,' of 40, and 'Ceres,' of 34 guns. The former ship struck her colours, after a combat of nearly three hours, and a loss, out of 286 men, of 14 killed and 44 wounded; the other was attacked by the 'Blanche,' which forced her to haul down her colours, but was compelled to wear and haul off at the close of a sharp action of half-an-hour, owing to the approach of the Spanish frigates, 'Matilda' and 'La Perla,' of 36 guns. The 'Minerve' then engaged the 'Matilda,' which would have been added to the former's trophies, had not the approach of a Spanish squadron, which recaptured the 'Sabina,' chased her, and made it imperative for the 'Minerve' to seek her own safety, which she did by out-sailing them, after having in one night, assisted by the 'Blanche,' captured one frigate and beaten another in their presence, the collective loss of the 'Minerve' on both occasions amounting to 7 killed and 34 wounded. For his distinguished services on this occasion Nelson presented him with an elegant gold-hilted sword.

Capt. Cockburn, who had previously assisted in destroying 'L'Etonnant' corvette, of 18 guns, next took the privateer 'Maria,' of 6 guns and 68 men; and bore a very active part in the battle off Cape St. Vincent, 14th February, 1797. He also brought out, from under the severe fire of two strong batteries on Grand Canary Island, the 'Marseillaise,' a French letter-of-marque of 24 guns. On the night of 5th November, in the same year, while the 'Minerve' was lying stripped in the mole of the dockyard at Gibraltar, we again find her intrepid Captain attracting the official notice of his superiors by a signal exploit he performed in putting off, with only three gun-boats, to the protection of a convoy, which had been observed to be baffled by light and contrary winds near the Spanish shore, whence it was

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threatened by a flotilla of thirty of the enemy's gun-boats. By pulling directly between the in-shore part of the convoy, and the position occupied by the Spaniards, he successfully checked their career, and by his spirited exertions kept them at bay during the whole night, and until the merchantmen had reached their anchorage.

On one occasion he was chased by some of the swiftest ships of the Spanish fleet, and "in carrying on" a man fell overboard. Most of his shipmates had no question but that the poor fellow would be abandoned to his fate, for it was one life in 350; but the Captain judged otherwise. He instantly gave orders to "wear ship." "Fortune favours the brave;" round she went in a twinkling, and, as he neared the Spanish fleet, exchanged broadsides with the enemy, succeeded in picking up his man, and continued his course in defiance, winning the hearts of all on board by his high, chivalrous feeling.

In April, 1798, the 'Minerve' returned to England to refit, but towards the close of the year she again sailed for the Mediterranean, where Capt. Cockburn continued to be employed on various important services, frequently in command of a small squadron, until the conclusion of the war. Among other operations, he joined in the hostilities against Malta; was in company with the 'Emerald' at the taking of 'La Caroline' privateer, of 16 guns and 90 men; witnessed Lord Keith's capture of three frigates and two brigs under Rear-Admiral Perrée, 19th June, 1799; took, during the year 1800, the three privateers, 'Le Turet,' 'La Mouche,' and 'La Vengeance,' carrying altogether 49 guns and 357 men; made prize, in February, 1801, of a Danish man-of-war brig; and, on 2nd September following, recaptured, on the rocks of Vasa, near Leghorn, the French frigate 'Succès,' 32 (late British), drove on shore and destroyed 'La Bravoure,' of 44 guns and 283 men, which caused the ultimate surrender of Porto Ferrajo. Thus for five years his course was one of continuous hard fighting and glorious success, adding lustre to his own name, and rendering that of the fine frigate he commanded celebrated amongst the famous.

Assuming command, 12th July, 1803, of the 'Phaeton,' 38, and after serving for some time off Havre de Grace, with a squadron of frigates under his orders, he took out Mr. Merry, the British Minister Plenipotentiary to the United States, and thence proceeded to India. He was subsequently employed in blockading the Isle of France,

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where he frequently came into warm collision with the enemy's batteries; and on eventually exchanging, in June, 1805, into the 'Howe,' returned to England with the Marquis of Wellesley, then Governor-General of India. Capt. Cockburn, whose succeeding appointments were, July, 1806, and 10th and 25th March, 1808, respectively, to the 'Captain,' 'Aboukir,' and 'Pompée,' 74, was next present, in the first-named ship, at the capture, by a squadron under Sir Thomas Louis, of 'Le Président,' French frigate of 44 guns. On his passage to the West Indies, in September, 1806, in the 'Pompée,' he captured 'Le Pilade' corvette, of 16 guns and 109 men; and being intrusted by Admiral Sir Alexander Cochrane, on his arrival on that station, with the management of all the naval operations on shore in the attack on Martinique, he hoisted a broad pendant on board the 'Belleisle,' 74, and by his exertions, which were unremitting and beyond praise, greatly contributed to the reduction of the island. The enemy offering to capitulate on 24th February, 1809, Commodore Cockburn, with Generals Prevost and Maitland, was directed to meet the French Commissioners to settle the terms, and under their signatures Martinique became a British colony. The British force consisted of the 'Neptune,' 98 (flag), four 74's, one 64, eight frigates, fourteen sloops, &c., to which were added a fleet of transports, containing about 10,000 troops, under Lieutenant-General Beckwith. Six seamen were killed, and nineteen wounded, while serving on shore with the military; the Commodore, after much delay and dispute, returned to England with the ships and prisoners, the sad remains of 8000 French soldiers and sailors, who, within six years, had fought and bled in the pestilential climate of the West Indies for their country and its Emperor. For his services on this occasion the Commodore was personally thanked by both Houses of Parliament.

Soon after his arrival in England he was ordered to accompany the expedition to the Scheldt. Thither proceeding, he took command, with his broad pendant in the 'Plover,' of a division of the British flotilla, consisting of sloops of war, bomb-ships, brigs, and gun-boats; and, taking up a most judicious position near the S.E. of Flushing, continued to bombard that town until the French commandant signified his intention to surrender; when, with Colonel Long, the Adjutant-General, he entered blindfolded into the fortress, and finally arranged the terms of capitulation, in which the garrison was to march out

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with the honours of war. About 5000 men were made prisoners and sent to England. The surrender of Flushing, instead of producing that advantage to our allies which might have been expected, seemed to be the commencement of all our disasters; the British Government—on account of great sickness and mortality amongst our troops, which was attributed to the water used by them, as the navy were perfectly healthy—resolved to evacuate Walcheren, although Sir Richard Strachan, Sir George Cockburn, and other excellent officers, were convinced of the practicability of keeping it; the result, therefore, of the expedition caused much discontent, and became the subject of Parliamentary investigation.

On the retreat of the British down the Scheldt, he subsequently took the post of honour, and formed the rear-guard; on which occasion the 'Plover' was the last vessel to leave the river, checking by her fire the pursuit of the enemy.

The 'Belleisle,' of which ship Capt. Cockburn had resumed command, being paid off in October, 1809, he next, in February, 1810, joined the 'Implacable,' 74, and was invested with the conduct of the naval part of an expedition, having for its object the liberation of Ferdinand VII. of Spain from his confinement at Valançay. He afterwards proceeded to Cadiz with the flag of Sir Richard Keats, and effectually co-operated in the defence of that place, particularly by the able and cheerful assistance he afforded with two brigs and some armed boats to an attempt made to dislodge a French force at Moquer, to the northward of the town. He was most active in aiding our troops, who were in want of boats, stores, and provisions, and in succouring the wounded which were left on the field after the battle of Barrossa; he also safely escorted two Spanish line-of-battle ships, of 120 guns each, to the Havannah, after which he proceeded to Vera Cruz, and thence returned to Cadiz with 2,000,000 dollars. Arriving in England early in 1811, on board the 'Druid,' 32, Capt. Cockburn was, by the Admiralty, again appointed Commodore on the 26th November, and directed to hoist his broad pendant on board the 'Grampus,' 50, and was selected to act as joint Commissioner and Minister Plenipotentiary with Mr. Thomas Sydenham and Mr. J. P. Morier, for the purpose of effecting a reconciliation between Spain and her transatlantic colonies. The scheme, however, in consequence of the narrow-minded policy pursued by the Spanish Cortes, proving

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abortive, the Commodore, after proceeding as far as Cadiz, returned home, and in August, 1812, was promoted to the rank of Rear-Admiral, previously to which he had been appointed, in August, 1811, a Colonel of Marines. He soon, with his flag in the 'Marlborough,' 74, again sailed for Cadiz, in order to assume command of the British squadron employed in its defence; but the siege having been raised prior to his arrival, he was ordered to North America, where hostilities had been recently declared against Great Britain. He arrived at Bermuda in January, 1813, and was shortly after joined by the Commander-in-Chief Sir John B. Warren, with his flag in the 'San Domingo,' 74, which, with two frigates and two brigs, and with the forces under their orders proceeded to the Chesapeake, which river they reached on the 3rd March.

We have now commenced an era in the history of the distinguished subject of our memoir, which, for brilliancy of achievement, has rarely been equalled. The dashing exploits, indeed, which have perpetuated the name of Cockburn crowd on our attention in such rapid succession, that anxious as we are to chronicle *every* occurrence at all invested with interest, we fear that in what we yet have to recount we must content ourselves with the statement of the chief of those gallant performances in which he exhibited as much consummate skill and ability as a soldier, as he had ever displayed as a Naval Commander, by enforcing on the enemy, to whom he became a scourge as his name became a terror, a proper respect for the British flag, and in the end induced them to long for peace.

The Rear-Admiral, having obtained the consent of the Commander-in-Chief, ran into Hampton Roads, and commenced a desultory mode of warfare by clearing the James river with his boats, by boarding and capturing, after a chase of fifteen miles, four armed schooners of 200 tons each, and spreading dismay and consternation throughout Virginia, but acting most humanely to those defenceless towns and villages whose inhabitants continued their peaceable avocations, and did not harbor riflemen or attack the British forces.

He next penetrated to the upper part of Elk river, at the very head of the Chesapeake waters; landed, and partially destroyed the town of Havre de Grace, together with a battery and cannon foundry, near the entrance of the Susquehanna; and, proceeding up the Sassafras river, with all the boats of his squadron on 6th May,

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—after routing a body of about 400 men, who had opened on them a fire from an entrenched position on the two opposite banks of the river—succeeded in demolishing the settlements of Georgetown and Frederickstown. On 26th June he further co-operated with Sir Sidney Beckwith in the attack upon Hampton, and, shifting his flag, on 1st July to the 'Sceptre,' 74, assisted in the course of that month, at the capture of Ocrakoke and Portsmouth islands, on the coast of North Carolina, possessing himself at the same time of the 'Anaconda,' of 20, and 'Atlas,' of 12 guns. He next, on the morning of 5th July, with a mere handful of men, made himself master of Kent island, in the Chesapeake. On the 6th September, Sir John Warren sailed with the principal part of the forces to Halifax, leaving the Rear-Admiral in command of the bay and anchorages of the Chesapeake, to which bay, after visiting Bermuda, Cockburn ultimately returned in 1814, on board the 'Albion,' 74, the 'Sceptre' being found defective, when he learned that Vice-Admiral Sir Alexander Cochrane had been appointed to succeed Sir John Warren as Commander-in-Chief.

In July of the latter year, Rear-Admiral Cockburn, after fortifying and provisioning Tangier island, as a depôt and base of operations, entered the Potomac, and, ascending that river, frequently landed at the head of about 500 seamen and marines, sometimes in Maryland, on the one side, and sometimes in Virginia, on the other, and over-running both provinces to the distance of ten miles from the water's edge, destroyed all the military posts and stores to be met with in the whole of that extensive range of country, and captured and shipped off several guns, stores of tobacco, flour, and other articles, but not, however, without frequently coming into severe contact with the enemy. He next proceeded with his boats up the Patuxent in quest of a powerful flotilla of seventeen vessels of light draught of water, under the orders of Commodore Barney, and at length, on the 22nd August, discovered the object of his search near Pig Point; but such terror did his very presence excite, that the Americans instantly set fire to their vessels, all of which, except one, blew up. In pursuance of a bold plan which he had formed, the Rear-Admiral being reinforced by a squadron, under Rear-Admiral Pulteney Malcolm, in the 'Royal Oak,' 74, consisting of three frigates, three sloops, two bomb vessels, and eight transports, containing a body of troops amounting to nearly 4000 men, under Major-General Ross, preceded in August by the 'Tonnant,'

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80, with the flag of Vice-Admiral Sir A. Cochrane, and 'Euryalus,' 30, Capt. Charles Napier. On the 10th Admiral Cockburn attacked the American Commodore's sloop, when a flotilla of fifteen out of sixteen gun-boats were burnt, the remaining gun-boat, with thirteen merchant schooners fell into the hands of the British, also a large quantity of tobacco.

The Rear-Admiral and General Ross now agreed to advance upon Washington, the capital of the United States itself, which they hoped to take by a *coup de main*. Reaching Bladensburg on the 24th of the same month, the British encountered the enemy's army, of about 8000 strong, with the President on the field of battle to stimulate them to deeds of glory, but which, although firmly posted, was attacked and completely routed. Thus encouraged, the victorious troops pushed forward without loss of time, and on the same evening entered Washington. The whole of that night and of the following day were devoted to the work of destruction, in which the Americans were also employed, for they burnt on the stocks a fine frigate of 1600 tons, and the 'Argus' 22-gun corvette, and committed to the flames the dockyard, President's house, arsenal, barracks, and a large stock of timber, and by the evening of the 25th, when the British commenced their retreat, public property to the value of between three and four millions sterling had been demolished. On the 30th the whole force had returned and re-embarked on board the vessels of the squadron, and descended the Patuxent with the prizes. Throughout every detail of this splendid achievement, Rear-Admiral Cockburn displayed his wonted ability and judgment, and, it is needless to add, obtained the high eulogiums of Sir Alexander Cochrane and Major-General Ross. Landing again on 12th September near the mouth of the Petapsco, he joined next in a descent on Baltimore, during their profitless advance on which place the British lost their general, but defeated a strong body of the enemy.

In order to form a powerful diversion in the south to relieve the Canadas in the north, it was resolved to undertake an expedition against New Orleans; Cockburn sailed for Bermuda to re-victual and refit his ships, and returned to the Chesapeake on the 26th November. He then set sail for St. Mary's, in Georgia, which he found already occupied by our troops, from whence he continued to keep the American army in check, but hearing from Sir Alexander Cochrane of the failure of the New Orleans expedition, he blew up the works of St. Mary's,

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repairing with his prizes to Cumberland island, of which he took possession, as also of St. Simon's, and other fertile islands on this part of the coast, where he kept the inhabitants in a constant state of alarm. There was one circumstance, however, says Brenton, connected with this expedition which should not be overlooked: it certainly relieved the Canadas from the pressure of war. The attacks on Washington, Alexandria, St. Mary's, and New Orleans drew all the American forces to the southward, and left our General, Sir George Prevost, more leisure and means to protect the provinces under his immediate care. After conducting many other operations on the southern coast, the Rear-Admiral, who had been created a K.C.B. 2nd January, 1815, ultimately, on being informed of the cessation of hostilities, returned to Spithead, where he arrived on 4th May.

It has been said that his daring achievements mainly contributed to the termination of the American War, and that it was he who re-established that naval supremacy all over the world which had been too successfully questioned on many occasions by our then trans-atlantic enemies. In every position in which he was placed during the war he acquired the confidence of the country, as victory after victory, on the ocean and on the land, vindicated the honour of Great Britain and established the power of his Sovereign.

Hoisting his flag subsequently in the 'Northumberland,' 74, as Commander-in-Chief at St. Helena, and being selected to convey Napoleon Buonaparte, who had recently surrendered himself, to that island, Sir George Cockburn on 8th August sailed from Plymouth, and on 17th October landed his important charge at the place of his destination, and had the good fortune to be considered a "gentleman" by the great Ex-Emperor: Napoleon only did the Admiral justice. He was superseded, however, in June, 1817, by Rear-Admiral Sir Pulteney Malcolm, and, returning home, struck his flag in the following August, and on giving an account of his mission to H.R.H. the Prince Regent and Earl Bathurst, he received their highest commendation for the able, steady, and judicious manner in which he had executed the delicate charge entrusted to him. In 1818 he was nominated a G.C.B., with additional armorial bearings indicative of his important services, and was elected a F.R.S. in 1820.

He was made a Vice-Admiral 12th August, 1819, Major-General of Marines in 1821, and a Privy Councillor in 1827; he, afterwards, with

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his flag in the 'Vernon,' 50, and 'President' 52, commanded-in-chief on the North American and West Indies station, from December, 1832, until February, 1836. His advancement to the rank of Admiral took place January, 1837.

Sir George Cockburn first obtained a seat in Parliament for Portsmouth in 1818 in the Tory interest. He was next elected for the borough of Weobley, was returned for Plymouth in 1826, and in October, 1841, held a seat for Ripon. In 1818 he became a Lord of the Admiralty, to which office he was re-appointed in 1828. He obtained a seat at the board as First Naval Lord, in October, 1841, but retired on the dissolution of Sir Robert Peel's Government, in the summer of 1846. Sir George, from his long, varied, and extensive experience, became, naturally, an officer whose great attainments would recommend him to the highest administrative position in his profession.

A writer in a daily paper, from which we quoted in our first number, wrote of him that it was impossible to do justice to his gallant services during this latter portion of his career; he was equal to any emergency —superior to any difficulty; and it was said of him, that, without any assistance he was so perfectly at home, he could conduct every department with the minutest attention to every detail of the service. His advice was ever respected, his orders were implicitly obeyed, and his rebukes were most effective. He was regarded by the Duke of Wellington as the first man in the Navy; he was looked up to by Sir Robert Peel as the mainstay of the Admiralty. His minutes were masterpieces of intelligence—clear, solid, and comprehensive. He never grappled with a question that he did not understand. He was ever ready to instruct, advise, persuade and inform, having but one object in view—the good of the service. It was a graceful act of his political opponents to recommend Sir George to be promoted to the highest rank in his profession, as Admiral of the Fleet, and he was deeply sensible of the honour so deservedly conferred upon him.

At a public meeting held in London, for the formation of the "Shipwrecked Mariners' Society," in February, 1839, Sir George was elected its first President, and he it was who, in conjunction with its present gallant Chairman, Capt. Hon. Francis Maude, R.N., and other active promoters, framed its rules, and by his commanding influence, obtained for the infant Institution the patronage of Her Most Gracious

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Majesty, with the support of the late Sir Robert Peel, and many distinguished noblemen and gentlemen. The gallant Admiral continued to hold the benevolent office for fourteen years, during which he continued to take the most lively interest in its growth, taking the chair at its early Committee Meetings, and, until prevented by ill health, presiding at the General Meetings of the Society, where his business habits and great tact, together with his urbane and gentlemanly bearing, essentially served the cause he had at heart—the relief of destitute shipwrecked sailors and their widows and orphans.

Sir George died at his seat at High Beech, Essex, in 1854, full of years and honours, and we are satisfied that the Naval history of Great Britain would be very incomplete without the record of the good services this distinguished Admiral had rendered to his Sovereign and his country.

OUR SHIPWRECKED SAILORS.

THE elasticity of British benevolence is said to be unlimited, but, although such vast sums are annually collected for the service of our public charities the number of contributors is comparatively few. And yet who among our fellow-countrymen and countrywomen can read without self-satisfaction the list of contributors and contributions to a foreign charity for relieving the sick and wounded in the French and German armies, making a sum of nearly £300,000 generously subscribed in the short space of three or four months. A special fund, amounting in the aggregate to nearly double the annual income of one of our best societies, to wit, the "Shipwrecked Mariners' Society," has also been provided by British generosity for the widows and orphans of those sailors who perished in the foundering of Her Majesty's ship 'Captain.' Instances of this kind of spontaneous liberality are of frequent occurrence among us, but they are regarded only as *addenda* to that deep source of income which flows year by year into a public charitable exchequer to be distributed in accordance with individual necessities.

There is one charity in particular to which we not only feel a duty but a pleasure in calling the attention of our readers at this particular season of the year, and that is, the above-named Society. It may be perfectly true that an institution of so deservedly high a character, which has stood the test of thirty-two years needs, in one sense, but little encomium from the Press to preserve its usefulness, while in another, every channel of publicity is an auxiliary to its resources and a testimony to its efficiency. Thus we may deal with the statistics of this Society, it being enabled to show that during the first eleven

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months of the past year 4316 widows,* orphans, and parents of the lost, and 4927 shipwrecked seamen were relieved, and since the founding of the Society in 1839, 202,355 persons have thus been promptly succoured in the moment of their distress. It may not be generally known that the ships wrecked, stranded, foundered, abandoned at sea or burnt, number in the total over 5000 per year, upwards of 2000 of which are lost on our own coasts; but the crews of all these vessels, or that part of them which are saved, picked up at sea, or sent home from abroad, are *landed destitute!* In order to encourage gallant efforts in saving lives at sea or abroad, since 1851, 34 gold, and 232 silver medals, together with testimonials and £956 5s., were awarded for saving 5677 lives from shipwreck! Nearly 50,000 seamen and fishermen prove *their* estimation of the effort to serve them and their families by subscribing each 3s. annually.

This Society, be it remembered, does not confine its operations to one nationality. Every shipwrecked seaman, no matter the nation to which he belongs, or the language which he speaks, is fed, clothed, and forwarded to his home. The crushing adversities of the seaman's widow are mitigated from the funds of this blessed Institution, as are also the indigencies and necessities of his orphan children. Nor do we consider it an untimely illustration of our Divine Master's assurance to quote the purport and labours of this Society, "I was an hungered and ye gave me meat, I was thirsty and ye gave me drink naked and ye clothed me, a stranger and ye took me in." None but those who have witnessed the catastrophe of a wreck, and personally judged of its details in cold and famine, in weariness and watchfulness, in hunger and wretchedness could depict the realities of such a scene. And yet we will undertake to say that there is scarcely a household in the kingdom, who, on learning that such a calamity had befallen any one of their fellow-creatures near their own door, would not gladly give their meal, their clothes, their money to relieve the homeless outcasts on their shore.

There needs not, however, this stimulant to the fulfilment of a duty. The storms of winter have set in, and every night and morning reveal on one coast or another the sad realities of these heart-rending scenes. Families have only to peruse in our public journals the records of disasters at sea, and be assured that they are no idle figments of invention, but the stern truths of sterner catastrophes. Our exhortation is, therefore, that every family should make this fact a personal appeal to individual generosity, and give in money, if only the value of a solitary meal or vestment, to the funds of "The Shipwrecked Fishermen and Mariners' Royal Benevolent Society."—*The Age We Live In.*

* The Committee have extended the bounds of the relief afforded to widows of seamen and fishermen, by doubling the portion hitherto awarded to those whose husbands have died a natural death, putting them on an equality with those widows whose husbands were drowned, and they ask for assistance in carrying out their charitable design, which will involve an extra cost of between £2,000 and £3,000 a-year.

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THE WRECK CHART AND REGISTER.*

THE Annual *Wreck Register* has made its appearance in the midst of two calamities which are nearly overpowering in their vastness and destructiveness. The war which rages with such fearful havoc on the Continent of Europe, and the foundering of H.M.S. 'Captain' in the Bay of Biscay, are amongst the disasters that will hereafter make the autumn of 1870 memorable in the history of the world.

War is, indeed, a terrible waste of all that binds together our sympathies and affections; but calamities like those of the 'Captain' which overtake us without warning, can be more easily borne with patience and resignation, because we know that they have been inflicted by no earthly and transitory emperor or king. Moreover, the loss of the 'Captain,' in conjunction with that of the steamer 'Cambria'† on the Irish coast on the night of the 20th October, with the sacrifice it is believed of 170 lives, are some of those fearful incidents which, by their appalling character, seem quite to overpower for the moment the daily and bloody records of the war.

These distressing reflections almost unfit the mind for a calm consideration of the 2114 shipwrecks, with the lamentable loss of 933 human lives, which took place amidst the gales of the year 1869 on our coasts.

However, as there is a bright side to every picture, so, in regard to the records of this *Wreck Register*, we find that by means of the boats of the "National Life-boat Institution," the rocket apparatus of the Board of Trade, and various other effective means, 5121 lives were saved that year from various shipwrecks on our shores.

Our profound conviction is, that there is no greater valour displayed on the battle-fields of France in destroying human life, than in the heroism which is displayed by our life-boat men throughout the dark hours of stormy nights, in saving human life.

As briefly as we can, we shall now proceed with our analysis of the *Wreck Register*.

We find, as we have before remarked, that during the above year 2114 wrecks and casualties, including collisions, occurred on the shores of Great Britain, accompanied by the loss of 933 lives.

This is, indeed, a large number, but when it is remembered that in the course of one year about 400,000 vessels, having a tonnage of 700,000,000, entered inwards and cleared outwards from British ports, and that our commerce continues to increase, it is a cause of thankfulness that our coasts are

* Abridged from the *Life-boat Journal*.

† Many widows, orphans and parents of those lost in this ill-fated ship have been liberally relieved by the "Shipwrecked Mariners' Society."

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not visited with more wrecks than even the large number already mentioned. As it is, however, such casualties are of daily occurrence, and indeed so frequent are they, that their terrible consequences can hardly be fully realized. Still, in how many a home must they be painfully felt, for almost every one of us has some relatives or friends connected with the sea.

A glance at the table compiled from the *Register* shows that in proportion as the number of our ships has augmented, the number of wrecks has been steadily increasing; and it is also at once apparent that in the year 1869 the number reported is in excess of the average of all previous years of which we have a reliable record—it being 367 more than in 1868, and 221 above the average for the past five years.

It is worthy of remark that 1866 and 1867 show the next highest number of wrecks noted; but in respect to that fact it should be mentioned, as indicative of the bad weather experienced in 1866 (which was the year when the 'London' was wrecked in the Bay of Biscay, and when so many shipwrecks occurred in Torbay), that 926 disasters happened when the wind was blowing at force 9 (a strong gale) and upwards. The following year (1867) we were also visited with heavy gales in six months of the year; and in one storm, which lasted from the 1st to the 3rd December, no less than 326 vessels were lost or damaged, 319 lives being unfortunately lost from them!

The most destructive gale in 1869 was the northerly one experienced on the 19th October.

As regards the nationalities of the vessels wrecked on our shores during the same year, 2163 of them were British and 387 foreign ships; while the country and employment of 44 are unknown. In classifying the voyages of the vessels, it is seen that 663 British ships were foreign going; and that of the foreigners, 298 were making voyages to or from the United Kingdom; 46 were passing our shores, and 28 were employed in our coasting-trade. The remaining 1559 ships were engaged in the coasting-trade of the United Kingdom, with the exception of those whose country and employment are unknown. The number of collisions was 461.

The accompanying new and enlarged Wreck Chart of the British Isles for the year 1869, enables the reader at a glance to fix on the position of each of that year's wrecks—every black dot on that chart represents such a casualty, while the several life-boat stations of the noble fleet belonging to the "National Life-boat Institution" are also clearly indicated by a characteristic emblem.

It will be observed that very few parts of the coast are without the melancholy round "wreck" dots; but happily it is also noticeable that the "life-boat's" mark is now to be found in large numbers on the Chart.*

* There is, likewise, not a single port, and we may almost add fishing village, where there is not a representative of the "Shipwrecked Mariners' Society," to provide for the wants of the poor castaways when they reach our shores.—*Editor S.M.*

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As usual, the largest number of wrecks occurred on the east coast, although the loss of life was not greatest there. The largest loss of life, during the ten years ending in 1869, was in the Irish Sea and on its coasts.

The ships of the collier-class employed in the regular carrying trade have suffered severely; they numbered 1200, or about half the whole body of ships to which accidents happened during the year. Thus it is, in a great measure, that so many casualties occur on our coasts, for such is the notoriously ill-found and unseaworthy manner in which these vessels are sent on their voyages, that in every gale—even if it be one of a moderate character only—it becomes a certainty that numbers of them will be destroyed, as will be seen from the fact that 844 of them were lost in 1864; 934 in 1865; 1150 in 1866; 1215 in 1867; 1014 in 1868; and 1200 in 1869—or 6357 in six years.

It is overwhelming to contemplate the loss of life from these, in too many instances, *avoidable* wrecks.

The following important Table, showing the casualties attended with loss of life on the coasts of the British Isles during the past nine years, is so interesting and instructive, that we can hardly omit it, as it is evident that it has been prepared with great care and intelligence:—

	British Sailing Vessels.			British Steam Vessels.			Foreign Vessels.		
Years.	Vessels Wrecked, with loss of Life.	Tonnage.	Number of Lives lost.	Vessels Wrecked, with loss of Life.	Tonnage.	Number of Lives lost.	Vessels Wrecked, with loss of Life.	Tonnage.	Number of Lives lost.
1861	163	25,043	638	7	1857	66	30	8297	169
1862	124	20,146	495	5	1739	119	16	6028	73
1863	128	16,110	500	1	467	33	22	2670	87
1864	88	9545	392	8	3639	83	12	2215	41
1865	137	19,301	461	10	3666	136	17	4250	101
1866	163	26,092	703	9	3802	92	27	3797	104
1867	230	31,470	918	15	5301	195	34	6127	230
1868	170	28,059	678	7	2236	43	19	3570	104
1869	175	29,061	724	6	1457	19	28	4045	133
Totals for nine years	1378	204,827	5509	68	24,164	786	205	40,999	1042

The lives lost in 1869 were in 211 vessels. Nearly 170 lives were lost in fishing-boats overtaken suddenly, in too many instances, by heavy gales of wind.

Of the ill-fated vessels wrecked with the loss of all hands, little of course is usually known, the entries in the *Register* being necessarily confined to the statement of their having sailed from one port to another; and, as they were never more heard of, it becomes necessary to state in ominous terms opposite to their names "Foundered, (supposed) total loss," the crew being numbered under the heading "Number of lives lost." How truly significant are these brief and telling words!

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Large, however, as the loss of life is, it would of course have been vastly increased in the absence of the noble work performed in every storm by the boats of the "National Life-boat Institution," the rocket apparatus of the Board of Trade, and various other successful means through which, under God's providence, thousands of our shipwrecked sailors were saved from a watery grave.

A SLAVE TRADE REMINISCENCE.

THE African Slave Trade, especially on the West Coast, has become a tale of the past, owing to the Divine blessing which crowned with success the arduous and persevering efforts of Great Britain to abolish the infamous traffic. The beneficial results from those efforts are manifest and undeniable in the altered and improved state of the congregated natives at Sierra Leone; in the nature and progress of the commerce now extensively carried on; and not least in the triumphs vouchsafed to the simple promulgation of the doctrine of the Cross. The sable descendants of Ham, kidnapped from almost every tribe on the Continent to breathe a fœtid and pestilential air in the crowded holds of slave ships, have been rescued by British daring, and at a serious cost of British life, and placed as settlers under the protection of the British flag; but this is not all. They have shown themselves capable of physical and moral improvement to an extent little contemplated fifty years since, even by their warmest friends and advocates. From the unpromising assemblage of that period, steeped in ignorance, and degraded almost to the level of the beasts that perish, has sprung a respectable and enlightened community, having amongst its members men of property and intelligence—men, too, who hold responsible positions in and around the interesting colony—not the least remarkable amongst these is Dr. Crowther, the respected Bishop of the Niger, of whom one of our periodicals, the *Christian Observer*, has recently thus written:—"A six years' episcopate enables us to speak of his Christian character and conduct with some confidence, and the admirable humility, wise forethought, and large minded spirit in which he has carried on his work, may well stir up our praise and thanksgiving to the Great Head of the Church who has made of a poor heathen negro slave-boy so faithful and efficient a shepherd and bishop of souls."

The object of this paper is not, however, to dwell upon the present state of Sierra Leone, nor even on its comparatively forlorn and depressing appearance half a century ago, when the writer personally knew it, and when the monotony of the place—only just reclaimed from the widely-extended forest-wilderness and the dominion of wild beasts—was broken only by the arrival of a fresh batch of re-captured negroes emerging from the hold of a slaver, so

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weak and attenuated as with great difficulty to walk but a short distance to the huts assigned as their abode—the intention is rather to place on record one of the many sad and distressing events which occurred from time to time in the days when Great Britain was vigorously engaged in forwarding the rescue of her enslaved and wretched fellow men.

The English Commodore's ship, the 'Iphigenia,' was at anchor opposite the European town, appropriately named *Freetown*, inasmuch as the liberated Africans, on landing there, became freemen. The writer proceeded from England in a small vessel to join the 'Iphigenia,' and was much surprised on his arrival, and reaching the upper deck, to see, not the proper ship's company neatly dressed in their usual tropical suit of white duck frock and trousers, with duck covered hat, but a crowd of half-clothed and forlorn-looking blacks lounging and lying about in anything but a man-of-war fashion. It was said, on enquiry, that they were employed to do the needful work on board—not, be assured, in a very sailor-like way—as there had been a desperate action in one of the African rivers with some slave vessels which had been taken possession of and manned by the white sailors to navigate them to Sierra Leone as prizes. The circumstances connected with this action are so strikingly illustrative of the mingled bravery and humanity of our nautical defenders in a fearfully hot and pestilential climate, that a perusal thereof cannot be otherwise than interesting, as it will show to what perils and harrowing scenes our seamen may be exposed even in a time of profound peace, and how especially valuable are all Christian efforts to enlighten and bring to Christ those, of whom it may be said with more than usual propriety that in the midst of life they are in death, the following narrative being but one of a thousand which the Royal Navy, stationed in all parts of the globe, could furnish.

The authentic account, as given in the *Royal Gazette and Sierra Leone Advertiser* of the 15th June, 1822, is as follows:—

"On the 15th of April last Lieut. Mildmay was ordered by Commodore Sir Robert Mends to conduct the boats of his Majesty's ships 'Iphigenia' and 'Myrmidon' into the river Bonny. The boats having crossed the bar soon after daylight, at seven o'clock seven sail (amongst them two schooners and four brigs, one of the latter English, housed with topmasts struck) were observed laying at anchor off the town of Bonny. When the boats were about four miles off, they displayed their colours, and as they advanced within long range, the two schooners, their broadsides having been previously brought to bear on the boats by springs on their cables, opened a fire without showing their colours. The boat in which Lieut. Mildmay was pulled faster than the others, and having got considerably ahead of them, he waited for their coming up. The slavers considered this stoppage to proceed from fear of advancing further, and immediately the two brigs and brigantine under French colours opened a heavy fire. When the boats were near enough for their shot to take

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effect the fire was returned, and at the same time they cheeringly advanced under a heavy fire of grape and musketry from all the guns, and in about twenty minutes from the beginning of the action they succeeded in boarding and taking possession of the whole of them.

"The housed brig, lying at some distance from the slave vessels, was found to be the 'William Rathbone,' from Liverpool, for palm oil. At a greater distance was a French brig, 'La Theodore.' She had no slaves on board, but they were on shore ready for embarkation. This vessel had lent her crew to the slave vessels engaged in the action, for, when examined by Lieut. Mildmay, there was not a seaman on board of her. Her papers were endorsed by this officer expressing the object of her voyage to the Bonny.

"In the action two men were killed, and five severely wounded. The numbers killed and wounded on board the slave vessels were not accurately ascertained, but on board of the Spanish schooner 'Yeanam,' which made a most desperate resistance, there were nineteen killed and several badly wounded. We regret to say that the slaves in this vessel suffered much, four having been killed and ten wounded, besides one or two of King Peppel's *pulaway boys*, who were also killed. Of the ten slaves wounded three were females, of whom one lost both legs, another her right arm, and the third was shot in the ancle; but under the skill and humane attention of the surgeon of the 'Iphigenia,' they have all recovered, and almost every other wounded person did well. The shot which wounded the female slaves struck between wind and water, passing through the slave room. Even after the dastardly Spaniards had resigned their vessel to our brave sailors, a number of them had skulked below, and, arming the slaves with muskets, had made them fire up the hatchways on our people, whereby one was killed and several wounded. The gallant and spirited commander of the boats perceiving his people thus falling about him, instantly directed every Spaniard on board to be brought from below and thrown overboard. Our tars were not long in executing the order, and although at the time the vessel's stern was not more than twenty feet from the beach, yet three of the Spaniards were carried off by sharks.

"The Spanish schooner 'Vecua,' when taken possession of by Lieut. Mildmay, had a lighted match hanging over the magazine hatchway. The match was placed there by the crew before they leaped overboard and swam towards the shore. It was seen by one of our seamen, who coolly and prudently put his hat under the burning wick and removed it. The magazine contained a large quantity of powder, and one spark from the flaming match would have blown up 325 unfortunate victims in irons in the hold, besides the officers and men of our squadron then on board. These monsters of iniquity, after the action, deeply regretted the failure of their diabolical plot.

"The 'Yeanam' was the first vessel that was captured; next the 'Vecua' and 'Vigilante,' and then the other two. On board of the first-named, Lieut.

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Mildmay saw a pretty little girl about twelve or thirteen years of age in irons, to which was fastened a thick iron chain ten feet long, which was dragged along as she moved. With the humane feelings of a British sailor, he ordered the girl to be instantly released, and that the captain, who had so cruelly treated her—for reasons best known to himself—should not remain in ignorance of the pain and degradation inflicted on an unprotected and innocent female, the irons were put on him.

"The Spanish schooner and the French brigs were despatched to Sierra Leone, the former for adjudication in the Mixed Commission Court, and the latter for trial before the proper tribunal."

At the end of this narrative the Sierra Leone paper gives a list of the slave vessels, engaged in action, with their armaments and other particulars; but to show the extent of the infamous traffic at that time, the hardened depravity of those engaged in it, and the great hazard of attempting to put it down, it may suffice to add that the tonnage of the five vessels exceeded 1,000, that the united crews were about 200, with 31 large guns, besides musketry, at their disposal, and that they were carrying more than 1,500 of their unoffending fellow creatures into miserable and hopeless captivity.

PAUPER BOYS AND TRAINING SHIPS

PREFERABLE TO

CRIMINALS AND REFORMATORIES.*

WHAT to do with the rising generation of paupers is—taken into consideration in connection with our rapidly increasing population—a question of serious moment, both to the Government and the community. Are the majority of our helpless pauper children destined to swell the ranks of thieves and vagabonds, to assist in perpetuating and increasing pauperism, or, by being taken in hand in time, to become useful members of society, and a source of national strength and prosperity?

I find on referring to some mercantile marine statistics, furnished me by eminent shipowners, the following startling increase in the employment of foreign seamen—viz., from 13,200 in 1854 to 31,817 in 1867; in fact, they had increased in proportion to the registered tonnage, whilst the number of British seamen had not, owing to a great extent to the abolition of the old system of compulsory apprenticeships, which gave us the best of our able seamen. Here, then, is a want to be supplied.

I find also, on referring to a return issued by the Poor Law Board, that there

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* Abstract of Paper read at the meeting of the Social Science Congress, at Newcastle, on the 27th September, 1870, by J. W. WOOD, Esq., Collector of Customs, Harwich, and formerly Honorary Agent of the "Shipwrecked Mariners' Society" at Ayr.

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were, on the 1st January, 1869, in the English and Welsh Unions *alone*, 21,881 pauper children of from twelve to sixteen years of age, of which number, I am informed, that about two-thirds, or 14,587, would be boys. Here is a surplus to be provided for, and it is, I think, reasonable to assume that a large proportion of such boys would elect to go to sea, if shipowners could be found to take them. Bearing in mind that the number I have mentioned represents but a *portion* of the United Kingdom, and for *one day* only, what a constant and never failing, but as yet almost untouched source of supply from which to recruit the ranks of our merchant seamen presents itself! Then why do not shipowners avail themselves of it? The only reason I have as yet been able to obtain from owners is, that after the boys have been twelve or eighteen months at sea, and learned to be a little useful, too many of them take the first opportunity to desert. But may not such desertion be justly and charitably attributed to another cause? We all know the weakness of human nature, even amongst the educated, and it is easy to conceive that an ignorant pauper boy fresh from the Union, and knowing nothing of a seafaring life, would for some time be a butt, a byeword, and a drudge amongst his rough associates, so as to cause him to desert and leave his unpleasant antecedents behind, as soon as he became at all capable of taking a position as an ordinary seaman.

In endeavouring to devise a remedy, three interests have to be considered, viz., that of the Boards of Guardians, the shipowners, and the boys, and it seems to me that the nearer and closer we can unite these interests for their common good, the nearer we approach a practical solution of the difficulty.

Briefly reviewing the main features of the case:—The maintenance of a pauper boy from twelve to sixteen years of age costs, I am told, about £10 per annum. Boards of Guardians, acting in the interest of the public, will, therefore, be glad to get them off their hands as soon as possible after they have turned twelve years of age; but owners will not take them.

Shipowners want boys, but, under existing circumstances, pauper boys are found to be practically worse than useless.

Pauper boys in large numbers, it is assumed, would gladly go to sea if Guardians would allow and owners would take them.

To meet these difficulties, I repeat a proposal made by me at the Society of Arts in February last, viz., the establishment at our leading seaports of *training ships for parish apprentices*, and hope to be able to show that once established, they would be self-supporting.

We will suppose, by way of illustration, that Government gives a ship, and that a staff of instructors has been appointed; a Board of Guardians sends a suitable boy of twelve years of age, and, with his own consent and the consent of his parents (if any), apprentices him to the ship, paying at the same time the usual Union premium of (say) £10, and the cost, in advance, of one year's Union

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maintenance, say another £10, or £20 in all. This amount being much more than would suffice for one year's maintenance on board, the surplus would go towards the cost of his training; at the same time the Guardians, supposing they would otherwise have kept the boy till he had attained sixteen years of age, would be a clear gainer to the extent of the cost of three years' maintenance, or £30.

A shipowner wanting a boy goes to the training ship, and obtains one who has had not less than one year's training. That boy is of immediate practical use to him. He has received more instruction, and that of a superior class, and he knows more, than any other boy who has been twelve months in his service, because he has not only had greater facilities for learning, but *nothing else but learning* to attend to. The owner can, therefore, with advantage, afford to pay a small premium for him, equivalent at least to what he would have paid the boy for a previous twelve months' apprenticeship to him, for has not the boy been carefully trained for him during that period, and that without his having borne the cost of maintenance? Add the amount of premium given by the owner (say £10) to that paid by the Guardians (£20) and the result is an income of £30 per head per annum, which amount, it is assumed, would be amply sufficient to defray the cost both of maintenance and training, and render the establishment self-supporting, the cost per head per annum on board the 'Chichester' Training Ship for Homeless Boys being but £27 10s. The advantages to the boy would also be great. He would be raised in the social scale. He would feel that he was wanted rather than shunned, and instead of going to sea as a drudge, he would be enabled rather to take the lead of his juvenile messmates; while his elementary education would tend to a more rapid acquisition of knowledge, and consequent advancement in life.

The scheme I have suggested consists, in short, in requiring the first year of a parish boy's apprenticeship to the sea to be served in a training ship, and his subsequent transference to an owner or master for the remainder of his term, with the mutual consent and to the mutual advantage of the parties concerned.

To those interested in the religious as well as moral welfare of our merchant seamen, I would also point out the great value such training ships might prove, if used on Sundays as floating churches for seamen at our various ports.

A few suggestive thoughts in connection with my subject now present themselves—

1st—As to the demand for trained seamen to supply our mercantile marine.

I have already shown the startling increase in the employment of foreigners, necessitated, in a great measure, by the scarcity of trained British seamen, and would remark in passing, that such may not only tend to numerous disasters, and consequent loss of life and property at sea, but it may be worthy of consideration, whether the presence of so large a proportion of the foreign

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element, by causing confusion, or its absence, further scarcity, might not be productive of serious inconvenience or even grave consequences in case of maritime war. It is, however, assumed by many that steam has of late been so rapidly superseding sails that fewer seamen will be required. How far this is the case may be judged from the following extract from the *Shipping Gazette* of the 25th July last:—"The Bureau Veritas thus sums up the number and tonnage of merchant vessels of *all nations*, sailing as well as steam, viz:—59,518 sailing vessels, 16,012,498 tons; 4312 steamers, 2,793,432 tons.

It is true that to some extent steam is superseding sails in coasting and comparatively short foreign voyages, but it can never be so in regard to vessels engaged in long voyages, until such a cheap, portable, safe and effective substitute for coal be found, as may enable vessels to dispense with sails; which is not likely to happen in our day, if at all, in consequence of the necessity for having sails to fall back upon in case of damage to machinery at sea—which sails require seamen to manage them. But supposing for a moment that by *any* means such improvements in steam and sailing vessels could be effected as would cause a less number of seamen to be required in proportion to tonnage, it would only add to the necessity for such being *thoroughly trained men*, and, with all deference to the opinions of those who may be more competent to judge, I cannot but think that pauper boys, properly trained on board training ships *specially* provided for the purpose, would make better seamen, in a shorter time, and at less expense, than those obtainable under the present system or absence of system.

2nd.—There is one speciality in regard to pauper boys as distinguished from reformatory or other tainted classes in connection with our mercantile marine, which may be worthy of consideration. The life of a seaman is to a certain extent one of toil and hardship. It is, therefore, of importance not only to himself, but to his employers, that he possess a sound constitution, as having an important bearing upon both his physical and mental capacity; and I think it may be fairly assumed that pauper boys, especially from the agricultural districts, being less likely to have inherited disease than boys from the streets, either in our manufacturing towns or seaports, would make sounder and more robust men, while, from their antecedents, it being certain that they could not have had similar opportunities of contracting vicious habits, it is but reasonable to suppose they would, with proper training, make the best of able seamen, provided they were kept apart from the tainted classes in other training ships.

3rd.—A few words on the subject in regard to the Navy. Our mercantile marine is, and probably always will be, the Nursery of our Navy; consequently its condition is a matter of national importance. Naval vessels, as a rule, use steam only as an auxiliary; therefore there is not likely to be a falling off in the demand for seamen in war vessels for navigating purposes. They may also be required upon occasion as fighting men. Naval vessels enter boys as well

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as A.B's. The present naval system of training boys is very expensive, while the pauper training ship system would be cheap as well as effective in regard to elementary seamanship. The admission of pauper boys to the Navy, after a limited training on board pauper training ships upon agreed terms would therefore, it is assumed, be attended with economy to the Government and advantage to all interests.

I now submit what I have advanced to consideration and discussion, in the hope that good may result, merely pointing out in conclusion that the only legislation on the subject necessary, would be a slight addition to the provisions in regard to parish apprentices contained in clauses 112 and 113 of the Merchant Shipping Code Bill, which is to be brought before the House next Session.

HANDY BILLY.

A TRIBUTE TO THE MEMORY OF A HALF-WATCH TACKLE.

PHILOSOPHERS are not agreed in their definitions of genius. One calls it "enthusiasm operating upon talent," and another says "it is the mark of genius to appropriate all things to itself." This looks rather greedy. John Foster says, "a man of genius is one who can light his own fire." Another says "the capacity for taking trouble is an undoubted mark of this rare possession." To give poetical existence to dull things, and moral qualities to dead ones, may not be a mark of genius, but it is sufficiently interesting to merit a passing notice.

The perpetuity of Handy Billy's name is a lasting monument of humble greatness, and if gratitude keeps alive the remembrance of past good deeds, Handy Billy will long be enshrined in many a sailor's heart. When the original Handy was launched upon the sea of time it would be next to impossible to tell, I write in memory of one of the members of the family, which is sufficient for my present purpose. We started life together; I was young, the ship was new, Billy was newer still. One fine morning, after we had cleared the land, the mate brought on deck two little blocks, a nice little duck-bill hook, and several fathoms of rope, and the handiest man in the watch, a favourite with the mate, was set to work to make my future shipmate. His creation was all a mystery to me, but I soon learned to love him for his work's sake, and to admire the appropriate name by which he was called.*

He was silent, steady and reliable, and though he led a busy life, he had often sweet seasons of repose; he was not always at work, but he was always

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* Handy Billy—a small jigger purchase, used particularly in tops or the holds, for assisting in hoisting when weak-handed; a watch-tackle.—"The Sailors' Word Book," by Admiral SMYTH.

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ready, never wanted a second call, never complained that he was kept so long on deck. Though never at school, he was a great multiplier, for he multiplied to the watch on deck the means of working the ship, and increased the sweet seasons of repose to the watch below; to the watch on deck he said, "let me share your toils, to the watch below, sleep on, strong sleepers, and dream of home and friends and bright memories of by-gone days." As a substitute, he gained the character of being equal to the strength of half the absent watch, and as a friend to good temper he was invaluable.

Our acquaintance extended over several years and more voyages. To relate all the incidents and accidents which occurred during the time we sailed together over

The balanced billows of the boundless sea,

would be tedious to the reader. I select a few from memory's log.

One voyage we were chartered to the coast of Africa. Our captain was an old trader there, and when he went to the Shipping Office to look out for his men, a subordinate asked him what crew he wanted?

"A lead-coloured one."

"What do you mean?"

"Half white and half black, they mix well together, and for an African voyage are very suitable; when there is half-and-half, one part is not down upon the other."

The morning we sailed was very wet, rain was falling fast, and a young clerk was sent from the office with papers for the master.

"Are you ready to sail?"

"Not for half-an-hour."

"Are all the men on board?"

"All except the boatswain, he came down in a hurry and forgot his umbrella but he will be here before the stern rope is let go."

We sailed away with—

A wet sheet and a flowing sea,
And a wind that follows fast.

And the outward voyage was speedy and prosperous. Not so, however, the homeward one, strong foul winds, calms, and light winds greatly retarded our progress. To our dismay, a large cask of bread was found damaged by salt water, and unfit for food. The weather became stormy, and hopes were entertained that a strong fair wind would succeed. One afternoon a sail hove in sight; before nightfall we were able to discover that she had been in heavier weather than ourselves, for she seemed partly disabled. That night was enough to make the stoutest heart tremble. A raging tempest above, and a raging sea below, made us fear not only for ourselves but for the ship in company. Who does not feel for tempest-stricken men in such a case without

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a refuge, without relief, with weary eyes watching for the worst, and weary hearts dreading the most?

Then by the lightning's blaze to mark
Some toiling tempest-shatter'd bark;
Her vain distress-guns hear;
And when a second sheet of light
Flash'd o'er the blackness of the night—
To see no vessel there!

Better weather succeeded, but our troubles were not ended. Hard work and short commons told upon the crew, and some fell ill; little progress was made and few ships were sighted; none, alas, came near enough to find out our distress, till one fine morning, when a Liverpool ship bore down in answer to our signal, and as we had not strength enough to get out our boat, the ship's boat kindly came to know our wants.

"Out of beef, out of flour, out of sugar, out of tobacco, the bread locker all but empty, half my crew sick." These were the brief and weighty words which fell from our grey-headed master, as he leaned over the quarter-board. The boat sheer'd off and was soon alongside her own ship. Three sacks were filled with bread, and with a barrel of flour, a quantity of beef, and seven pounds of tobacco, the boat was gladly rowed to the needy vessel. The boat's crew soon handed the welcome freight on deck, and when our master saw the supplies he fell on his knees, and, with a painful utterance, said to the officer of the boat, "I'll give you all my wages when I get to London."

"Our owners are good men," was the reply, "and never take payment for relief given in such a case."

Joy came to both crews as we parted company, and fresh hope and courage came to our disheartened men; our sick hands improved rapidly, and a favouring breeze came like a double blessing; only one man, the oldest of the crew, gave us anxiety and fear. The fresh supplies came too late for him.

Day after day, his labouring pulse
Became more faint and slow;
For, in the chambers of his heart,
Life's fire was burning low.

Then came the end, and silent sorrow sat upon every heart. But duty called, and brotherly hands and reverent hearts performed the last offices for the dead. An old studding-sail was the winding-sheet of our dear old mate, and next morning watch the topsail was backed, the helm lashed a-lee, and all hands came devoutly to the burial. Heads were bare, eyes were wet, and with good holding ground for the hope expressed in the solemn service, the body was committed to the deep.

The sullen waves close o'er him. But there's not
A stone to note the place where rests the brave—
A single bubble, bursting, marks the spot
Where rests the sailor in his sailor's grave!

Another voyage I remember well, when my old shipmate, whose name stands at the head of this article, performed important services. We were far to the southward and sailed pleasantly along. One morning, just as the mate was

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mustering the watch to wash decks, we heard a tremendous crash at the fore part of the ship—all hands were staggered at the sudden shock. The watch below came rushing on deck, and in wild bewilderment asked the latest news.

Before we had squared our thoughts by lifts and braces, one of the watch cried out "a water-spout."

"Nothing of the kind," said an old Yankee tar, "it's the blow of a double-shotted whale." The stun our ship had received was unlike all that was ever felt by any of the crew—it was not a bump, as if the ship touched the bottom, nor a glancing blow, but a mighty lifter; the plain fact was that a whale had spied our ship with his little eye, and his great flat* tail had come up under our bows, just as he was taking a riser, and had taken away part of our cut-water, bobstay, part of bowsprit, jibboom, &c., &c. The ship's course was altered, and got before the wind with all speed, the fore-stay was secured as soon as possible to save the masts, and after two hours energetic work the crew had time to compose themselves and think upon this strangest of all strange occurrences.

"He'll want a pitch plaster to put on the place, I guess," said the Yankee, who knew something of whale fishing, and was under the impression that the whale had damaged himself as well as our ship.

Fortunately the weather was moderate, so that the ship was able to proceed, but the repairs were not all done in a day. Handy Billy was a busy hand all the time, but it was amusing to observe the absence of condemnation on the fish, which is freely poured upon the luckless head of any one, be he master or man, who by neglect of duty or blameworthiness of any kind, brings extra work to the men. The silly fish was condemned by none, and pitied by some.

Our half-watch tackle did duty over the bows for the rest of the passage, in the capacity of a temporary martingale back-rope, and before the task was done it was washed as white as a towel swab, and needed, like the head gear of the ship, an entire new outfit.

Farewell humble helper in the sailor's toil, friend of the lowly living; other names have been more proudly praised, but this reflection is sweet:

"Honour and shame from no condition rise,
Act well thy part, there all the honour lies!"

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* "The tail of the whale is not vertical, as in most fishes, but level, by which it is able to reach the surface of the water with greater facility for the purposes of respiration; and such is the strength of this tail, that even the largest whales are able, with its assistance, to force themselves entirely out of the water; and you may easily understand this tremendous force when I tell you that in the large whales the surface of the tail comprises from eighty to one hundred square feet. In length it is only from five to six feet, but in width it measures from eighteen to twenty-six feet.

"Providence has given this immense power to serve as a defence as well as a means of propulsion to the huge animal, for the tail is nearly the sole instrument of its protection. With one stroke of it the whale will send a large boat with its crew into the air, and shatter the wood into a thousand pieces. The tail enables the animal to rise in the water by striking a few slight blows with it downwards, when the head is naturally carried in an opposite direction, and when the whale wishes to sink, a few similar strokes with the tail upwards at once serve to bury the head beneath the surface. Sometimes the animal takes a perpendicular position in the water, with the head downwards, and rearing the tail on high, beats the waves with fearful violence. On these occasions the sea foams for a wide space around, and the lashing is heard at a great distance, like the roar of a tempest. This performance is called by the sailors 'lob-tailing.'"—*The Broad Broad Ocean.*

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KILNER'S PATENT GRAB LINK.

WE are always glad to cheer the heart of the deep and earnest thinker, and to take notice of any invention likely to be of service to our immense mercantile marine.

In calling the attention of a master mariner to an invention the other day, we were met by a rather strange remark; he had just chartered his vessel for a "lump sum," and possibly this transaction had given a slight bend to his thoughts.

"I really haven't the time just now to look into the merits of the invention, but I really wish some one would invent right out, and once for all, a patent ship! it might go from a patent bobstay to a patent spanker-boom guy, from a patent false-keel, which would always prove true, to a patent truck which would always move in the right track."

We replied that we did not see how inventions could be "lumped" in the way he suggested, and until inventors worked more in harmony, we must despair of having a patent ship. Doubtless every invention was the offspring of a fond parent, and it was sorrowful to think that the Patent Office was like the Registrar's Office in more than one particular, for while that important functionary registered a birth, he had also to register deaths.

Degrees of excellency were no doubt found in patents as well as in other things, and the world owes more than it can repay to the patient thought and skilful hands of its best benefactors. The respected Chaplain of Chester Castle has patented an invention which we feel sure will unite him to humanity as a friend, and, we trust, will link many a precious life to its ship, and many a heart to its home.

Boats fitted with this apparatus, on being lowered, whether manned or not are infallibly released directly the strain is off the tackles, however great their angle from the perpendicular.

* To prevent the prior detachment of one end, it is necessary to keep the Grab

* *Prior detachment of one end.*—How many thousands of lives have been lost from this one cause can never be known till "the sea shall give up her dead;" scarcely a year elapses that does not add to the fearful catalogue. To say nothing of the casual circumstance when "A man overboard!" calls for rescue by a quickly lowered boat, take the now too frequent occasion of a collision at sea! a catastrophe that in most cases happens without one moment's warning. The affrighted passengers, aroused, it may be, from peaceful sleep, to find the ship sinking beneath their feet, make a rush for the boats, some of which *may* chance to be lowered and unhooked safely; others less fortunate, even though lowered on an even keel, get detached *only at one end*, which directly falls into the trough of a sea, while the other is suspended in the air by the upheaving of the ship, which hurls, by a sudden jerk, the entire living freight into a watery grave, for the best of swimmers can ill sustain themselves amidst the struggling, drowning mass!

This is neither more nor less than what has really occurred times out of number, and yet to meet a contingency so terrible, literally *nothing* has been done! Inventions have not been wanting, but a walk round the docks will convince an observer how almost entirely their existence is ignored. Probably ninety-nine per cent. of the boats of sea-going vessels depend, when lowered, on the treacherous hooks and ring-bolts, that in their uncertainty of detachment, involve so much destruction.

In ordinary "ships' boats" the ring-bolts are placed in a way that renders more awkward than need be the insertion and release of the hook, the "fore" ring-bolt being usually encumbered by the *standing part* of the "painter."

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Links from tumbling, until both ends of the boat are afloat. This may be done by either of the following methods:—

1.—By having at each end a sustaining hand, which is withdrawn at the word "let go" from the officer in charge.

2.—By sustaining lanyards held by one man in the centre of the boat at A, who controls the release of the boat at his own individual discretion.

3.—By lanyards spliced into the final links of the chain tails, also controlled by one man in the centre of the boat. It may here be noticed that the lanyards last mentioned, when a boat is to be hoisted, should first be passed through the Grab Links, though in circumstances of difficulty *not necessarily* through the tripping shackles. Concurrent action of the men employed will then secure the simultaneous attachment of both ends for hoisting, an object that is sometimes as essential to the safety of human life as the simultaneous release of both ends of a boat when lowered at sea.

Fig. 1.—The apparatus attached to a tight tackle, as in a boat suspended from a ship's davits.

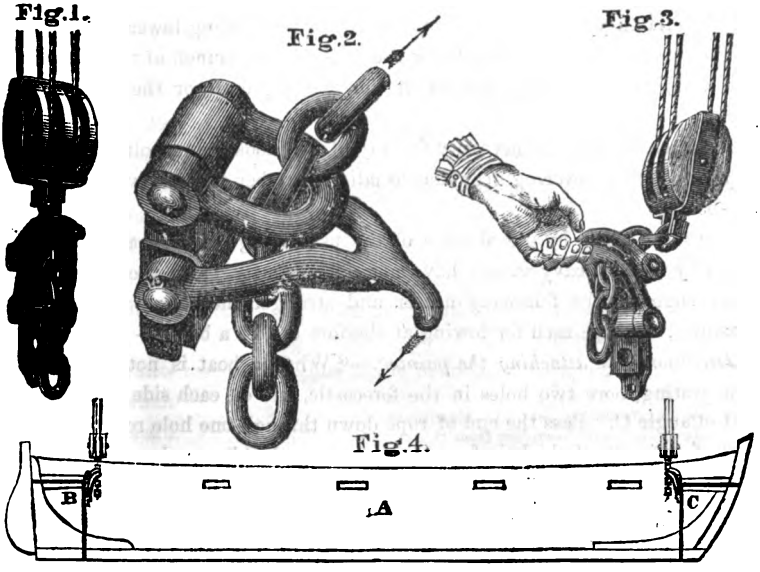


Fig. 2.—Shows (on a larger scale) the effect produced on the tackle being relaxed—*i.e.*, the upper shackle, in its fall, *trips* the chain from the narrow bight of the Grab Link, and the chain thus released is withdrawn without further impediment in the direction of the upper arrow.

Fig. 3.—The apparatus here is supposed to be attached—*e.g.*, to the fore-end of a boat, which on being lowered has touched the water first. A sustaining

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hand in this case keeps the chain securely locked until the signal "let go" commands its release *at the same time as the other end.*

Fig. 4.—Longitudinal mid-section of a boat supposed to be suspended from a ship's davits. The thick lines forming the angles B and C indicate the mode of attaching the apparatus. The perpendiculars represent iron or copper bolts passing through the keel and deadwood, and thence upwards as high as the boat's thwarts; here they are *flattened* and pierced with holes corresponding with those countersunk in the apparatus. Through the upper of these holes horizontal bolts pass respectively through the forecastle and after-seat of the boat, and finally through the stem and stern-post (to which, in small boats, the Grab Link may be *directly* fastened).

The Grab Link saves labour, in dispensing with any necessity for detaching the tackles from a suspended boat. This necessity involves considerable trouble and danger to human life on board passenger steamers going in and out of port.

The Grab Link, in its mode of attachment, secures for boats to which it is fitted, greater strength to their framework, greater neatness in their equipment, and less liability to "*heel over*" on either side when being lowered or hoisted.

It may be adapted in *strength* for the heavy steam launch of the ship-of-war, and in *lightness* for the jolly-boat of the coasting craft, or the "gig" of the yacht.

It dispenses with the necessity for any of the hooks, ring-bolts, chain-spans, guys, and other lowering gear that usually encumber and add weight to ships' life-boats.

The Grab Link, in the absence of the usual ring-bolt beneath the breast-hook, by which heavy strains have not unfrequently "torn the bows out of a boat," suggests the following neater and stronger method of attaching the "painter," or rope used for towing at the fore end of a boat:—

Directions for attaching the painter.—"When a boat is not fitted with a bow grating, bore two holes in the forecastle, one on each side the horizontal bolt of angle C. Pass the end of rope down through one hole round the lower part of apparatus (which is formed as a 'stop cleet,') up the other hole, and finally splice and secure as may be necessary to keep the 'standing part' of the painter thus attached, in the position indicated."

Already four pairs have been appropriated for life-boats of the U. S. Mail Steam Ship Company (Guion Line), four for those of the Montreal Ocean Steam Ship Company (Allan Line), and four others for Messrs. Laird Brothers, Birkenhead Iron Works, who have kindly promised to bring the invention before their shipping clients.

KILNER'S PATENT GRAB LINK STOPPER AND CABLE BRAKE.—Ships or vessels fitted with this apparatus may use it for either or both of the following *separate, and totally distinct purposes:*—

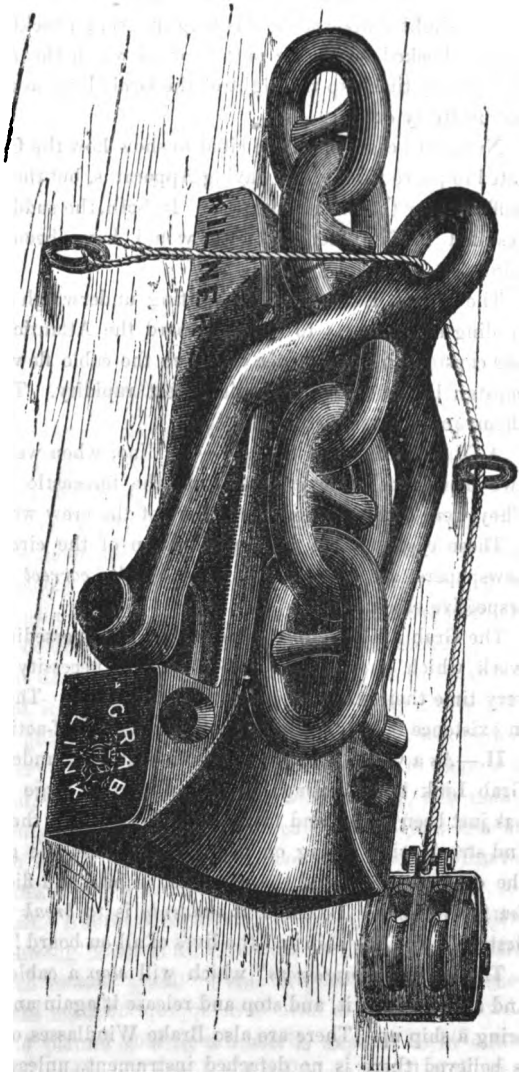
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1.—As a Self-acting Stopper, placed *before* the windlass, with its small end pointing *forward*.

2.—As a Cable-Brake, *abaft* the windlass, with its small end pointing *aft*.

I.—As a Self-acting Stopper. The reader must suppose the instrument divested of the rope and pulley-block shown in the drawing, and the cable in the act of being drawn in by the windlass along the channel of the casting from left to right, thereby raising the Grab Link slightly on the passage of every horizontal link of the chain, and permitting it to fall when the vertical links are successively drawn into its narrow bight.

As a "Stopper," before the windlass, *this* end pointing foreward (without rope and block).



THE GRAB LINK RUNNER AND TACKLE CABLE BRAKE.

As a "Cable Brake," abaft the windlass, *this* end pointing foreward (with runner and tackle purchase.)

By this simple self-acting process the cable is permitted to pass freely *inwards*, while the heaviest of strains will only increase the compression which prevents the possibility of its being drawn *outwards*.

Besides this compression (produced by combination of the permanent and moveable parts of the instrument, and sustained by the stud or cross-bar of the

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vertical link of the chain,) the cable is held in restraint (or toggled) by contact of the shoulders of the Grab Link bight with the *horizontal* link of the chain, but so slight is *necessarily* this toggling, that a tackle from one of the forecastle beams hooked on to the part through which the rope passes in the drawing, will at any time trip the bight of the Grab Link and leave the chain at liberty to run freely out.

Numerous cases might be cited to show how the Grab Link Stopper is calculated to prove itself a Life Saving Apparatus, but the following examples will be sufficient for the present purpose. In both, the sudden out-rush of cable, which resulted in fatal consequences, would have been prevented by the Grab Link.

The 'Great Eastern,' when getting underweigh in the Mersey, before proceeding to Sheerness to take on board the Atlantic Cable, broke the pawls of her capstan, in consequence of which the cable flew out at the hawse, and the capstan bars were whirled with great rapidity. Three men were killed by them, and others much hurt.

A Mail Steamer of the ——— line, when weighing in the Mersey, had two men knocked overboard from the forecastle deck by the capstan bars. They were both drowned, and others of the crew were severely injured.

These cases, quoted from recollection of the circumstances as reported in newspapers, are confirmed as *substantially correct* by former officers of the respective ships.

The Grab Link Stopper *saves labour*, by superseding the "Devil's Claw," to work which one or more hands must of necessity leave the windlass at the very time their strength is most wanted there. The *only Self-acting* Stopper in existence is believed to be the Grab Link Self-acting Stopper.

II.—As a Cable Brake, the reader will best understand the working of the Grab Link by supposing himself on board a large ship, the anchor of which has just been let go, and taken its hold. Under the influence of a swift tide, and strong wind acting on her unfurled sails, she gathers stern way rapidly, the cable surges round the windlass or bits, and flies out at the hawse with fearful velocity. To check it *suddenly* is to *break* it, possibly to involve the destruction of the ship and the lives of all on board!

There are "*compressors*" which will *stop* a cable on its outward passage, and again release it, and stop and release it again and again if needful, and so bring a ship up. There are also Brake Windlasses of recent invention; but it is believed there is no detached instrument, unless it be this, that (under the circumstances assumed) will literally perform the functions of a Brake on every successive link of a Cable, and *ease* a ship up at her anchor as gradually as a heavy train is eased up at a railway station.

To understand how this is to be accomplished, it must be borne in mind that, as a Cable Brake, the position of the instrument is reversed, its small end

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pointing aft; and that the Cable in its outward course passes from left to right towards the windlass, and thence out at the hawse.

The small rope and double block in the drawing indicate the way in which a large strong rope and tackle are applied.

The "fall" of the latter may be in the hands of any requisite number of men, who, holding it slack, allow the Cable to pass freely, or, by different degrees of tightness, gradually brake the progress of the chain until the ship is finally eased up at her anchor.

It is a fact, too well known to seamen and underwriters, that ships parting their Cables, in the *majority of cases*, do so in the act of bringing up! thence it follows that a really good Cable Brake *must lessen* the danger thus involved.

ICEBERGS.*

Icebergs are described by Arctic navigators as mimicking every style of architecture on earth; cathedrals with pillars, arches, portals and towering pinnacles, overhanging cliffs, the ruins of a marble city, palaces, pyramids, and obelisks; castles with towers, walls, bastions, fortifications, and bridges; a fleet of colossal men-of-war under full sail; trees, animals, and human beings: one is described as an enormous balloon lying on its side in a collapsed state. A number of icebergs seen at a distance of a few miles presented the appearance of a mountainous country, deceiving the eyes of experienced mariners.

The Rev. Mr. Noble thus describes the strange and sudden transformations, and the changing tints of icebergs:—"One resembled at first, a cluster of Chinese buildings, then a gothic cathedral of the early style. It was curious to see how all that mimicry of a grand religious pile was soon to change to another like the Colosseum, its vast interior now a delicate blue, and then a greenish white. It was only necessary to run on half-a-mile to find this icy theatre split asunder. An age of ruin seemed to have passed over it, leaving only to the view inner cliffs, one a glistening white, and the other blue, soft and airy as the July heavens. Another berg shone like polished silver, dripping with dews, the water streaming down in all directions in little rills, and falls, glistening in the light like molten glass. Veins of gem-like transparency, blue as sapphire, crossed the mass."

Capt. Ross draws a vivid picture of what a vessel is exposed to in sailing amidst these moving hills. "Imagine these mountains hurled through a narrow strait at a rapid rate, meeting with noise of thunder, breaking down each other's precipices huge fragments, or rending each other asunder, until

* "The Broad, Broad Ocean, and some of its Inhabitants," by William Jones, F.S.A. F. Warne and Co.

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losing their former equilibrium, they fall over headlong, lifting the sea around in breakers, and whirling it in eddies. There is not a moment in which it can be conjectured what will happen in the next; there is not one which may not be the last."

The Rev. Dr. Scoresby relates the incident of two sailors who were attempting to fix an anchor to an iceberg. They began to hew a hole in the ice, but scarcely had the first blow been struck, when suddenly the immense mass split from top to bottom, and fell asunder, the two halves falling in contrary directions, with a prodigious crash. Fortunately the men escaped.

The navigation among ice-fields and floes is beset with even greater danger than with icebergs. "Except earthquakes and volcanoes," observes Dr. Hayes, "there is not in nature an exhibition of force comparable with that of the ice-fields. They close together with the pressure of millions of moving tons, and the crash, and noise, and confusion are truly terrific. Of course no ship could escape destruction thus caught. Numbers of whalers have been lost in this way, and others have been overrun by the ice and buried in the ocean."

One of the most appalling instances of encounters with the ice is related by the Rev. Mr. Noble: "Capt. Knight, the Commander of a fine brig, with a costly outfit for a sealing voyage, lost his vessel near Cape Bona-Vista, in 1862. Immersed in the densest fog, and driven by the gale, he was running down a narrow lane or opening in the ice, when the shout of 'Breakers a-head!' and the crash of the bows upon a reef came in the same moment. Instantly overboard they sprang, forty men of them, and saw their beautiful vessel almost immediately buried in the ocean. There they stood on the heaving field of ice, gazing in mournful silence upon the great black billows as they rolled on, one after another, bursting in thunder on the sunken cliffs, a tremendous display of surf where the brig had disappeared. To the west were the precipitous shores of Cape Bona-Vista, lashed by the surge, and the dizzy roost of wild sea-birds. For this, the nearest land, in single file, with Capt. Knight at their head, they commenced at sunset their dreadful and almost hopeless march. All night, without refreshment or rest, they went stumbling and plunging on their perilous way, now and then sinking into the slush between the ice-cakes, and having to be drawn out by their companions. But for their leader and a few bold spirits, the party would have sunk down and perished. At daybreak they were still on the rolling ice-fields, beclouded with fog, and with nothing in prospect but the terrible Cape, and its solitary chance of escape. Thirsty, famished, and worn down, they toiled on all the morning and the afternoon, more and more slowly, bewildered and lost in the dreadful cloud, travelling along, parallel with the coast, and passing the Cape without knowing it at the time. But for some remarkable interposition of Divine Providence, the approaching sunset would have been their last, only the most determined would have continued the march into the next night;

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the worn-out and helpless ones would drop down singly, or gather into little groups on the cold ice and die. They had shouted until they were hoarse, and looked into the endless grey cloud until they lost heart, when, wonderful to relate! just before sunset they came to a vessel. A few steps to the right or the left, and they would have missed it, and inevitably perished."

HANDY BOOK ON THE REGISTRATION OF SHIPPING.

Comprising a brief description of the main features of law and practice in that respect, &c., &c. By John William Wood, M.S.A., Registrar of Shipping at the Port of Harwich. Price 2s. 6d., to be had of the Author.

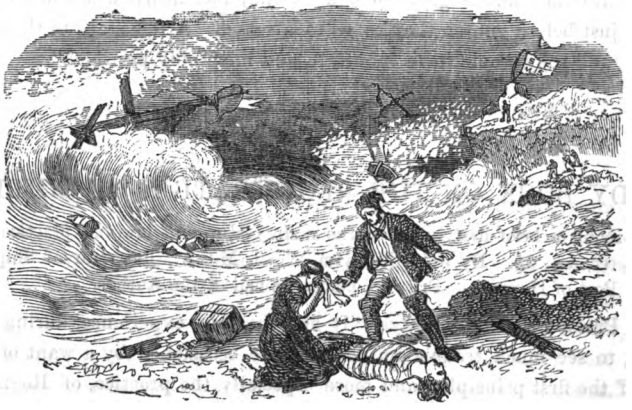
In the Preface the author says, "It has been my experience, during a long service, to see much trouble and loss of time occasioned by a want of knowledge of the first principles, and more especially the practice, of Registry, on the part of many interested in shipping. Indeed, were every owner to possess the Acts of Parliament relating to the subject, it would probably be found very inconvenient to devote the time necessary to master their details as occasion demanded, while the requirements of official practice would still be unknown." These considerations have led me to the conclusion that a brief description, comprising the main features of each in regard to ordinary cases of almost daily occurrence, with an Appendix containing a descriptive list of the several forms in use, &c., may not be unacceptable.

This is a valuable little work for all who hold property in ships. In large ports our extensive shipowners may not need its help, but in other ports, where every small tradesman has part of his savings invested in shipping, it is calculated to be of real service. Many of our master mariners will do well to make this book their own, and to master its contents. Not a few of them have an interest in the vessel they command, and it is well that they should possess the information which is here presented in a brief and convenient form.

A Sailor and his Boat.—The *Victoria* (British Columbia) *Colonist* gives an account of a sloop called the 'Yellow Lane,' which arrived there in June from Fort Simpson, quite a curiosity in her way. She was built by Joseph Spence—a rugged specimen of an English sailor — from cypress, a species of wood quite abundant in this locality. The trees were felled by Spence; the planks were whipsawed by him and an Indian; every nail in her hull was driven by Spence himself. Alone in the solitude of the north-west coast, remote from the sound of a civilized voice, Spence worked seven long months, and when he had launched his little barque successfully, he rigged her out with his own hands, and with the Indian as his only "crew," he set sail for Victoria, accomplishing the distance of nearly 800 miles in fourteen sailing days, which would be reckoned good time for a well-appointed vessel.

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MISCELLANEOUS.



THE COURT-MARTIAL ON THE SURVIVORS OF HER MAJESTY'S SHIP 'CAPTAIN.'—The Naval Court formed to inquire into the cause of the loss of Her Majesty's ship 'Captain,' and to try Mr. James May, gunner, and the seventeen surviving seamen, *pro forma*, under the 91st and 92nd sections of the Naval Discipline Act of 1861, composed of Admiral Sir James Hope, G.C.B., Port Admiral and Naval Commander-in-Chief at Portsmouth, President; Vice-Admiral Sir Hastings Reginald Yelverton, K.C.B., Capt. George Hancock, Capt. E. B. Rice, Aide-de-camp to the Queen; Capt. Henry Boys, Capt. Charles H. May, Capt. John Commerell, V.C., C.B., Capt. Thomas Brandreth, and Capt. James G. Goodenough; Capt. G. F. Blake, Royal Marines, Barrister-at-law, Officiating Judge-Advocate, assembled on the last day of its sittings on board Her Majesty's ship 'Duke of Wellington,' in Portsmouth Harbour, to conclude the deliberations and weighing of evidence adduced before the Court by the various witnesses, and to deliver judgment.

After the formal opening and the mustering in the Court of Mr. James May, the gunner of the 'Captain,' and seventeen petty officers and seamen, the Court was closed, and remained so until about a quarter to seven in the evening, when the doors were opened, and the President and members seen seated round the large table of the Court, wearing their cocked hats, a sign that the Court had framed and was about to deliver its judgment. The uncertainty when the judgment would be delivered, and the lateness of the hour—considering the *locale* of the Court on board ship in the middle of Portsmouth Harbour, at which this actually occurred—caused the number of spectators present from the shore to be rather scanty. Among the few persons present in the body of the Court were Capt. Rogers, commanding the United States' screw-frigate 'Franklin;' Rear-Admiral Sir John Hay, M.P., and a party of ladies, and several naval officers on full and half-pay, besides officers and men belonging to the ship.

The judgment of the Court, opening with the usual preliminaries in naval legal technical formalities of wording, was read by Capt. Blake, the officiating Judge-Advocate, and, divested of this technical preparatory wording, was as follows:—

"The Court having heard the evidence

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of Mr. James May relating thereto (the loss of the ship), and that of the remaining survivors, and such other evidence as they deemed necessary, and having deliberately weighed and considered the whole of the evidence before them, do find that Her Majesty's ship 'Captain' was capsized on the morning of the 7th Sept., 1870, by the pressure of sail, assisted by the heave of the sea, and that the amount of sail carried at the time of her loss (regard being had to the force of the wind and the state of the sea) was insufficient to have endangered a ship endowed with a proper amount of stability. The Court further find that no blame is attributable to Mr. James May, gunner of the second class, and the survivors of the 'Captain,' for her loss, and the Court do fully acquit them of all blame, and the said Mr. James May and the other survivors are fully acquitted accordingly. The Court, before separating, find it their duty to record the conviction they entertain that the 'Captain' was built in deference to public opinion as expressed in Parliament and through other channels, and in opposition to the views and opinions of the Controller of the Navy and his department, and that the evidence all tends that the Controller of the Navy and his department generally disapproved of her construction. It further appearing on evidence that before the 'Captain' was received from the contractors a grave departure from her original design had been committed, whereby her draught of water was increased by about two feet, and her freeboard was diminished to a corresponding extent, and that her stability proved to be dangerously small, combined with an area of sail, under these circumstances, excessive; the Court deeply regret that, if these facts were duly known and appreciated, they were not communicated to the officer in command of the ship; or that, if otherwise, the ship was allowed to be employed in the ordinary service of the fleet before these facts had been sufficiently ascertained by calculations and experiment."

After the reading of the Court's judgment had been concluded by the officiating Judge-Advocate, the President, directing Mr. James May, the gunner, to stand forward at the head of the Court table, returned his sword to him and said:—

"Mr. May, I am desired by this Court to avail myself of this present occasion, the returning to you of your sword, to acquaint you that the Court is satisfied that you did everything in your power at the time of the loss of the 'Captain' to save the lives of more of your shipmates, consistent with your duty, and that your conduct, and that of the other survivors of the crew of the 'Captain' during the period they were under your command, reflects credit on yourselves and on the service to which you belong."

SHIPWRECKS IN 1811 AND 1780.—With a view to inciting the public sympathy in the interests of the relatives of the 'Captain's' crew, Commander Newman communicates to the papers the following occurrence, which took place in 1811:—"That year," he says, "I belonged to H.M.S. 'San Domingo,' on the North Sea station, and we had just returned to our winter rendezvous in the Downs from our blockading duties off Flushing, when the distressing news reached England that H.M.'s ships 'St. George,' 98 guns, bearing the flag of Rear-Admiral Reynolds, Capt. Guion; 'Hero,' 74, Capt. Newman; and 'Defence,' 74, Capt. Aitkins, had been wrecked on the coast of Jutland in returning home for the winter from their blockading duties in the Baltic; and only eighteen out of the united crews of about 2000 were saved. The melancholy catastrophe arose principally from the unfortunate circumstance of the 'St. George' having previously driven ashore whilst at an anchor in a heavy gale off the island of Zetland on Nov. 15, but got off with the loss of her three masts and rudder. Proceeding

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to Wingo Sound, she was fitted with jury masts and a Pakenham rudder. From her disabled state, on sailing she was taken in tow by the 'Hero' and 'Defence.' A heavy gale again arose, and they could not weather the Haak Sands. The gallant admiral, viewing their dangerous position, signalled for them to cast off tow and save themselves. Like brave fellows who never desert a friend in distress, they, similar to the immortal Nelson at Copenhagen, would not answer the admiral's signal, and thus, in devotion to duty, and with the heroism of true British seamen, nearly all perished. Singular to relate, the 'Grasshopper,' 18 gun-brig, Commander Fanshawe, in company with the ill-fated ships, was driven over the Haak Sands into the Texel, receiving little damage, and there taken possession of by the French. A public subscription throughout the kingdom took place, the Royal Navy giving a day's pay. And I now confidently hope that my countrymen will evince equal patriotic liberality to the widows and dependents of the brave fellows, who, while engaged at their country's call, lost their lives in the unfortunate 'Captain.'"

Mr. Newton B. C. Lee wrote thus to the *Standard*:—"Sir,—In your leader on the 'Captain,' you seem to have forgotten that in October, 1780, in a hurricane in the West Indies, there were lost fifteen men-of-war, viz.:—'Thunderer,' 74; 'Stirling Castle,' 64; 'Defiance,' 64; 'Phœnix,' 44; 'La Blanche,' 32; 'Laurel,' 28; 'Shark,' 28; 'Andromeda,' 28; 'Deal Castle,' 24; 'Penelope,' 24; 'Scarborough,' 20; 'Barbadoes,' 14; 'Cameleon,' 14; 'Endeavour,' 12; 'Victor,' 10. The 'Thunderer,' I know, foundered with all hands, probably at least 800 men, if not more. The commander was Capt. Nicholas, R.N., of Newton Vallance, near Alton, Hampshire."

Voyage of the Sailboat 'City of Ragusa.'—Two adventurous men who crossed the Atlantic in a little craft of less than two tons, arrived safely at Boston on the 8th of September last. John Charles Buckley, a middle-aged Irishman, and Nicholas Primorez, an Austrian, left Liverpool on Thursday, June 2, having on board a quantity of corned beef and other preserved meats, 500lbs. of coal, about eighty gallons of water, and a ton of ballast. They cleared for New York, but Capt. Buckley changed his mind afterwards and made for Boston, taking the northern course, or substantially the same taken by the 'Cambria' yacht in her race with the 'Dauntless.' Ten days were consumed in the voyage from Liverpool to Queenstown, and upon arriving at the latter port she put in four days for repairs.

There were strong westerly winds almost from the beginning of the journey to the end, and two or three heavy gales. The most severe of these was on the night of the 3rd of September, when the 'Ragusa' was off George's Bank. Numerous vessels in that vicinity were wrecked at that time, but this little fragile craft, with not a plank in her over half-an-inch in thickness, came out all right in the morning with only the loss of the jib. The first thirty-five days of the voyage the weather was uniformly rough, and not for a moment during this whole time did either Capt. Buckley or his fellow-tar enjoy the luxury of a stitch of dry clothing. The water not only poured in upon them unmercifully over the deck, but the barque commenced leaking badly, and one man had to be constantly working the little hand-pumps, which they were fortunately provided with. A fire kindled in the stove was speedily quenched by the dashing sea, and for three weeks or more they had to subsist on raw meat and hard bread. Their best day's run, however, was under these trying circumstances, when they made 153 miles. Their slowest day's run was eleven miles; but the average speed of the entire voyage was about four knots per hour. When at length there

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came a few days' fine weather, and the exhausted men were about to indulge in the rarity of a cooked meal, they discovered that their kindling wood had been washed away, but one day they fell in with a floating barrel containing half-a-dozen gallons of tar, an article which not only served them for kindling fuel, but also was found useful for caulking purposes.

When in the neighbourhood of Cape Clear, a couple of mammoth whales paid the voyagers a visit, one of them coming up alongside so unpleasantly near, that Capt. Buckley reached over and placed his hand on the intruder's back. They followed along some five or ten minutes, and then disappeared, much to the satisfaction of the adventurous sailors. On the 4th of July they encountered a heavy storm; but in spite of it they commemorated the day, and, as the captain expresses himself, drank the health of General Grant and all his relatives. Capt. Buckley, it is stated, says he is glad the voyage is over, and although he never had any serious doubts about being successful, he does not care to undertake the experiment again.

OUR WORN-OUT MERCHANT SAILORS.—The Travelling Secretary of the Royal Alfred Aged Merchant Seamen's Institution has been on a visit to the outports, and we trust he met with such a liberal response as this great national charity merits. We have called it "national," for it appears there are sailors from all parts of the United Kingdom recipients of its benefits, though, we regret to say, on referring to the list of donors, our large seaports do not occupy a prominent place. But this may arise from the fact of the Institution not having been sufficiently known in those localities. Since the foundation of Greenwich Hospital, for the sustaining of which a compulsory charge was made on the pockets of the masters and seamen of the mercantile marine, in return for which they derived no benefit, there has been absolutely no provision for the worn-out and decayed members of our great merchant navy till the establishment of the Institution of which our Sailor Prince is the patron. To the Committee of the "Shipwrecked Mariners' Society" we are indebted for this great national undertaking. After years of toil and anxious thought, they succeeded in raising funds, and purchased the mansion of the late Sir Culling Eardley at Belvedere-on-Thames, in which are now located seventy-five worn-out old tars, and there are fifty-five receiving the out-pension of £12 a year. The Institution is supported entirely by voluntary contributions, and, we are happy to say, is out of debt, owing mainly to the liberality of the president and late chairman, who subscribed one thousand guineas each, in addition to annual subscriptions. At the recent election of candidates for admission to the benefits of the Institution, there were no less than 263 applicants from all parts of the United Kingdom, out of whom only 10-in-door and 5-out-door pensioners could be elected, solely for want of funds.

Thomas Rogers, master mariner, aged 100 years and 5 months, presented himself as a candidate for admission to the benefits of this Charity at the election which took place in August; having outlived his patrons and contemporaries, this ancient mariner had no one to take him by the hand, and consequently was unsuccessful. The case attracted the attention of the late chairman, Wm. Phillipps, Esq., who having made inquiry, determined on exercising the privilege he possessed, and Thomas Rogers was duly installed as an out-pensioner. Rogers was born at Foots Cray, Kent, in 1770, was apprenticed to the Victualling Department in 1782, and served on board their vessels till 1805, when he was appointed to command a ship in the foreign trade, and in 1823 became owner of the vessel, which subsequently was lost, and with it

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all he possessed. This ancient mariner, though doubled up through age, is in full possession of all his faculties, and wrote, in presence of some members of the Committee, a narrative of his services without the aid of spectacles. His hearing is also very good. He attracted great interest among the members at the Jerusalem Coffee House. In this valuable Institution there is another veteran, named William Coverdale, in his ninety-fifth year, also in full possession of his faculties.

The only qualification required for admission to the benefits of this great Charity is, the candidate must have served in the mercantile marine for twenty-one years, must be over sixty years of age, and totally unfit for further service. The Institution receives within its walls single men and widowers who have no home, and who have no resource but the workhouse, and those who are married and living with their friends receive a pension of £1 per month, or £12 a year. It may be argued that a man will not consent to leave the place of his birth and go to reside in an institution many miles away; but no man, particularly a sailor, will voluntarily enter a workhouse, where he has a home and the association of his messmates as an alternative. In proof of this, we refer to the names of those from Scotland residing at present within the building. As the recipient of the outpension will receive it wherever he chooses to reside, the objection does not apply in his case. That the necessity of such an establishment in connection with the great ports exists, no one can deny; and we do not see why the liberality of our great merchants and shipowners should not be accorded to this Institution, which has ample room for a still larger number of old tars if properly supported.

THE FISHERMAN'S SON.—A gentleman walking on the beach came across a little boy sitting on the road all by himself, looking out on the great ocean. "You like the sea, my boy, do you not?" "Yes, sir, and I hope to follow it when I get bigger." "It is a hard life, besides being dangerous," said the gentleman. "Yes, sir; but Jesus Christ went to sea, and He knows the dangers; and sometimes he preached out of a ship. I am sure He loves sailors," said the boy. "But that will not hinder you from meeting with storms, and, perhaps, getting shipwrecked." "Jesus Christ rules the winds and the waves. He stopped a storm once," was his reply. "He does not now," said the gentleman. "No, sir, but He will help us to trust in Him; and if we hold on to Him nothing can harm us," said the boy. "You might be drowned." "Yes, sir" —the boy stopped—"but you know my soul would then fly up to God; and it is all fair weather there." "Why, my little man, you are quite a preacher," said the gentleman. "Father and I often talk these things over," said the little boy; "and when he has gone out fishing, and leaves me all alone at home, they are company for me." "The sweet, quiet, happy face of the little fellow pleased me," said the gentleman, "and I felt that he had the best of company."

STATISTICS OF HUMAN LIFE.—According to a French statistician, taking the mean of many accounts, a man fifty years of age has slept 6,000 days, worked 6,500 days, walked 800 days, amused himself 4,000 days, was eating 1,500 days, was sick 500 days, &c. He ate 17,000lbs. of bread, 16,000lbs. of meat, 4,600lbs. of vegetables, eggs, and fish, and drank 7,000 gallons of liquid—namely, water, coffee, tea, beer, wine, &c., all together. This would make a respectable lake of 300 square feet surface and three feet deep, on which a small steamboat could navigate. And all this solid and liquid material passing through a human being in fifty years! Verily, there is, after all, some truth in the story of the ogre who drank a lake dry to catch the fugitives

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that were sailing over it. Any man can do the same—only give him time! Is it not a matter of wonder and admiration to perceive how the earth is rendered sufficiently re-productive to thus satisfy the rapacity of the millions of persons upon the face of it?

Religion Afloat.—At the Public Meeting in London last year of the Royal Naval Scripture Readers' Society, Admiral the Right Hon. Lord Clarence E. Paget, K.C.B., said—I presume I have been called upon to move a resolution in consequence of my having had command of the Mediterranean Fleet, and having had some opportunity of watching the working of the Scripture Readers' Association. I can from my heart say that the working of this Institution, as far as I had the means of observing, was most admirable. There was a perfect understanding amongst the captains of the squadrons, who all appeared to be desirous to have the assistance of the Scripture Readers. The chaplains of the ships were also unanimous—or, I would rather qualify that, by saying nearly unanimous—in their favour, and I am glad to say that the prejudices which have been adverted to by the honorary secretary and his Grace the Archbishop of York in the chair, are gradually wearing away. No doubt, at the commencement of the new Institution, there were prejudices against it, and there was an idea that the Readers would interfere with the duties of the chaplains, and that they would act prejudicially to the discipline of the ship. I can assure you that I have never had any complaints made to me; on the contrary, I found amongst all the captains a general impression that the labours of these Scripture Readers are of great service to the fleet.

I regret that my right hon friend Mr. Childers is not here to-day, and I am sorry to hear from Sir Sydney Dacres that his labours at the Admiralty have laid him up. I am not at all surprised at it; but I do think it would have been as well that some of the Board should have been here to have heard the remarks which have been made. I believe it to be unadvisable that the Admiralty should withdraw their subscription to this Society in consequence of the reduction of Woolwich and Greenwich; they should rather increase it. It is a matter of regret that that noble creature—the seaman—who has been living on board in a perfect state of discipline, with the man of God near to him, with the exhortations of the chaplain—a great deal of prayer goes on on board ship—should, immediately he lands, be invited to become the slave of intemperance, to the neglect of everything that is holy. The evil exists, but the remedy is most difficult. We may hope, however, that by the increase of religious instruction, by the exertions made by the officers and chaplains, his spiritual condition may be improved; and we may hope that the seeds sown in that way may not be sown in vain.

There is another point I think this Society might impress upon the Admiralty. I myself have observed in the ships of my squadron a lack of opportunity and means for the men to meet together for prayer. I am not going to blame any one for it. I was seven years at the Admiralty, and it was our earnest desire that there should be some place set apart for religious instruction and study; some place where the steady man could go and read and pray, and speak with other seriously disposed men. I believe that by a proper laying out of the large ships such a place might be found. What was true in that day is much more true now when our ships have the means of giving more accommodation. I would impress upon the Admiralty—and I think the Society is in a position to do so—that in all the large ships there should be a place fitted for study and for religious exercise, for the administration of

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the Sacrament and for other religious purposes, to a much greater extent than now exists. I am satisfied that it wants but their attention to be called to the fact.

I assure you that there is a great religious feeling in the fleet, right through both officers and men, and there is a general willingness to take the Sacrament; and I feel it is not exercised more, not on account of any unwillingness on the part of the ship's company, but because there is a diffidence. They do not like too much publicity. They do not like to take the Sacrament in the presence of the whole ship's company. I think we should feel much the same in Church. If the whole congregation were to remain during the administration of the Sacrament, many would feel a diffidence, and we cannot feel surprised that the sailor should entertain a similar feeling. I would, therefore, impress upon my brother officers the desirability of making a representation that it is absolutely necessary that in all the new ships should be constructed a proper place for study and religious instruction.

Loss of H.M.S. 'Trinculo.'—When we come to write the memoir of Lieut. the Hon. F. G. Crofton, it will be well for us to have the following *note* to fall back upon. A court-martial having been held for the purpose of investigating the circumstances connected with the loss of the gun-boat 'Trinculo,' in the Mediterranean, the following finding was placed officially on the record:—"The Court is of opinion that the loss of the gun-boat 'Trinculo' was caused by the bad look-out kept on board the Spanish steamer 'Moratin,' and by her putting her helm to starboard instead of to port. The Court is of opinion that no blame attaches to Lieut. the Hon. Francis George Crofton, or any of the surviving officers or crew of the late gun-boat 'Trinculo,' for their conduct on the occasion of the loss, as it appears to the satisfaction of the Court that Lieut. the Hon. Francis George Crofton and his crew did everything in their power to save the lives of the ship's company, who appear to have been in the highest state of discipline, and behaved in a most creditable manner; the only men not saved were, in the opinion of the Court, killed on the spot in the collision; and the Court doth, in consequence, therefore adjudge the said Lieut. the Hon. Francis George Crofton and the remaining officers and ship's company of the late gun-boat 'Trinculo' to be fully acquitted, and the said Lieut. the Hon. Francis George Crofton, officers, and ship's company are hereby severally and respectively acquitted accordingly." The President, in returning his sword to Lieut. Crofton, complimented him upon the high state of discipline which prevailed on board the 'Trinculo,' as evidenced by the entire absence of confusion after the catastrophe. Every man who could be rescued was brought safe to shore. The President also told the officers and ship's company that, under God's providence, through their own cool conduct and high state of discipline, and their good captain, their lives were saved.

Loss of the Barque 'Architect.'—A sad story of shipwreck and suffering has reached Liverpool. About the middle of September last the North German barque 'Architect,' Capt. Weiss, sailed from Quebec with timber, for Antwerp. On the 22nd ult., the ship being about four miles to the south-west of Bird Island, struck suddenly on a sunken reef, filled in about half an hour, made a sudden lurch, capsized, and came bottom up. The captain and crew, after a desperate struggle, succeeded in reaching the vessel and got on to the bottom. They had neither food nor water. On the first and second days their sufferings were beguiled with the hope that they would soon be seen by some passing vessel, but it was not until the seventh day, when they had almost

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ceased to hope, that they were rescued by the barque 'Russia,' of Sligo, in a most exhausted and pitiable state.

SINGULAR DISCOVERY OF BURIED TREASURE.—The attempt to recover the treasure sunk in Vigo Bay more than 150 years ago is turning out successful. After 19 days' search made with large diving-bells, 15 galleons are reported to have been found lying at a depth of few hundred feet, and on knocking a hole into the side of the 'Almirante' some ingots, plate, and valuable arms were found by the divers. The 'Almirante' and her consorts were sent to the bottom during the war of Spanish succession, and have remained immersed in the port of a poverty-stricken nation during the whole time of the Bourbon occupation. Hardly had Queen Isabella been driven from the throne than a Spanish banker, long settled in Paris, made overtures to the Government at Madrid, and on condition of handing over nearly half the treasure in case of success, M. Poreire received permission to look for the sunken ingots. As the galleons have been lying at the bottom since the year 1702, some time was necessarily required to free them from a large accumulation of sand, but letters from Spain say that this part of the task has been accomplished. A French account of the Vigo affair says that Count Chateau-Renault was ordered to escort the Indian fleet returning from Vera Cruz, when it was chased by 150 Dutch and English vessels. Chateau-Renault wished to run into a French port, but the Spanish admiral, Don Manuel de Velasco, obstinately refused. Hence the Vigo disaster, which surpassed that of the Hague; eighteen French vessels and twenty-eight galleons laden with wealth were taken or destroyed, and there was hardly time, through the energy of the French captain, to send a few millions ashore. Lord Mahon, whose version is somewhat different, dwells at some length on the circumstances attending this affair. He says that our fleet was on its way back to England, when the Duke of Ormond received intelligence that the treasure ships had gone into Vigo to avoid him. The cargo was said to consist of £3,000,000, besides much valuable merchandise. The English and Dutch admirals and generals resolved on action. The Spaniards might have saved their treasure by landing it, but their was a fundamental law against galleons unloading anywhere but at Cadiz, and the Chamber of Commerce refused, on application being made to it, to bate one jot of its privilege. The matter had to be referred to the Council of India, and that body deliberated just a day too long. Chateau-Renault and Don Manuel threw up a few feeble defences at the mouth of the harbour, but the English ships broke the boom thrown across the entrance, and Ormond and his soldiers stormed the forts. The French burned their ships and made their escape ashore. The conquerors shared some millions of dollars and some millions more were sunk. According to Lafuente the doubloons got on shore through Gallic energy were soon captured and "immense riches in gold, silver, and precious merchandise disappeared under the waves." We shall soon know what amount of wealth has been lying idle in so unaccountable a manner since 1702.—*Pall Mall Gazette.*

THE ELECTRIC LIGHT AT SEA.—The steam-ships of the French line between Havre and New York are now furnished with electric lanterns for use at night. A correspondent of the *Telegrapher*, on a visit to Sandy Hook, a week or two ago, heard the veteran Farrell at the telegraph station describe his first introduction to the electric light as thus employed. One night, while on the look-out (as he always is, for he sleeps but four hours out of the twenty-four, and those in the daytime), a thick fog set in, through which he vainly endeavoured to get sight of any vessel to

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the seaward. The fog bells could be heard from their different stations, and the lighthouses on the Hook shed their rays dimly but a short distance. Suddenly a great stream of light pierced through the dense fog, forming, as Farrel described it, "a streak miles in length," illuminating the highlands; then it shifted across the Hook, and, as it swept athwart the telegraph station, a glimpse of its intense light was perfectly dazzling; then it shot a long way up the harbour, and then over towards Long Island. It appeared to cut the fog in pieces, and seemed to leave a wake of light over the vast region of space through which it traversed. Farrell was on the point of telegraphing to the city that a large ship was on fire, for never before had such a brilliant light been seen in the neighbourhood of the Hook; and, under the circumstances, he would have been justified in so doing, but he is a cautious man as well as prompt. But he soon heard sounds from the steamer, which convinced him that it was the 'St. Laurent,' and instead of creating an excitement throughout the country by announcing a steamer on fire below New York Harbour, he simply announced the arrival of the 'St. Laurent.' No one can be more earnest in commendation of this electric light than this old veteran. He says there is nothing like it on the water; that it is the only light that penetrates successfully a dense fog, and no one is more qualified from experience both at the Hook and also at Cape Race of home fogs, than he to judge of the merits of this triumph over the elements of darkness. With this light at its bows, a vessel's course can be seen by those on board in the thickest weather for miles ahead, thus rendering collisions with vessels or icebergs almost an impossibility. Perhaps the use of an electric light might have saved the 'City of Boston' from becoming the tomb of so many valuable lives.

COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.

For the "Shipwrecked Mariners' Society."

ARKLOW. — Sermon in Parish Church by Rev. William G. Ormsby (Life Governor) £5 0 0

BURNHAM, SOMERSET.— Sermon in Parish Church, by Rev. T. C. Dupuis, Vicar, (Life Member) £6 2 8

GUILDFORD.—Lecture at Merrow Schools, upon the Polarization of Light, and Notes of Customs of the North American Indians, on "The Breath of Life," per Captain C. D. Campbell, H.M.I.N. £1 10 8

LONDON.—Contributions:

Lady Lawley	£50	0	0
Mrs. C. Smith	£20	0	0

Legacies announced or received:—

Mrs. William Jamieson, of Fraserburgh, N.B.	£19	19	0

Misses Elizabeth and Grace Russel, of Peterhead, portion of Residue.

LOSTWITHIEL.—Sermon in Parish Church, per Rev. W. Bennett, of Treverban £1 10 0

MUMBLES. — Sermon in Parish Church by Rev. Secretan Jones £2 9 6

PLYMOUTH. — Collection on board H.M. ship 'Crocodile,' per Capt. Parkin, R.N., through Capt. Fawckner .. £2 1 1½

RICHMOND, YORKSHIRE.—On Thursday afternoon, October 8th, a Meeting was held in the Council Chamber in aid of the

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Society. The Meeting was presided over by the Right Hon. the Earl of Zetland, V.P. In opening the Meeting, his Lordship said: I have been requested by the Travelling Secretary to preside at a Meeting in aid of the "Shipwrecked Mariners' Society," and I, therefore, shall call upon him to make a statement, in order to call the attention, and I hope the sympathy, of the people of Richmond to this most valuable Society. You are all aware of its objects, and I can assure you that I believe there is no society in England that does more real good and embraces more charitable objects than this. I cannot pretend to say that the Charity is poor, because I believe it has considerable funds; but the claims of the Society are so great that it cannot be too widely or too numerously supported. The great object is to bring the Society more under the consideration of *inland* towns, because on the coasts, I believe everywhere, all over the kingdom, it is liberally and largely supported, but the objects are not so much known in the inland towns, and we hope that greater funds will be raised by bringing it under the notice of those who reside in these towns who do not see, near the coast, the numerous claims upon the Charity. I hope by bringing it more under the notice of the country gentry, and more generally before the public, larger funds may be acquired, because it is hardly possible to imagine greater good than this Society has done among the very numerous — this year particularly—dreadful shipwrecks which have taken place; not only merchantmen and large trading vessels, but to the fishermen all over the coast. The Society is thus doing good to and relieving the distresses of all seafaring classes.

His Lordship then called upon Mr. Alfred M. Gillham, Travelling Secretary of the Institution, who explained its operations, and made an earnest appeal for assistance. He said that the Society was formed in 1839, and its operations extended so widely and rapidly that in 1850 it was incorporated by Act of Parliament. It has founded the Royal Alfred Aged Merchant Seamen's Institution, at Belvedere, which was a kind of Greenwich Hospital for aged and decayed mariners. Perhaps the best evidence of the recognition of the value of the Institution was to be found in the fact that there were 80,000 subscribers on the lists. The average income was about £23,000. The war had, to some extent, crippled their resources this year, in consequence of the great call for aid for the sick and wounded; and the loss of the 'Captain' had also militated considerably against their funds, as many of their subscribers had this year divided their donations between the objects. This was unfortunate for the Society, as last year the number of wrecks was the greatest on record, whilst the subscriptions were the lowest on record. There were 2,114 on the coast of Great Britain, and with those lost on the coast of the colonies, made a total of 5,000. The number of lives lost on our own coast was 933. In conclusion, he briefly referred to, and contested the truth of the excuse, which persons who resided inland often made—namely, that they had charities of their own to support, and that the relief of distressed seamen was the duty of those who subsisted on the profits of their labour, and he stated that, if it were not for seamen, they could not enjoy one half of the comforts or receive anything like the proportion of necessaries of life which they at present did from foreign countries; and, therefore he contended it was their duty to assist the Society in carrying out its objects.

His Lordship then said he would again recommend to their liberal support what he firmly believed to be a truly excellent Institution, and as a means of setting an example to the country gentry and others, he would this year give an addition to his annual subscription. Several gentlemen then placed their names as subscribers as follows:—The Right Hon. the Earl of

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Zetland, £10 10s., in addition to his annual subscription of £5 5s.; the Rev. R. E. Roberts, £1; Mr. T. Thompson (Mayor of Richmond), £1; Mr. E. Wood, £1; the Rev. James Whorlton, 10s.; Mr. G. Smurthwaite, £1; the Rev. T. H. Stokoe, £1; Mr. R. M. Jaques (Life Governor) £10; Mr. Richard Atkinson, £1; Mr. J. R. Tomlin, £1; Mr. G. Mason (ex Mayor), £1. The Meeting then separated.

SOUTHPORT. — A Meeting was held in November last, in the Temperance Hall, London Street. The Mayor (W. Smith, Esq.) presided. It was called specially for fishermen and boatmen, but great interest was taken in the remarks from Mr. A. M. Gillham, the Travelling Secretary of the Society then present. The Rev. Dr. Clarke had expressed his inability to be present, owing to a prior engagement, but his sympathy was with the Society, which was worthy of all support.

The Mayor said he looked upon the Society as working in a noble cause. When they considered the number of people who obtained their livings on the water, they must feel that there ought to be some provision made against accidents which must occur. He was pleased to be with them, and he thought that if a beginning was made that night to take up the benefits offered by the Society, they would be liberally assisted in their endeavours.

Mr. GILLHAM, in the course of his address, described the objects of the Society, and, in order to inspire confidence in its stability, drew attention to the fact that the Society had 865 agents in the country, whose occupation was to collect and report upon casualties occurring in the neighbourhood in which they were stationed, and to obtain relief and succour, to board, lodge, and clothe, and forward to their homes by rail or steamer such as were cast upon our shores by wreck, and in cases of loss of clothes, boats, &c., belonging to fishermen, boatmen, and sailors, by storm or other accidents at sea, to assist the owners in replacing them; and also to relieve the widows, orphans, and aged parents of members of the Society. He remarked that it could not be said that inland towns have nothing to do with these poor men and their widows and orphans; but for these toilers on the deep the materials for our labour and the produce of our hands must cease to have any value, whilst even our "daily bread," our tea, sugar, or fruit is placed before us at the cost of some of these lives. He observed, that of the wrecks recorded in 1869, 153, with the loss of 170 lives, were of fishing smacks overtaken suddenly, in many instances whilst engaged in obtaining supplies for our tables, or food for hungry mouths at home, he commended this old established Society, whose past is the best guarantee they could desire for its future, to the warmest sympathies of his hearers.

At the conclusion of the Meeting, votes of thanks were heartily accorded to the Mayor for presiding, and to Mr. Gillham for his address.

Another Meeting of fishermen was held at Marshside, on the following Monday evening. Mr. Gillham, the Travelling Secretary, expressed his regret at the unavoidable absence of his Worship the Mayor, who had fully intended to be present at the Meeting. Captain Mitchell (who had consented to act as Honorary Agent to the Society at Southport) took the chair. After a few remarks from the Chairman, Mr. Gillham explained the benefits that would accrue to them by subscribing, and many came forward and enrolled themselves at its close.

STRANRAER.—Sermon in Parish Church, per Rev. John McCalman, of Inch (Life Governor) £7 1 4

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REWARDS FOR SAVING LIFE ON THE COASTS.

THE following were the rewards granted by the Royal National Life-boat Institution during the past quarter:—

Sept. 1st. — Thomas Chapman, Esq., F.R.S., V.P., in the chair.

Rewards were granted to the crews of different life-boats for going off during gales of wind, and saving life from wrecks. The Banff life-boat went out to the brig 'Regina,' of Swinemunde, which had parted one cable while at anchor in a perilous position, and brought ashore the crew of nine men. The life-boat had to encounter a heavy sea in going to and from the vessel. The tubular life-boat at New Brighton also did good service in rescuing five persons from the stranded smack 'Rattler,' of Liverpool. The Odd Fellows' life-boat was likewise launched in reply to signals of distress, and saved the crews, consisting of eleven men, of two wrecked vessels. £5 were also granted to the crew of the fishing-smack 'Laurel,' of Ramsgate, for rescuing the crew of nine men of the brigantine 'Dublin Lass,' of Guernsey, which went on Margate Sands in thick weather, and while the wind was blowing hard from the S.S.W.

Payments amounting to about £2600 were made on different life-boat establishments during the past two months.

Oct. 6th.—Thomas Chapman, Esq., in the chair.

The silver medal of the Society, a copy of the vote inscribed on vellum, and £1, were granted to Mr. John Cummins, coxswain of the Arklow life-boat, and £14 to the crew, in acknowledgment of their gallant services in putting off in that boat, on the 2nd of September, during a heavy south-westerly gale, and saving the master, his wife, and the crew of three men from the schooner 'Dove,' of Barrow, which became a total wreck on the Arklow Sandbank. When rescued from the rigging, the five poor creatures were in a most exhausted state, as they had been exposed there for some hours before their perilous position was discovered, the darkness of the night preventing their being seen, and they being too far from the shore for their cries for help to be heard. Much risk was run by the life-boatmen in effecting this rescue, their boat having been repeatedly filled by very heavy seas.

The sum of £9 14s. was also granted to pay the expenses of the Greencastle (Londonderry) life-boat in going off during a very heavy gale and in a tremendous sea, on the 9th ultimo, and saving the crew of four men from the dismasted schooner 'Caroline Martin,' of Glasgow, as she was driving on the Tun Bank. The men had a hard struggle against the heavy wind and sea, but happily their determined efforts to save the endangered men were crowned with success.

The Newbiggin and Cullercoats life-boats had also recently been instrumental in performing good service by bringing safely to shore two fishing-cobles and their crews, numbering seven men; the boats had been overtaken by gales of wind, and would doubtless have been lost with all hands had it not been for the timely aid afforded by the life-boats.

The Maryport life-boat had also rendered material service to the ship 'Atlas,' of Stavanger, which was in a dangerous position off that life-boat station; the vessel was afterwards brought safely into harbour.

The Ramsgate life-boat had been out on service three times in the course of the past month in reply to signals of distress during stormy weather; on the last occasion the boat remained for some hours alongside the smack 'Emblem,' of Colchester, at the request of the master, until the vessel, which had gone on the Goodwin Sands, was enabled to get safely out of her dangerous position.

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Rewards amounting to £92 were also granted to the crews of the life-boats at Whitburn, Palling, Hasborough, Newhaven, Teignmouth, Holyhead, New Brighton, Southport, Whitehaven, Campbeltown, Dundalk, and Courtown, for different services during the past month.

The sum of £5 was also voted to the crew of a fishing-boat belonging to Cullen, N.B., for saving, under praiseworthy circumstances, four of the crew of another boat, which had been capsized near Cairnbulg Head, on the Scotch coast, during a strong westerly gale, on the 12th of September.

Payments amounting to £3000 were ordered to be made on various life-boat establishments.

Nov. 3rd.—Thomas Chapman, Esq., in the chair.

Rewards amounting to £480 were voted to the crews of various life-boats of the Institution for services during the storms of the past month.

The life-boat at Ramsey, Isle of Man, saved the crew, consisting of ten men, from the stranded schooner 'Gipsy,' of Glasgow.

The Kingsdown boat, after remaining for some time alongside the Norwegian ship 'Hony Sverne,' which had gone on the Goodwin Sands in a very heavy sea, rescued the master and mate from an inevitable death, they being the only persons then left on board the vessel.

The Lowestoft life-boat and the Corton boat saved fifteen men from the wrecked smack 'Olive,' of Harwich; and the Lowestoft boat also brought ashore on a subsequent occasion the crew of eight men from the stranded brig 'Glenora,' of Scarborough.

The St. Andrews life-boat, with much difficulty, took off the six persons on board the schooner 'Let,' of Fredericksund, when she went ashore off St. Andrews. The life-boat at St. David's saved two men from the smack 'Transit,' of Cardigan. The Newbiggin life-boat rescued from destruction thirteen fishing-cobles and their crews, those boats having been overtaken by a heavy gale. The Filey and Arbroath life-boats also performed somewhat similar services to distressed fishing-boats. The life-boat at Penmon, Anglesey, assisted into harbour the disabled schooner 'Seven Sisters,' of Lancaster, and her crew. The Ayr boat rescued fifteen men from the barque 'Orange Grove,' of Glasgow. The Rhyl life-boat piloted the distressed flat 'Flora,' of Runcorn, to a port of safety. The Port Isaac life-boat saved three of the crew of the brig 'Stephano Grosso,' of Genoa. The Porthdinllaen life-boat helped to save the smack 'Hopewell,' of Barmouth, and the ship 'Alhambra,' of Liverpool, when they were in distress off that life-boat station. The Llanddwyn life-boat rescued the crew of five men from the wrecked brigantine 'Meteor Flag,' of Londonderry, and through the boat's assistance, the schooner 'Pacific,' of Belfast, and her crew, were also saved. The Clovelly life-boat was the means of saving three fishermen and the boat belonging to two of those men. The Wexford life-boat rendered material aid to the distressed barque 'Saltee,' of Wexford, which was afterwards towed safely into harbour; and the Fraserburgh life-boat saved the schooner 'Charles Whiteway,' of Runcorn, and her crew of five men, that vessel being on the point of going on Cairnbulg Rocks.

The thanks of the Institution, inscribed on vellum, were voted to Mr. W. B. Liddell, for putting off in a small boat, and at some inconvenience and risk saving the master of the smack 'Ruby,' of Glasgow, whose boat was capsized at Ardbeg Point, N.B., while he was endeavouring to reach his vessel during a strong wind on the 9th of September last.

Payments amounting to £2600 were likewise ordered to be made on various life-boat establishments.

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RELIEF TO FISHERMEN AND MARINERS, THEIR WIDOWS, ORPHANS, &c.

"LEAVE THY FATHERLESS CHILDREN, I WILL PRESERVE THEM ALIVE; AND LET THY WIDOWS TRUST IN ME."—JEREMIAH XLIX. 11.

Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans, and Aged Parents of the Drowned, &c., between the 1st September and 30th November, 1870.

NOTE.—In the following tables M stands for mariner, whether of the Royal Navy, Transport or Merchant Service; MM master mariner; A apprentice; F fisherman; PB pilot and boatman; W widow; O orphan; AP aged parent. The figures following signify the amount of relief, and Agency where it was given:—

12 M, 4 MM, 8 W, 11 O, 1 AP....	80	16	6	*London.*
1 M, 1 W, 4 O ..	10	0	0	*Aberdeen.*
1 M	2	17	6	*Aberystwith.*
1 AP.....	2	0	0	*Amlwch.*
2 W, 5 O.....	15	15	0	*Appledore.*
1 W, 3 O.....	12	5	0	*Arbroath.*
1 AP	7	0	0	*Ayr.*
1 MM, 1 AP	5	12	6	*Banff.*
2 F	4	2	6	*Barlochan.*
6 F, 1 PB	11	4	6	*Barra.*
1 MM	3	7	6	*Barrow.*
1 W.....	3	10	0	*Belfast.*
1 W, 5 O.....	8	9	0	*Blakeney.*
1 M, 1 W, 7 O, 1 F	13	5	0	*Blyth.*
2 M, 2 MM.....	8	12	6	*Boston.*
1 MM, 1 W, 4 O..	7	10	0	*Bridgwater.*
1 PB.....	3	12	6	*Bridport.*
1 MM	2	2	6	*Brighton.*
1 M, 2 W, 5 O ..	12	10	0	*Bristol.*
2 M, 1 MM, 1 W, 3 O	11	9	0	*Brixham.*
1 MM	3	2	6	*Cardigan.*
2 W.....	11	10	0	*Carnarvon.*
2 O	5	13	0	*Clovelly.*
1 M.....	3	8	6	*Colchester.*
1 W.....	2	18	0	*Conway.*
1 M.....	1	15	0	*Cork.*
5 F	2	0	0	*Cove Bay.*
2 F	6	0	0	*Cullen.*
1 W, 2 O.....	5	12	6	*Douglas.*
1 M, 1 W	6	2	6	*Dover.*
7 M, 1 MM, 2 W, 2 O	30	7	6	*Dundee.*
1 O	4	0	0	*Eastbourne.*
1 MM	4	0	0	*Elie.*
1 MM, 1 AP	6	2	6	*Exmouth.*
1 F	1	10	0	*Eyemouth.*
1 W, 1 PB	5	18	0	*Falmouth.*
2 M.....	6	17	6	*Fareham.*
1 MM, 2 F	10	17	6	*Filey.*
1 M	2	0	0	*Fleetwood.*
1 M, 1 MM.....	6	15	0	*Fowey.*
1 W	6	5	0	*Garliestown.*
1 F	3	0	0	*Gerrans.*
1 F	3	10	0	*Girvan.*
2 MM, 6 W, 13 O, 4 AP	51	18	0	*Glasgow.*
3 M, 1 MM.....	10	7	6	*Grangemouth*
3 M, 1 MM, 2 W	19	0	6	*Greenock.*
1 W, 3 O.....	3	6	0	*Grimsby.*
2 M, 1 MM	8	2	6	*Guernsey.*
1 F	1	10	0	*Harrington.*
9 M, 2 MM, 7 W, 11 O.....	64	1	3	*Hartlepool.*
2 M, 1 MM.....	6	15	0	*Harwich.*
2 F	6	15	0	*Hoylake.*
1 M, 6 W, 6 O ..	39	9	6	*Hull.*
1 W.....	6	5	0	*Hunstanton.*
1 W, 1 O.....	3	3	0	*Ilfracombe.*
1 MM	5	0	0	*Inverness.*
2 M	4	7	6	*Jersey.*
2 W, 1 O.....	14	10	0	*Kirkcaldy.*
1 MM	2	0	0	*Knottingley.*
1 M	3	15	0	*Lancaster.*
1 AP	3	5	0	*Larne.*
6 M, 3 W, 9 O, 3 AP	35	16	6	*Leith.*
1 M, 1 W, 1 O, 2 AP	16	5	6	*Lerwick.*
15 M, 2 MM, 7 W, 12 O.....	79	0	9	*Liverpool.*
3 PB.....	6	0	0	*Llanelly.*
1 W, 2 O.....	7	17	6	*Looe.*
4 M, 1 MM, 1 W, 2 AP.....	19	10	6	*Lowestoft.*
1 MM	3	10	0	*Lyme.*
6 M, 1 MM, 2 W, 7 O	35	15	6	*Lynn.*
10 F	22	12	6	*Lytham.*
1 M	2	0	0	*Macduff.*
1 W, 1 O.....	7	3	9	*Maldon.*
2 M, 1 MM	9	17	6	*Maryport.*
2 M	4	12	6	*Middlesboro'*
1 F	1	17	6	*Milbrook.*

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1 W, 1 O.....	5	0	0	*Mistley.*
1 M, 1 W, 1 AP..	10	17	6	*Montrose.*
1 M	1	17	6	*Neath.*
2 M	4	7	6	*Newburgh (Abn.)*
2 M, 1 W, 4 O ..	13	0	0	*Newcastle.*
2 M, 3 MM.....	13	17	6	*Newport (M)*
1 M, 1 O.....	8	7	6	*Newport (P)*
1 W, 2 O, 2 AP..	11	7	0	*New Quay (W)*
1 W, 5 O.....	11	5	0	*Newry.*
1 W, 3 O.....	13	11	3	*N. Berwick.*
2 F	5	10	0	*Parkgate.*
1 PB	3	2	6	*Pembroke.*
3 W, 3 O.....	15	15	0	*Penzance.*
1 M, 1 W	5	15	0	*Peterhead.*
1 PB	2	2	6	*Pill.*
2 M	3	17	6	*Plymouth.*
5 PB	7	0	0	*Porthcawl.*
1 M, 1 MM, 1 W, 3 O	11	5	0	*Portinllaen.*
1 M	2	0	0	*Portsmouth.*
1 PB	3	2	5	*Queenstown.*
1 W, 1 O.....	3	15	0	*Ramsgate.*
1 AP	3	13	0	*Reawick.*
1 W, 1 O.....	3	6	0	*Robin H. Bay.*
1 M	2	15	0	*Rochester.*
2 W, 1 O.....	10	1	3	*St. Andrews.*
1 MM, 1 W, 1 O..	8	0	0	*St. Ives.*
1 MM	3	5	0	*Salcombe.*
1 M, 1 W	6	0	0	*Scarborough.*
7 M, 2 MM, 3 W, 6 O	37	5	6	*Seaham.*
2 F	3	15	0	*Selsey.*
2 W, 2 O.....	6	17	0	*Shoreham.*
1 MM, 1 W.....	9	0	0	*Southampton*
49 M, 5 MM, 9 W, 21 O, 1 PB 221	15	3		*S. Shields.*
1 M	2	5	0	*Southwold*
1 MM	1	10	0	*Spalding.*
3 W, 3 O, 1 F ..	20	4	6	*Staithes.*
1 W, 1 O.....	8	2	6	*Starcross.*
1 M	1	12	6	*Stockton.*
3 M	6	7	6	*Stonehaven.*
1 F	2	12	6	*Stornaway.*
1 M	4	0	0	*Stranraer.*
2 W, 6 O.....	14	15	0	*Stromness.*
59 M, 9 MM, 22 W, 33 O, 4 AP, 1 AP.343	18	3		*Sunderland.*
4 M	8	17	6	*Swansea.*
1 M, 1 F.....	5	5	0	*Teignmouth.*
1 M, 1 MM, 1 W	10	17	6	*Topsham.*
1 W, 4 O, 1 F....	11	0	0	*Voe.*
1 MM, 1 W.....	6	10	0	*Warkworth.*
1 MM	3	7	6	*Waterford.*
1 M, 1 MM.....	4	15	0	*Wells (N.)*
4 M, 4 MM, 1 W	27	10	0	*Whitby.*
1 M, 2 W, 4 O....	24	5	0	*Whitehaven.*
2 M, 1 MM.....	6	15	0	*Wivenhoe.*
1 M, 1 MM.....	6	2	6	*Woodbridge.*
1 M, 2 W	12	2	0	*Workington.*
4 M, 2 MM, 1 W, 3 O	23	4	0	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 139; Orphans, 230; Aged Parents, 25; Master Mariners, 68; Mariners and Apprentices, 252; Fishermen, 43; Pilots and Boatmen, 15; Shipwrecked persons — Subscribers, 620, and Non-Subscribers, 535; in all 1927 persons relieved, at an expense, inclusive of that in the succeeding tables of say £3000 1s. ! !

THE ANCHOR OF HOPE. — What a mighty principle Hope is! What cheers the mariner on through the dark waters? Hope. What nerves the arm of the soldier in the hard-fought fight? Hope. What gladdens the pilgrim as he toils onward, onward, onward through night, and over vale and hill, and wilderness? Hope. Our God knew we should have storms, and we have an anchor—hope. Ah! there is power in it. Do you ever try to feel your anchor, and let it sink into the holding ground? The greater the strain upon the anchor the deeper it will sink into the holding ground, and such an anchor is Hope. There is power in it. It is also called a helmet in the Word of God. God knew we should be in battles oft, in contests oft, and he does not send us into the storm without an anchor, or into the battle without a helmet. There is not a mace in hell can pierce us, there is not a storm that ever the prince of the power of the air set in motion can wreck the barque that is anchored upon Christ. He is the power. Christ is our hope: "the God of hope fill you with all joy and peace in believing, that you may abound in hope through the power of the Holy Ghost."—*Rev. M. Rainsford at Mildmay Park Conference.*

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RELIEF TO SHIPWRECKED CREWS.

"THERE IS SORROW ON THE SEA."—JEREMIAH XLIX. 23.

The Crews of the following Vessels wrecked on various parts of the Coast, or foundered at Sea, have been boarded, lodged, clothed, and forwarded to their homes by the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," *between the 1st September, and 30th November,* 1870.

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Aberfeldy	Greenock	12	10	11	Christina	London	4	0	0
Alexander	N. Shields	16	5	0	Catch Me	Lytham	2	10	0
Alpine Craig	,,	6	15	6	Corinna	Sunderland	1	10	0
Anna Kirsteine	—	0	7	6	Celerity	Lynn	2	12	6
Ancestor	Sunderland	2	2	6	Charity	Lytham	1	15	0
Ant	Stranraer	4	0	0	Cora	Newport	4	12	6
Aquiline	S. Shields	4	12	0	Cingalese	Glasgow	1	1	0
Alert	Bristol	2	2	6	Capilla	Whitehaven	3	12	0
Annie Fawcet	Liverpool	6	6	6	Ceres	Llanelly	1	4	0
Alacrity	—	2	17	0	Catherine	Buckie	0	17	6
Alice	Pwllheli	0	12	0	Chieftain	Aberdeen	3	0	0
Anna Marina	Aberdeen	12	7	0	Charles Whiteway	Runcorn	2	0	0
Apollo	,,	1	0	0	Dale	N. Shields	14	17	0
Alexander	Millsboro'	0	3	6	Dunmail	Workington	2	3	0
Antomalice	Whitby	4	0	0	Dove	Barrow	4	1	6
Betsey	Dundee	4	10	0	Diana	Bremen	2	11	6
British Empire	London	6	2	6	Dona Anita	London	5	5	0
Bella Land	Girvan	3	10	0	Dutch Vessel	—	1	2	6
Bonny Belle	Falmouth	7	18	0	Dove	Teignmouth	3	15	0
Brigand	Faversham	17	17	3	Don Sandle	S. Shields	14	8	6
Black Swan	Cardigan	5	11	6	Elizabeth Fleming	Glasgow	3	11	0
Barinago	Bilboa	3	10	0	Essex	Portsmouth	0	5	0
Blackwood	Sunderland	4	3	0	Elizabeth	Rye	3	17	6
Bella	Jersey	2	6	0	Elizabeth Hargrave	Liverpool	3	0	0
Bay	Manilla	1	15	0	Emerald	Sunderland	11	11	6
Ben Muich Dhiu	Sunderland	1	10	0	Edinbro'	Inverness	2	13	0
Branston	Hartlepool	1	12	0	Eclipse	Milford	3	2	6
Brothers	Wexford	0	5	0	Exodus	N. Shields	2	12	0
Betsey	Lowestoft	7	10	0	Ex	Yarmouth	11	17	6
Burriana	London	6	12	0	Elizabeth	Guernsey	6	2	6
British Trident	Liverpool	0	2	0	Friends	Montrose	3	8	0
Black Swan	Newcastle	3	5	0	Favourite	Whitby	5	4	6
Burriana	Sunderland	19	17	6	†Fawn	Sunderland	42	0	0
Blackfriars	Newcastle	6	10	0	Flower	Cullen	6	0	0
Boxer	Colchester	1	18	6	Faith	Lytham	1	12	6
*Coaster	Grangemouth	11	7	6	Fancy	Workington	2	7	0
Clymping	Arundel	0	6	0	Faith	Burnham	1	15	0
Cambridge	Liverpool	2	0	0	Grushhebka	Rostoff	5	0	0
Calder	Aberdeen	0	10	0	Governor General	Newcastle	5	0	0
Carley	Sunderland	3	2	6	Glaramara	Greenock	4	15	0
Commodore Perry	Newcastle	5	7	6	Glencairn	Banff	0	5	0
Caroline Phillips	Dartmouth	0	7	0	Glenora	Scarboro'	21	10	6
Caradoc	Sunderland	38	2	0	Glencairn	Ardrossan	2	5	0
Clara	Southampton	14	13	6	George	Newcastle	6	7	6
Cerealia	Sunderland	21	2	0	Grace	Lytham	3	12	6
Caroline	Watchet	2	16	0	Gloucestershire	Bristol	8	12	6
Cochran Hendry	Greenock	4	12	6	Gem	Swansea	1	17	6
Crofton	—	2	5	0	Golden Grove	Sunderland	17	6	6

* The Dover agent reports—This vessel was run down, and one man drowned; the crew lost everything, and were taken to Dunkirk, and sent to London, *viâ* Dover, by train.

† This crew were saved by the rocket apparatus.

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
General Havelock ..	Aberdeen	5	18	6	Insulana	Norway	0	5	0
Horton	Blyth	6	10	6	Iris	Sunderland	1	10	11
*Hope	Jersey	7	9	6	Jerry	London	4	18	0
Haidee.....	Liverpool	7	8	0	Jack Tar.....	Teignmouth	3	6	0
Harlequin	Glasgow	0	2	3	†John and Jane	Lynn	7	7	6
Honor	S. Shields	4	15	0	James	Harwich	6	19	0
Hopewell	Blyth	3	12	6	‡James Russell	Greenock	16	5	6
Hero	Boston	4	2	0	John Dryden	N. Shields	1	10	0
Hope	Colchester	3	13	0	James of Harwch ..	Seaham	0	2	0
Historia	Maryport	4	0	0	James and Annie ..	Rochester	1	12	6
Hope	Port Glasgow	6	7	6	Judith	Aberdeen	5	11	6
Hart.....	S. Shields	20	12	0	John Middleton	Newcastle	12	2	6
Hope	Boston	0	9	0	Jessamine	Liverpool	1	0	0
Hecuba	Liverpool	9	15	0	J. B. Watt	Hartlepool	5	17	6
Helena	Portessie	2	19	10	John Bagshaw	Liverpool	5	12	0
Integrity	S. Shields	20	2	6	Janes	Maryport	7	11	3
Ianthe	Newport	6	15	0	John Myers.....	Lynn	8	5	6
Isabella Walker	Boness	1	0	0	Jane and Elizabeth ..	Dumfries	4	2	6

* This crew were saved by the life-boat.

† The captain was wrecked in a German vessel a fortnight afterwards, losing all his clothes a second time.

‡ The 'James Russell,' 768 tons, and commanded by Capt. Mackay, left Akyab on the 7th of April last with a valuable cargo of rice on board, and a crew of 22 hands, including the captain and mate. From the day of her leaving Akyab she had a long passage to the Cape consequent on the very light winds prevailing. When off the Cape the weather changed to heavy gales, which continued, growing in severity for fully six days, causing the ship to make water rapidly, starting all her decks and doing her other damage, but the weather moderating somewhat, no fears were then entertained for her safety, until the 5th of September, when the weather again became very bad, with a tremendous sea rolling. When the vessel was in lat. 42.0 N., long. 22.10 W. the gales had reached almost a storm, she suddenly sprang a leak, and the captain testing the quantity of water she was then making in the hold, ascertained it to be at the rate of four feet per hour. Constantly were the weary and anxious crew kept at the pumps, which they worked with all that nerve and heart that sailors are known to do when on it rests the only hope for their lives. But all the exertions that the crew could use were of no avail, as into the doomed ship rolled large quantities of water. Yet there were no murmurs heard, faster and yet faster went the pumps, but at length came that catastrophe which seamen in such an extremity always dread—the pumps became choked. The cargo of rice was shifted about by the water in the vessel, and this rendered the pumps perfectly useless. The water now allowed unchecked control, gained the mastery, and there remained for the crew but one alternative to adopt—the last act of a sailor—to abandon the vessel. Accordingly at 7 o'clock on the evening of the 7th of September, the order was given by the captain to lower the boats as speedily as possible, as not a vestige of hope remained for his ship. Into the long-boat with much difficulty, in consequence of the fierce sea running, got the captain, his wife, and ten of the crew, while ten others, under the charge of the first mate, took to the pinnace. Both boats remained attached to the ill-fated vessel, the captain resolving to stand beside her as long as she kept afloat. But as if to make matters worse with the exhausted crew, during the night the sea ran mountains high, threatening every instant to swallow up the little crafts, with their occupants, that were tossed to and fro like a feather. So furious did the rolling billows become before morning that the pinnace could endure it no longer, and the painter which secured her to the sinking vessel had to be cut, sending adrift before the gale the mate and his ten unfortunate shipmates to do battle with the raging seas in their tiny craft. What has been their fate has not been up to the present ascertained, but Capt. Mackay entertains but slight hopes of their surviving to this time, or, indeed, that one of them will live to tell the sad tale of the sufferings and privations they must have endured even were they afloat throughout the entire of the fatal 7th of September. But to return to the long-boat, the captain, his wife, and their companions managed to keep by the ship until 9 o'clock on the following morning, the 8th, when he had to witness the ship go down with her valuable cargo, ship's papers, and everything that was in her. For him there only remained a look out for some passing vessel, and, providentially, on the same evening, the barque 'Fairy,' bound from Callao to Dunkirk, hove in sight. Signals being exchanged, the 'Fairy' was put about and a rope thrown to the crew of the long-boat. So high was the sea running at this time that the task of getting the shipwrecked men on board was not easy. By the fury of the gale the long-boat was smashed to atoms against the 'Fairy's' side, plunging three men with the captain into the sea, but all were rescued save the carpenter of the 'James Russell,' who, when the small boat got smashed, sank to rise no more. The 'Fairy' then, with her passengers rescued from a watery grave, continued her voyage, and gave them up to the pilot cutter 'Petrel' outside Cork harbour, which landed them.

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Jack Small	Buckie	1	9	0	Meteor Flag	London	1	7	6
J. S. De Wolf	St. John's	10	17	6	Margaret Ann	Beaumaris	0	8	0
Janes	Inverness	4	0	0	Margaret	Portessie	1	1	6
Kate	Fleetwood	2	5	6	Minorca	Whitby	11	17	6
Kennett	Rye	6	0	0	Mabel	Hartlepool	2	10	0
Kerole	Congalise	3	12	0	Margaret	Penzance	1	10	0
Louise	Ostend	0	12	0	Morning Star	Padstow	3	16	0
Liberty	Whitby	7	8	6	Margaret	Cork	1	0	6
Leo	Harrington	1	10	0	Morning Star	America	3	2	6
Lizzy	Liverpool	1	2	0	Norman	London	9	16	3
Little Liz	Fowey	3	0	0	Newcastle	Newcastle	0	11	6
Liberty	Newcastle	25	19	6	North Star	Scarboro'	3	15	0
Langford	Lowestoft	1	12	6	Naiad	Colchester	12	3	0
Laven	Penzance	0	1	6	Nelson	Fleetwood	11	5	0
Liza Brindley	Carnarvon	8	15	0	Nymph	Aberystwith	3	11	0
Lodisa Jewett	Jersey	3	15	6	Nelly	Lytham	4	2	6
Lord Raglan	Exeter	19	0	0	Naiad	—	0	8	6
Leader	Buckie	3	17	6	*Ondara	Milford	6	19	6
Lemonade	,,	1	2	9	Olive	Harwich	7	13	0
Lace Merze	Savona	0	12	0	Ocean Queen	Lytham	7	0	0
Lamona	Sunderland	19	19	6	Ocean	Arundel	4	14	0
Meteor	Belfast	0	12	6	Otodini	Shields	2	15	0
Medora	Whitby	12	0	0	†Patria	Norway	0	13	6
Moulin	Liverpool	7	17	0	Perkins	Goole	3	5	0
Mary	Waterford	2	13	6	Pelion	London	12	7	0
Montcalm	Swansea	2	9	6	Providence	—	3	12	6
Margaret Deane	Liverpool	1	6	8	Providence	Eyemouth	1	10	0
Mary	Weymouth	7	3	0	Penguin	St. Ives	7	10	0
Mary Ann	Lowestoft	1	15	0	Pericles	Glasgow	7	5	0
Martlett	S. Shields	4	0	0	Perseverance	Hartlepool	6	7	6
Millbrook	Harwich	10	9	0	Pride of the West	Shoreham	5	8	6

*The mate of the British barque 'Ondara,' Capt. Watkin Thomas, of Milford, states, the vessel sailed from Tobasco Gulf, Mexico, July 31st, bound for Queenstown or Falmouth, with a cargo of mahogany, for orders. There were ten persons in all on board. Up to Saturday, September 17, we had experienced fair easterly winds, but on that day it began to blow heavily from the same quarter. At this time we were on the starboard tack standing in shore, the wind due east. At 6 o'clock p.m. it had become a gale, and we took in the spanker, mainsail, and jib. At 6.30 p.m. wore ship to the south-east. At 8 p.m. took in upper sails. At 11 p.m. took in foresail. At midnight gale still increasing, with squalls of rain. At 1.30 a.m. Sunday, 18th, succeeded in taking in foretopsail and hauling down foretopmast staysail. The gale yet continued to grow worse, and at 3 a.m., after great trouble and risk, took in the maintopsail, and then laid to under bare poles. Shortly after put about a fathom of cloth in the mizen rigging, the vessel then labouring very heavily. At 3.30 a.m. Capt. Thomas gave orders to cut away the topgallantmasts, and while endeavouring to obey his orders, the barque was struck by a terrific squall, which knocked her on her beam ends, with the lower masts under water and a huge sea boarding her at the same time; washed overboard the captain, first officer, steward and boy, none of whom were seen afterwards; the boats were washed away by this sea, as it swept the deck of every moveable article. We lay in this perilous condition for thirty minutes, when the masts gave way and the barque righted, but was waterlogged and helpless. Six of us still remained, and we lashed ourselves in the mizen rigging, the sea washing over us from all directions. In this terrible and almost helpless state, without food or water—everything of this nature having been destroyed—we continued until 2 p.m. of Monday, September 19th, nearly forty-eight hours, when deliverance from what seemed to be certain death came at last—for before this no hope had been felt—by seeing a vessel apparently bearing towards us, but, proving to be almost as complete a wreck as ourselves, were unable to assist us. The welcome vessel that took us from the wreck was the barque 'M. E. Corning,' Capt. Roach, bound from New York to Trieste. When we were rescued the sea was running frightfully, but we lowered ourselves from the end of the spanker-boom. Capt. Roach treated us very kindly, giving us dry clothes and plenty of good food. When we fully explained to Capt. Roach who we were, he concluded to put his vessel back and landed us in New York. The barque 'Ondara,' when she was abandoned, was in lat. 39 N., long. 70 W. Her decks were then torn up, and the planks from the quarterdeck swept clean. No provisions were on board, and nothing but starvation seemed to be our lot. In my opinion she would not hold together much longer. The first officer at the time was in the cabin sick, and must have been drowned in his berth.

† The Hon. Agent at Dover reports—This vessel capsized, the men (nine in number) saved themselves in their boat, and were picked up by a barque and landed at Dover.

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Providence	Goole	0	1	0	Snipe	Boston	7	18	0
*Pera	Austria	0	10	0	St. Austell	London	1	12	6
Primrose	Aberystwith	0	15	0	Sarah Jane	N. Shields	2	0	0
Queen of the Taff	Cardiff	0	17	0	Sorrento	New York	8	15	6
Robert and Mary	Sunderland	3	7	6	Santina	Genoa	4	5	0
Royal Berkshire	„	0	10	0	Sportsman	Ipswich	7	7	0
Rapid	Aberdeen	8	15	6	Sharon	Teignmouth	8	10	0
†Raven	London	1	18	6	Star	Newcastle	16	0	0
Ranger	Worthing	0	14	11	Saxon	Hayle	1	16	0
Ratcliffe	London	22	8	0	Sirocco	Sunderland	21	2	0
Rajah Gopaul	Lancaster	19	14	6	Shakespere	Dumfries	2	0	0
Ring	Goole	2	0	0	Spitfire	Yarmouth	3	5	0
‡Royalist	Plymouth	5	12	6	St. Michael	Glasgow	4	7	6
Rose	Buckie	3	0	0	Scotland	Leith	6	2	6
Robert and George	Lowestoft	0	1	6	Stefano	Grossi	5	10	6
St. Jean le Baptist	France	2	2	0	Susan	Bridport	5	15	0
Surinam	N. Shields	17	19	6	§Sydney	Glasgow	4	10	0
Swan	Hull	0	16	0	Sea Flower	Llanelly	6	0	0

* The crew of the North German Lloyd's steamer lost three men in rescuing this crew by the upsetting of their boat.

† The following is the report of Samuel Keeley, A.B., and cook of the brig 'Raven,' of London, 255 tons, from Sunderland for Cronstadt (coals):—Left Sunderland September 6, weather fine, wind moderate from N.W., and on the 8th, at 6 a.m., weather wild, wind N.W., strong, ship had all plain sails set, Shields W. about 160 miles, wind rising very fast, shortened sail, heading N.E. 9 a.m. tried pumps, could not suck; at 9.30 sounded, found 2½ feet water. Kept all hands pumping, the master, William Miller, at the helm; wind still increasing, closed-reefed the topsails, pumping all the day; could not find the leak. At 6 p.m. again sounded, and found 3½ feet of water in the well. At 7 p.m. wind moderated; the ship then laboured heavily, the sea washing all the battens and tarpaulin off, which we secured, pumps still going. At 10.30 Lewis, the mate, sounded, after which he walked aft to the master, who immediately called all hands and said, "Now, lads, what do you think we had best do, there is over six feet of water in her." The crew said the best thing was to get the boats out. He said he thought so too. He then ordered to clew up foretopsail and haul foreyard aback, which was done. At 10.45 p.m. got out jolly-boat. I got into it to prevent her knocking against the ship. The mate asked me to return on board, but I refused, and advised them to come with me. One of the crew, an ordinary seaman, tossed a bucket into the boat, jumped in himself, and must have cast the boat adrift. I said, "How about the long-boat and crew?" He replied, "Oh, the long-boat is stove in, and the captain is killed." I being busy baling, the boat making bad weather, I could not question him. We had no oars in the boat. Did the best we could with the bottom boards, keeping the boat running before the sea. At 1.30 a.m. of 9th a sea broke into the boat and washed my companion overboard. I saw him in the water, but could render him no assistance, the boat was drifting, in a few minutes saw nothing more of him. I saw the vessel to windward of us for twenty minutes after we parted. At 4 a.m. I was picked up by a Danish vessel, the 'Fortuna,' in a very exhausted state, at the time insensible. The master gave me refreshment and clothing, and landed me at Jutland on the 12th. I then went to the Consul at Fredrikshaven, who sent me to Newcastle, where I arrived at 2 p.m. of the 17th, and went to Seaham. I believe seven lives were lost.

‡ The British Vice-Consul in the town of Dieppe, November 21, has presented, in the name of the Government, and with its thanks, 135f. to the master of the fishing-boat 'Deux Frères,' of Trepot, for having rescued the crew of the English brig 'Royalist,' wrecked on 17th October.

§ William Pascoe, A.B., of the ship 'Sydney,' of Glasgow, from Quebec for Greenock, 1100 tons (timber, deals, and staves), reported that he left Quebec September 15th, weather fine, wind a calm. Proceeded until October 3rd, when a boat was obliged to be cut from the davits owing to having shipped a heavy sea which broke it in pieces. On 16th, at 1 p.m., weather boisterous, wind N.W. a whole gale, ship under lower maintopsail, foresail, and fortopmast staysail, steering S.E. by E. until 8 p.m., then sighting a light on the port bow, myself being on the foretopsail yard with others, all were called down to heave the ship to. She still continued to drive towards the Gut. About 9 p.m. made sail on starboard tack, heading W. by N. to W. by S. The ship from this time became quite unmanageable: I was at the wheel at the time. About 11 p.m. saw a heavy sea breaking on the lee bow, and very high land. At this time the captain ordered the helm hard up to beach her in hopes of saving crew. She then struck heavily on a sunken rock, the sea making a complete breach over her. After this I saw the captain at the gangway, seriously injured by the moving timbers, and one of the men with his leg broken in two places. Was on the wreck about three quarters of an hour. The boatswain, myself, and all hands were washed off together, the ship parting in four pieces. I then succeeded in saving myself on timber driving ashore, when I found Patrick Yaul. We waited a considerable time to see if any one of the crew would come ashore, and then, with the greatest difficulty and danger, got up the cliffs, 1,300 feet high. The vessel is completely broken up, and the remaining portions of herself and one-third of cargo is embayed at Claddagh, which, being open to the S.W., and a very heavy sea, is liable, and is washing away, without any chance of saving. I have offered two-

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief. £	s.	d.	Vessel's Name.	Port.	Amount of Relief. £	s.	d.
Stately.....	Hartlepool	15	0	0	Viscount Macduff ..	Macduff	3	17	6
St. Dunstan	Greenock	0	10	0	Veracity	S. Shields	21	16	6
Thornley	Seaham	6	7	6	Vanda	Liverpool	5	18	6
Therese Rose	France	0	6	0	Venus	Kingsand	1	17	6
Timandra	Barrow	0	10	6	Woburn Abbey	Liverpool	7	8	6
Thomas and William	Harwich	5	3	0	Western Queen	London	4	8	6
Thomas Varcoe	Fowey	6	19	6	Welcome Home	Plymouth	3	15	0
Thetis	Maryport	0	6	0	Waterwitch.....	Lytham	2	0	0
Undine.....	Sunderland	8	4	6	William and Mary ..	Sunderland	8	15	0
Unrivalled	Liverpool	0	18	0	William Chapman ..	S. Shields	2	1	0
Vixen	Whitby	15	19	0	Watchful	Faversham	2	0	0
Volante	St. John's	0	2	6	William and Mary..	Scarboro'	3	12	6
Vigilant	Sunderland	30	2	6	Zillah	Liverpool	0	18	0
Vixen	Whitby	3	0	0					

thirds salvage for saving, and if the weather should moderate, the logs might be towed off the beach. Parties have accepted the terms offered. On the night of 19th, and all day on 20th it blew a hurricane, driving the two coastguards and two constabulary up the cliff, the sea taking possession of the beach, and washing away a large number of logs, and scattering them along the coast at Purth Bay. About thirty logs, chiefly oak, are secured.

Lieut. Francis Osburn, R.N., Inspecting Coast Guard at Killybegs, in reporting relief to this crew, writes—"On the night of Sunday, October 16th, she struck during a furious gale of wind on a reef of rocks in an indenture in the coast, surrounded with cliffs 1,300 feet high, and went to pieces in a few minutes. The greater part of the crew were killed by the deck load of timber striking them, the remainder were dashed to pieces against the rocks; out of twenty-one, two poor fellows only, sadly hurt, were washed on shore on parts of the wreck, and there found themselves with little or no beach, and cliffs nearly perpendicular all round. How they ever climbed up seems incredible, but they did, we know, and then were distant *three miles* from the nearest *house*. They were for some time so confused and stunned that I could not gain any true information, and I was only able yesterday to send them to Derry on their way to Greenock; they were hurt, and I therefore consented, although I knew the Rules, to give them time to recover themselves.

The amounts I paid were—two men: 10 days' lodgings, 3s. per day, £1 10s.; carriage from Glen to Killybegs, 30 miles, 10s.; passage money to Derry £1; total £3."

OUR NAVAL RESERVES.—If we should be called upon to commission any fresh ships, we have at our immediate disposal 3800 coastguard men, all picked sailors, and for the most part practised gunners. We have, in addition, 4000 pensioners not yet past the prime of life, and all physically able to embark at once. Then we can fall back upon the Royal Naval Reserve, in which we have enrolled more than 16,000 men. These, of course, are not all at home, but a few thousands are at hand, and each day, by fresh arrivals from abroad, would add to the number.

WATER IS BEST.—When the 'Ocean Monarch' was on fire, the boats of the 'New World' were sent by Capt. Knight to the rescue of her passengers, and ordered not to leave the wreck while one soul remained on board needing assistance. One of the boats was in charge of Mr. Baalham, third officer of the 'New World.' The men in this boat, as well as all the rest, toiled nobly and severely during the seven hours they were engaged in plucking the brands out of the fire. As they came near the anchored Brazilian steamer, to put on board the saved, they several times asked for water, and at first half-a-dozen bottles of liquor were thrown into the boat for them. The liquor was instantly thrown overboard, the noble seamen indignantly demanding, "What kind of refreshment is *that* for such men on such an occasion? *Water! water* is what we want." In every instance water was given them, and having finished the errand of mercy on which they were sent, they returned to their ship sober, to make their captain proud of his crew, and the friends of humanity grateful that such men navigate the deep.

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Portfolio.

THE HAZE.*

"*The things which are seen are temporal.*"—2 Cor. iv. 18.

THE haze! how it prevents me seeing the harbour! Smiling villages may be near—ships may be riding at anchor in the quiet bay—crowds may be gathered on the shore—but the fog prevents them being visible.

What a picture of this world and of the heavenly shore! Heaven is in sight, revealed to the eye of faith, but the fog and mists of sin and sense hide it from view. The "many things" of earth make us "careful and troubled," and dim the eye to the "one thing needful." What can disperse the haze that broods over the earthly voyage but the beams of the sun? and what can disclose to the eye of faith the glories of the heavenly shore but Thy bright beams, O thou better Sun of Righteousness? Sun of my soul! scatter the clouds of ignorance, unbelief, and sin. Show me the littleness of time compared to the greatness of Eternity. Remove whatever dulls my spiritual vision—the dust and cobwebs that obscure the windows of the soul,—that I may "see the King in His beauty, and the land that is still afar off."

HE MISTOOK THE LIGHT.

AND what was the consequence? Why, the largest steam-ship in the world, with a rich cargo, and a company of 300 souls on board, was wrecked, in a dark and stormy night, on the most dangerous part of the coast of Ireland! The noble ship, which cost upwards of £200,000, left her port that very afternoon in fine trim, and with every prospect of a safe and speedy voyage, and at nine o'clock she was thumping upon the rocks—the sea breaking over her with terrific violence, and threatening to send people, ship, and cargo to instant destruction!

But how could they mistake the light? Were the captain and his officers on the look out? Yes. Was the chart closely examined? Yes. Was the compass all right? Yes. And were the common precautions taken to keep the ship on her proper course? Yes; all this was done.

How then could she have met such a sad disaster? Why, because a light appeared which was not noted on the chart, and the captain was deceived by it! He mistook it for another light that was on the chart, and so, when he supposed he was running out to sea, he was really running in upon the breakers! How great a mistake, and how terrible the consequences!

Every reader of these lines is sailing on a more hazardous voyage than the 'Great Britain' attempted, and has the command of a nobler vessel and a richer freight than hers; yes, richer than all the treasures of the world! Thousands of plans are laid to mislead and divert him from his course. False lights are purposely held out to betray him, and tides and currents, of almost resistless power, set against him from every point of the compass. Will he steer clear of them all? Shall we see him push out into the broad sea, with a bright sky, a fair wind, and sails all set for the desired haven? Will he accomplish the voyage, and his fears and perils be all exchanged for the tranquillity and joy of a happy home?

It will depend on two things—1. Whether he has the true chart, and takes good heed to it. It is known as the Holy Scriptures, and it lays down the position of every light on the voyage; and he may be sure that any light that is not found on that chart is to be shunned. 2. Whether he commits himself, and the whole direction of the voyage, to Him whose footsteps are on the sea, and who rides upon the wings of the wind.—*British Workman.*

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* "The Sailor's Text Book," Nisbet & Co., London.

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THE SHIPWRECKED MARINER

No. LXX. APRIL, 1871. Vol. XVIII.

DISTINGUISHED ADMIRALS.

DUNDONALD.*



THE career of an heroic seaman always possesses an interest to an insular nation like the English. Still more is this the case when the seaman, as a naval commander, achieves brilliant exploits against enemies superior in force to himself. And still more, again, is the interest excited, when such a man sees his fair fame clouded by undeserved accusations, and fails to obtain justice until gray hairs mark the declining years of life. Such a man was the subject of our present sketch.

Thomas Cochrane, born at Annsfield, in Lanarkshire, on the 14th December, 1775, was descended from a very old Scottish family. He himself believed that the first Cochrane was a Scandinavian sea-rover, who, in remote age, settled on the shores of Renfrew and Ayr; and such a rover would certainly not have been an inapt ancestor for him. His first cousin, Sir Thomas John Cochrane, G.C.B., is the present distinguished senior Admiral of the Fleet.

Thomas, Lord Cochrane, was the eldest son of the ninth Earl, and succeeded his father in the earldom, 1st July, 1831; his mother was a daughter of Captain Gilchrist of the Royal Navy. As the patriarchal estates had

* The noble Earl's *Autobiography*, "Chambers's Miscellany," and O'Byrne have furnished us with much of the matter of this Memoir of his Lordship. We are also indebted to the Messrs. Chambers, Publishers, Edinburgh, for our illustration of the gallant Admiral.

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nearly all left the family, owing to rebellions, forfeitures, mortgages, and other causes, Thomas inherited little beyond the chance of an earldom and a gold watch. His father made many attempts to resuscitate the family fortunes, by entering into commercial and manufacturing enterprises, but they proved disastrous to the family in a pecuniary sense.

When it became necessary to adopt some definite mode of life, young Cochrane, through the aid of his uncle Alexander, a captain in the Navy, entered into the naval service. Before this, however, an attempt was made to obtain for him a position in the Army; but his dislike of the stiff martinet rules of military drill proved too strong to be surmounted. Although borne at the same time on the books of a ship, and the 104th regiment, yet he did not go afloat till he was seventeen. In his *Autobiography*, he gives an amusing account of his first and only experience as a military officer: "By way of initiation into the mysteries of the military profession, I was placed under the tuition of an old sergeant, whose first lessons well accorded with his instructions, 'not to pay attention to my foibles.' My hair, cherished by boyish pride, was formally cut, and plastered back with a vile composition of candle-grease and flour; to which was added the torture incident to the cultivation of an incipient *queue*. My neck, from childhood open to the Lowland breeze, was encased in an inflexible leather collar or stock, selected according to my preceptor's notions of military propriety; these almost verging on strangulation. A blue semi-military tunic, with red collar and cuffs, in imitation of the Windsor uniform, was provided; and to complete the *tout ensemble*, my father, who was a determined Whig partisan, insisted on my wearing a yellow waistcoat and breeches—yellow being the Whig colour, of which I was admonished never to be ashamed. A more certain mode of calling into action the dormant obstinacy of a sensitive high-spirited lad could not have been devised than that of converting him into a caricature, hateful to himself and ridiculous to others. As may be imagined, my costume was calculated to attract attention, the more so from being accompanied by a stature beyond my years. Passing one day near the Duke of Northumberland's palace at Charing Cross, I was beset by a troop of ragged boys, evidently bent on amusing themselves at the expense of my personal appearance, and in their peculiar slang indulging in comments thereon far more critical than complimentary. Stung to the quick, I made my escape from them; then rushing home, begged my father to let me go to sea with my uncle, in order to save me from degradation of floured head, pigtail, and yellow breeches."

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The reply was a sound cuffing; but unknown to his father, his name had been entered on the books successively of the 'Vesuvius,' 'Carolina,' and 'La Sophie,' commanded by his uncle, Captain Hon. Alex. Inglis Cochrane; but the youthful Lord Cochrane did not go with him to sea until June, 1793, when he embarked in the 'Hind,' 28; he was then over six feet in height, and yet only a middy. The 'Hind' started on a cruise to the coast of Norway, to look out for French privateers or convoys. Once, while on this duty, in return for hospitalities received on shore, many Norwegians were invited to visit the ship; the ladies were "whipped" or hoisted up by means of ropes and a sort of chair, with ease and comfort. Unfortunately, however, there was a parrot on board who had learned most of the boatswain's calls. While one lady was being lifted in the chair, the parrot called out, "*Let go.*" The seamen, thinking it was the boatswain's command, *did* let go, and the lady had an unexpected though temporary dip in the sea.

On returning from Norway, young Cochrane was transferred from the 'Hind' to the 'Thetis,' a more powerful frigate, which was also placed under his uncle's command. The 'Thetis' was ordered to join the squadron of Admiral Murray, sent out in 1794 to capture some of the French settlements in North America, when our hero was promoted by the Admiral to the rank of acting lieutenant; and we find him, 17th May, 1795, contributing to the defeat, in company with the 'Hussar,' 28, of a French squadron of five sail, two of which, 'La Prevoyante,' 24, and 'La Raison,' 18, were captured, after a close conflict of more than an hour's duration, and a loss to the 'Thetis' of eight men killed, and nine wounded. He subsequently joined in succession the 'Africa,' 64, Capt. Home; 'Resolution,' 74; 'Thetis' again, and 'Foudroyant,' 74. Cochrane, in his *Autobiography*, speaks of the "dreary five years" that the squadron spent near the North American coast, capturing few prizes, and being engaged in few exciting adventures; cruising among the fogs of Newfoundland and Nova Scotia, instead of joining in the brilliant achievements that marked the maritime wars of Europe.

Towards the close of 1798, Cochrane received the appointment of junior lieutenant of the 'Barfleur,' the flag-ship of a fleet with which Lord Keith was blockading the Mediterranean ports of Spain. This was a kind of service that at first gave slender hope for activity, seeing that the Spanish fleet showed little tendency to quit the defensive batteries of Cadiz and hazard a naval battle. On the 6th of May, 1799, however, there was a formidable assemblage of hostile ships. A French fleet, which came quietly round to Cadiz, consisted of thirty-three sail of the line, and a Spanish

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fleet of twenty-two sail in the harbour, swelled the number to fifty-five sail of the line, besides several frigates belonging to the enemy. Lord Keith had under him at the time fifteen sail of the line and one frigate. The Spaniards, however, did not come out of the harbour, and the French did not want to fight; for their purpose was to liberate the Spanish fleet from Cadiz, and accompany it to Toulon. Lord Cochrane and other officers of the 'Barfleur' burned with impatience to be "up and doing," to connect their names with some achievement that would bring them honour or prize-money, or both. In June, Keith succeeded Earl St. Vincent as commander-in-chief in the Mediterranean; and Cochrane shifted with him from the 'Barfleur' to the 'Queen Charlotte,' a larger and finer ship, which pursued the two hostile fleets through the Mediterranean to Brest, where he could not get at them. The whole affair was most distasteful to young officers like Cochrane, affording not the smallest opening for a brush with the enemy. Keith, foiled in his chase, went to Torbay; and while he was there, the French and Spanish fleets, stealing quietly out of Brest, sailed down again towards the Mediterranean.

On the 21st December, 1799, having taken command, with Lieutenant Bainbridge, of the boats of the 'Queen Charlotte' and 'Emerald' frigate, he was despatched from Gibraltar to the assistance of the 'Lady Nelson' cutter, then surrounded off Cabrita Point by several of the enemy's privateers and gun-boats, some of which he pursued and boarded with the utmost gallantry.

On the capture, 18th February, 1800, of the French 74 gun-ship 'Le Genereux,' Lord Cochrane was appointed her acting captain, and conveyed her from Malta to Minorca, under circumstances of great difficulty.

A more busy scene was now in store for the energetic young Scotchman. Early in 1800, Cochrane was placed in command of the 'Speedy' sloop. If ever a man owed success to himself and his crew, and not to his vessel, such was now the case. The 'Speedy' was a sloop of 158 tons, armed with fourteen 4-pounders, and manned, "or rather crowded," as he expressed it, with fifty-four officers and men. He asked for and obtained two 12-pounders, but found that his little craft was too weak to carry them. When, in his old age, the Earl of Dundonald wrote his *Autobiography*, he dwelt with a sort of comic affection on the little vessel which, as the young Lord Cochrane, had formed his first command nearly sixty years before. "Despite her unformidable character," he says, "and the personal discomfort to which all on board were subjected, I was very proud of my little vessel, caring nothing for her want of accommodation, though in this respect her

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cabin merits passing notice. It had not so much as room for a chair, the floor being entirely occupied by a small table, surrounded with lockers, answering the double purpose of store chests and seats. The difficulty was to get seated, the ceiling being only five feet high; so that the object could only be accomplished by rolling on the locker, a movement sometimes attended with unpleasant failure. The most singular discomfort, however, was that my only practicable mode of shaving consisted in removing the skylight, and putting my head through, to make a toilet-table of the quarter-deck."

Nevertheless, in this little tub of a vessel, Cochrane did that which made the French and Spaniards very uneasy, and proportionably won for him a reputation at home. Besides boarding and searching innumerable neutral vessels, he had much fighting and some capturing. On the 10th of May, he captured the 'Intrépide,' a French privateer of six guns and forty-eight men—his first prize. On the 14th he recaptured two merchant-ships which had been seized by armed boats of the enemy. On the 16th of June, he captured a small vessel off Elba; and on the 22nd, recaptured a prize from a French privateer. On the 25th, he followed a Spanish privateer, 'Assunçion,' of ten guns and thirty-three men, right under a fort near Bastia, attacked and captured her, and carried her off, though pursued by five gun-boats. On the 9th July, his boats 'cut out' a Spanish ship lying actually within the range of the guns of Cape Sebastian, and brought her away; on the 19th and 31st, he captured two French privateers; and on the 3rd of August, he took his long train of prizes safely into Leghorn Roads.

Far into the year 1801 did this cruise extend, and numerous were the adventures to which it led. The 'Speedy' sailed hither and thither, capturing French and Spanish merchant-ships, privateers, and regular vessels of war, not only off the Spanish coast, but throughout the whole of the western half of the Mediterranean. Cochrane was seldom dismayed by disparity of numbers or strength. His tactics sometimes bore a laughable resemblance to those of a little man when fighting another a head taller than himself; there is a chance, in such a case, that the giant will hit *over* instead of *at* the dwarf. An instance of this kind presented itself on the 6th of May. He fell in with a large Spanish xebec frigate, the 'Gamo.' Cochrane ran up close to her without firing a shot, although receiving two broadsides while so doing. "To have fired our pop-gun 4-pounders at a distance," he says, "would have been to throw away the

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ammunition; but the guns being doubly, and, as I afterwards learned, trebly shotted, and being elevated, they told admirably upon her main-deck. . . . My reason for locking our small craft in the enemy's rigging was one upon which I mainly relied for victory—namely, that, from the height of the frigate out of the water, *the whole of her shot must necessarily go over our heads;* while our guns, being elevated, could blow up her main-deck." The Spaniards, not liking this state of things, made arrangements for boarding the 'Speedy;' but Cochrane deemed it much more suitable that *he* should board the Spanish vessel instead. Consequently, the surgeon taking the helm, all the rest of the crew, officers and men, clambered up into the big ship. Some of the English sailors, at Cochrane's suggestion, blackened their faces, and came upon the Spaniards up the bows of the ship in such guise as to startle them by a diabolical appearance. Cochrane was particularly fond of queer devices of this kind. "In difficult or doubtful attacks by sea," he observes, "and the odds of 50 men to 320 come within this description, no device can be too minute, even if apparently absurd, provided it have the effect of diverting the enemy's attention whilst you are concentrating your own. In this and other successes against odds, I have no hesitation in saying that success in no slight degree depended on out-of-the-way devices, which the enemy, not suspecting, were in some measure thrown off their guard." The big ship was captured by the little one. Cochrane drew up the following curious balance-sheet concerning the 'Gamo' and the 'Speedy:'

'GAMO.'	'SPEEDY.'
Main-deck guns—	Main-deck guns—
22 long 12-pounders.	14 4-pounders.
Quarter-deck guns—	Quarter-deck guns—
8 long 8-pounders.	None.
2 24-pounder carronades.	
Number of crew, 319.	Number of crew, 54.
Broadside of shot, 190 pounds.	Broadside of shot, 28 pounds.
Tonnage, 600 and upwards.	Tonnage, 158.

The killed and wounded in the 'Gamo'* actually exceeded in number the whole crew of the 'Speedy;' and Cochrane found it no easy matter to convoy his prize, with 263 unhurt Spanish prisoners, safely to Minorca. This he did, however, and received the warm thanks of Lord Keith for his gallantry.

* The Spanish captain asked from Lord Cochrane a certificate that he had done his duty. His Lordship immediately wrote; "I do hereby certify that Don—— (with many high-sounding names), *conducted himself like a real Spaniard.*" This was received with every mark of respect and gratitude.

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On another occasion, when chased by three French ships of the line, he tried a new manœuvre with complete success. Finding that he could not escape by speed, he shortened every stitch of sail at the same minute, and brought his ship abruptly to a stand-still. His pursuers, surprised by so unexpected a trick, shot past him by the impulse of their own speed, and before they could turn upon their anticipated prize, he was off and away. His resources, indeed, in such straits were inexhaustible. Once he deceived an enemy of superior strength by hoisting false colours. The pretence passed muster, but the enemy prepared to send a boat off, which would have exposed the trick. Lord Cochrane upon this ran up the yellow flag, to denote there was infection on board, and his prudent adversary stood aloof accordingly.

Our space will not permit us to particularise all the dashing exploits of Lord Cochrane, during his thirteen months cruise in the 'Speedy,' when at last the daring young officer and his little craft came to trouble. While on the way from Minorca to Gibraltar, diving into all the nooks and corners in search of adventures, he fell in with, and was captured by, a French squadron under Admiral Linois. Resistance was useless, and the throwing overboard of guns and heavy stores did not lighten the 'Speedy' sufficiently to enable her to escape. Cochrane surrendered to Captain Pallière of the 'Dessaix,' on the 3rd of July, 1801. On presenting his sword to the French captain, it was returned to him with the complimentary request that he would continue to wear what he had so nobly used. Three days after it was his fortune to be present on board the French squadron when attacked by Sir James Saumarez, in the Bay of Algesiras, but being soon afterwards exchanged, he returned to England, and on his arrival was presented, as a reward for his wonderful gallantry in the affair of the 'Gamo,' with a post commission.

Cochrane's exploits had certainly been remarkable. In thirteen months he had captured 50 vessels, 122 guns, and 534 prisoners. Commendation had of course been awarded to him more than once; but it is worthy of remark that, throughout his *Autobiography*, he complains of official persons as always doing something or other injurious or unfair towards him.

The Admiralty, wearied with Cochrane's pertinacity in seeking employment, and perhaps irritated at his bold language in exposing the monstrous corruptions that pervaded all branches of the service, refused to give him another ship; and thus he was forced to remain unemployed on a naval captain's half-pay.

Now occurred an episode in Cochrane's career highly honourable to him.

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He went to Edinburgh towards the close of 1802, took cheap lodgings, entered the university (an unusual spectacle for a naval captain fresh from the quarter-deck to enter himself as a student among boys), worked hard at several studies which had been neglected in his early youth, and lived on his half-pay and the remains of his prize-money, waiting for some opportunity of getting elected to Parliament, or else of getting command of a ship. Among the many remarkable features in Cochrane's life, this was certainly not the least. A captain and a lord thus living and studying as a means of rising in the world, presents a picture worthy of respect, despite any shortcomings that may have marked his character.

Lord Cochrane remained on half-pay until appointed, in October, 1803, to the 'Arab,' an old converted collier-brig, but she being found totally unfit for blockading service off Boulogne, he was sent on a cruise to the Orkneys, which his chafed spirit described as "literally naval exile in a tub, regardless of expense to the nation."

In December, 1804, he was removed to the 'Pallas' 32, and sent on a cruise to the Azores, during which he captured three Spanish merchantmen, one of which was the galleon 'Il Fortuna,' laden with specie to the amount of £150,000, and with merchandise of nearly equal value, but he generously returned 10,000 crowns of the spoil to the unfortunate sufferers, and restored them to liberty. Among other articles were three golden candlesticks, which had been presented by the citizens of Mexico to some church in Spain, but had made the voyage across the Atlantic at an inauspicious period. Cochrane, who always had a love of oddity in his composition, stuck these three golden candlesticks on the tops of the three masts of his ship, thereby greatly astonishing the people of Plymouth on his arrival there.

After an electioneering freak, in which he was defeated, at Honiton, Cochrane returned to the 'Pallas,' and took charge of a convoy to Quebec on the 28th May, 1805. On the voyage he nearly suffered shipwreck, by being thrown 13½° out of his reckoning, owing to a defect in the binnacle compass. He convoyed one fleet of merchantmen out, and another home, not much satisfied with this sleepy kind of work. He invented a ship's lamp, and told a story concerning it which showed how rooted was his conviction that the "people" at the Admiralty had declared perpetual war against him. He drew the attention of the authorities to his lamp, but without effect. "Some few years afterwards," he tells us in his *Autobiography*, "the clamour of shipowners compelled the Board to direct its

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attention to the subject; and, passing over my communications, they offered a reward of fifty pounds to the inventor of the most suitable for the purpose. On this, I directed my agent, Mr. Brooks, to offer my lamp *in his own name*, feeling convinced that my connection with it would, if known, insure its rejection. He did so; and after repeated trials against others at Sheerness, Spithead, and St. Helena, the fifty-pound prize was adjudged to Mr. Brooks. The fact afterwards becoming known, *not a lamp was ever ordered*, and the merchantmen were left to the mercy of privateers, as before. I do not relate this anecdote as telling against the *directing* powers of the Admiralty; but with the *administrative* powers it was then and afterwards clearly a fixed rule that no invention of mine should be carried into effect."

Early in 1806, Cochrane was ordered to join with the 'Pallas' the squadron of Admiral Thornborough, to cruise off the French and Spanish coasts. Here his daring made itself as conspicuous as in the Mediterranean. He was always capturing vessels of some kind or other; terrifying the enemy with the audacity of his movements. No less than two large corvettes and a large armed frigate-built store-ship, mounting in the whole sixty-four guns, were run ashore by their captains, to afford escape for the crews, any one of which was powerful enough to have overcome the 'Pallas,' if the actual number of the men on board had been known. Cochrane followed Nelson's advice to "go at them" without manœuvring; but he interpreted manœuvring to mean fixed and formal rules of strategy; whilst Cochrane evidently delighted in all kinds of tricks and pranks to deceive the enemy as to his strength, plans, and movements. Again does Cochrane complain of the feeling entertained towards him by officials. He reported to Thornborough, Thornborough to St. Vincent, and St. Vincent to the Secretary of the Admiralty. St. Vincent used these words: "The gallant and successful exertions of the 'Pallas' reflect very high honour on her captain, officers, and crew, and call for my warmest approbation." This appeared to Cochrane as "cold and reluctant praise," and produced a renewal of his old complainings.

On the 15th of May, under a heavy fire from the batteries on Isle d'Aix, he made a daring attack on a frigate and three brigs: the 'Minerve' of forty guns, and the 'Lynx,' 'Sylphe,' and 'Palinure' of eighteen guns each. He inflicted terrible injury on the enemy, but captured nothing, and had his own ship nearly knocked to pieces. He also destroyed many of the semaphores along the French coast,

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and carried by storm the battery at Pointe d'Equilon, destroyed its stores, and blew up the barracks and magazine. In fact, his career in the frigate he commanded was marked by a series of actions useful to his country, and honourable to himself. Their value, says Brenton, was always greatly enhanced by the skill and judgment with which they were executed; the effect of this was particularly observable on reference to his lists of killed and wounded. No officer ever attempted or succeeded in such arduous enterprises with so little loss. In his attacks on the enemy the character of *vigilans et audax* was entirely his. Before he fired a shot he reconnoitred in person, took soundings and bearings, passed whole nights in his boats under the enemy's batteries, his lead-line and spy-glass incessantly at work.

We now come to Cochrane's more decided and successful attempt to enter Parliament. While the 'Pallas' was being repaired after the hard knocks she had received, her captain entered the political arena. He organised a procession, himself in a coach-and-six, and numbers of his officers and men in coaches-and-four; and thus he entered to court the sweet smiles of the electors of Honiton. They remembered the gifts of ten guineas apiece, and in July, 1806, they elected him as member for their borough. They then held out their hands for more gold; but this he refused to give, but was in a manner compelled to provide an entertainment, which cost £1,200. All this reads unpleasantly, but was thought nothing of in those days.

At length came the opportunity for which Cochrane had so long yearned —a fight with the Admiralty in the House of Commons. He made applications for Lieutenant Haswell of the 'Pallas,' as he had before done for Lieutenant Parker of the 'Speedy;' and as the Admiralty showed no inclination to comply with his wishes, he threatened to bring the subject before the House of Commons. Both officers received promotion on the 15th of August, and Cochrane attributed that to a wholesome terror of his threats; but he nevertheless complained that the promotions were not of such a kind as those officers merited.

His entry into Parliament did not long interrupt his naval career. On the 23rd of August, 1806, he was appointed to the command of the 'Impérieuse,' of thirty-eight guns, and was allowed to take over with him his old familiar crew from the 'Pallas.' The vessel was hastily fitted out for service, and was sent to sea in a crank condition. As a consequence, Cochrane nearly ran ashore near Ushant, and thus narrowly escaped falling

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into the hands of the enemy—being unable to get the ship well under command. His office was to assist the blockading squadron then in the Basque Roads, on the western coast of France; and he was employed in little other than blockading during the remainder of the year, returning to Plymouth early in 1807.

(*To be continued.*)

THE SCIENCE OF ARMS, ARMOUR, AND ARMAMENTS.*

We pass over that portion of the lecturer's very able address on the Science of Arms which relates to ancient and modern field artillery, rifled small arms, mitrailleuses, revolvers and other instruments of warfare on shore, to that of "Armour and Armaments," which we quote in nearly the author's own words.

ARMOUR AND ARMAMENTS.

We now pass on to the state of science as regards Naval matters, which concerns us even more as a maritime nation.

We will note the progress of science as regards our heavy ordnance for ships, contrasted with its state at the battle of Trafalgar, and we shall then have, necessarily, to touch upon the total transition of our Navy from that time to the present; the change from our then "wooden-walls," to our present "iron-armoured broadsides, turrets, and rams."

First, then, as to guns.

The battle of Trafalgar, and all the Naval actions at the close of last and beginning of this century, were fought and won with no heavier pieces than 68-pound carronades, of 36 cwt., for short ranges; and 32-pounders, of 56 cwt., for longer ranges.

Most of our crack frigates during the long war had armaments of only 18 and 12-pounders; and corvettes, only 9-pounders.

After Lord Nelson's time no great advance was made until 1830, when 8-inch and 10-inch shell-guns were introduced for horizontal firing.

In 1840, 42-pounders and 56-pounders were cast, and finally, long 68-pounders were manufactured; and this latter was considered a tremendous success, and a most formidable gun.

During the Crimean war, our splendid fleet of three-deckers and two-deckers had armaments chiefly (on lower deck almost entirely) of 68-pounders, and this was thought a terrific battery!

In the lull which succeeded the Crimean campaign, continental nations turned their attention to rifled artillery. Our faithful and clever ally, Napoleon III., was especially energetic in this matter; and without doubt, it was

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* Extracted, by permission, from an address by Dr. Paget Blake, R.N.

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the French rifled field-gun which contributed nearly as much to the defeat of the Austrians at Solferino in 1859, as the Prussian needle-gun did to their defeat at Sadowa seven years after.

Then Sir William Armstrong and Sir Joseph Whitworth appeared in our own country, in friendly rivalry, to produce rifled cannon of larger bore, and longer range, and heavier projectiles, till we have already arrived at 12-inch guns of 25 tons, throwing 600 lb. projectiles two miles, and we are promised much larger ones.

Krupp, the enterprising Prussian, had already cast a 1,000-pounder long ago. He employs 5,000 people at his works. Tracings have been furnished to our Government by our English artillerists of 700-pounders of 35 tons, 800-pounders of 40 tons, and 1,000-pounders, like Krupp's, of 50 tons.

What an advance, even from the date of the battle of Trafalgar, 65 years, when 32-pounders were our heaviest armaments! We have now 12-ton guns, throwing shot and shell of 250 lbs., fought at sea with the most perfect ease in many broadside ships in our Navy. The 'Hercules' has 18-ton guns, throwing projectiles of 400 lbs. through broadside ports 11 feet above the sea! Our old line-of-battle ships' lower deck ports were only 6 feet out of the water.

The 'Monarch' cruises successfully, and fires her guns in heavy weather, though they weigh 25 tons and throw shot of 600 lbs.

So that the largest guns can be worked successfully with terrible effect at sea in heavier weather than the small guns of old could be fought.

It is very instructive to notice how every obstacle is sure to be surmounted by science, as soon almost as it arises. For some time, as our armaments constantly grew larger and larger, the great difficulty was, how to stow away guns weighing 18, 25, 30, and 35 tons.

This has been overcome by the exquisitely beautiful contrivance embodied in Captain Moncrieff's gun-carriage, which must be noticed here, as a really wonderful triumph of science.

Though so immensely successful, Captain Moncrieff's invention is, nevertheless, beautifully simple. It is a hydro-pneumatic gun-carriage, in which the inevitable recoil of the gun, when it is fired, is utilised in the following clever manner. When out of action the Moncrieff gun is safely stowed away below the deck. To all appearances the wasp becomes an ordinary fly; its sting is hidden. Suddenly, however, the huge monster rises from his lair, shows his black muzzle for a moment over the bulwark, vomits forth a stream of fire, and slowly descends out of sight. The gun is mounted on a simple but wonderfully ingenious carriage. The recoil, as the gun descends, drives a plunger into a cylinder filled with water, and communicating by a pipe with a reservoir, the lower half of which is filled with water, and the upper half with air. The latter is thus compressed, and becomes a spring sufficiently powerful when released to return the plunger, and consequently the gun, to its original

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position. The air-spring is eased by a simple stop-cock, which permits some of the water to escape past the plunger.

One single word as to cost. These big guns used to cost £100 a ton. They are made at about two-thirds of that price now; but what a ruinous expense! Krupp's 1,000-pounder cost, with carriage, &c., complete £21,700!

SHIPS OF WAR.

As to the difference of ships between the days of Trafalgar and the present, who can recount the changes and alterations, the re-constructions and revolutionisings which have been continually taking place, as the march of science has gone steadily on, till now, instead of proceeding at any measured pace, she appears to go on *per saltum*; she *leaps* instead of *walks*.

Naval matters continued in much the same state after the battle of Trafalgar till an important advance in ship-building was introduced in 1832 by Sir Wm. Symonds, who, as Surveyor of the Navy, began to give ships much greater height and *breadth*, or *beam* as it is technically termed; and thus not only conferred comfort on the crew by introducing more air and light, but what was far more important for war purposes, he made them steady under canvas, and enabled them to carry much heavier armaments; at the same time he greatly increased their speed in sailing, and rendered them safe and handy.

So, then, instead of "coffins," as our old 10-gun brigs of 170 tons were always called in the Navy, because one after another they proved such to their unfortunate crews by foundering, Sir William built light, swift, elegant 12-gun brigs of 500 tons, of which the 'Siren' and 'Helena' were the type. Instead of ugly "jackass" frigates of 500 tons, as all our old 28-gun ships were derisively named, because they refused to sail, or, like donkeys, to do anything, in fact, they were wanted to do, Sir William gave us beautiful, fast, comfortable frigates of 26-guns and 900 tons, of which the 'Vestal' and the 'Iris' were the type. Instead of 'The Forty Thieves,' as our 74's (two decked line-of-battle ships) were called, because there were 40 built at one time, all of which were so clumsy and sailed so badly, they were considered a simple robbery on John Bull—Sir William* built his superb 80 and 90 gun line-of-battle ships, such as the 'Vanguard' and 'Albion,' which sailed most marvellously well, and carried heavy 68-pounders entirely on their lower decks, and nothing but long 32-pounders elsewhere. This was considered a tremen-

* Whilst giving him all due credit for introducing into the Navy an entirely new class of sailing ships, we are not insensible to the improvements upon his models afterwards effected by his successor in the Surveyorship of the Navy, Admiral Sir Baldwin Walker. We have seen the 'Vanguard' in the Channel Squadron, in a heavy sea after a gale and the wind had died away, roll at least 10° more than any other ship, so that she could not have opened her lower deck ports, and this propensity to roll and strain was very common in Symonds' ships.—Editor *S. M.*

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dous armament; and was, indeed, the heaviest carried at that time. Instead of three-deckers, like the 'Caledonia,' which, after she was launched, had to be doubled, or "built out" both above and below the water line, to give her buoyancy and stability; and 'The Prince,' which after having been built, had to be cut in two and lengthened, to try and make her seaworthy, but not being found at all improved, was worn out as a harbour-ship at Portsmouth;—instead of such woeful failures in ship-building as these and the like, Sir William built his magnificent 'Queen,' carrying heavy armaments on three decks and which yet sailed so fast as to beat many of our crack frigates. Instead of building line-of-battle ships, and then, because they did not answer, cutting them down to frigates, as in the case of the 'Barham,' &c.; and instead of building frigates, and then for the same reason cutting them down to corvettes, as in the case of the 'Magicienne,' &c., Sir William built splendid frigates like the 'Arethusa' and 'Constance,' of 2,100 tons, carrying fifty heavy guns, and roomy corvettes like the 'Dido' and 'Daphne,' of 719 tons, carrying eighteen 32-pounders, all perfect swans on the water.

But during all this time the science of steam was making progress, slowly indeed, but surely; and began to assert its supremacy and to intrude its claims, as absolute requirements in every fleet.

The history of steam in the Navy is a very interesting one, but we can only glance hastily at its rise and progress.*

In 1826† the 'Comet,' of about 290 tons and 100 horse-power, and the 'Lightning' and 'Meteor,' of 300 tons and 100 horse-power, each carrying two small guns, were the first steam men-of-war built at Woolwich, and were considered decided successes; so that several others of a larger size, such as the 'Firebrand,' 'Firefly,' and 'Spitfire,' were soon afterwards added.

When Sir William came into office he soon began to build steamers larger and longer, carrying more and heavier guns, till we arrived, in 1854, at steamers of the 'Retribution and 'Terrible' class, of eighteen broadside guns, the largest ever built as paddle-ships, 1,850 tons. Such was the first reconstruction of our modern Navy.

At this time, however, steamers were considered as skirmishers, despatch vessels, and helps in many ways, such as for towing, &c. They were the "eyes of the fleet," and, in some sense, the "legs" too; but, *as a fleet*, to engage in action, dependence was placed on line-of-battle ships and heavy frigates.

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* Steam was in such a state of infancy at this date, that 10-gun brigs like the 'African,' 'Confiance' and 'Echo,' were cut in two, lengthened and converted into steamers, whilst merchant steam vessels, such as the 'Messenger' and 'Hermes,' were purchased into the service, and principally used for the carriage of mails.

† The 'Lightning' was first used as the Admiralty yacht, and the 'Meteor' as the Navy Board yacht. The latter did good service afterwards in carrying mails, &c., to and from the Mediterranean.—Editor *S. M.*

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But now there came a new invention of science, which put an end to paddle-wheel ships, almost at a moment, for Naval purposes.

The screw-propeller was clearly seen to be an improvement in many ways upon paddles.

It was out of the way of the enemy's fire, instead of being a peculiarly prominent mark to be hit, as was the paddle-box, which, if hit, would disable the ship immediately. Next, it took up much less room; and what is still more important, it could be used as an auxiliary power to all sailing ships, which would thus be at once sailers and steamers.

Thus, no sooner was the 'Rattler,' 500 tons (the first screw man-of-war) pronounced a success, and the screw, strange to say, a more powerful propeller than the paddle, as was proved by experiment,* than our fleet immediately underwent a second re-construction, and the whole Navy was speedily made to consist of a grand entire fleet of steam-sailing ships, by altering the old frigates and liners, and building many new ones, all having the auxiliary screw-propeller; but being in every other respect sailing ships. And the beautiful Navy which had been left by Sir William Symonds of sailing ships, was speedily eclipsed by such magnificent frigates as 'Immortalité' and 'Sutlej,' of 3,000 tons and 600 horse-power; grand two-deckers, of 3,700 tons, as 'Duncan,' 'St. Jean d'Acre,' and 'Conqueror,' with armaments of 90 heavy guns and 800 horse-power; colossal three-deckers, such as 'Marlborough,' 'Prince of Wales,' and 'Duke of Wellington,' of 4,000 tons and 130 guns, with a complement of 1,200 men! Many of these had been laid down by Sir William as sailing ships, but had been lengthened and altered to screws. A contrast, indeed, to Nelson's flag-ship, the 'Victory,' a three-decker, 2,164 tons and 100 small guns. Why, we had *frigates* now of 24 heavy guns, like 'Doris' and 'Endymion,' of 2,482 tons.

These were triumphs of the science of shipbuilding, indeed; and no one who ever saw these splendid ships under sail will readily forget the beauteous sight which, alas! will never be seen again.

For still the pace of science was becoming yet faster. The glorious fleets of this period of our naval history culminated, just after the Russian war, in the gathering at Spithead, for the review of 1855, of vessels more splendid than ever before floated on old Father Neptune's bosom; and, *O, Lux Dardaniæ!* we may safely predict will never float again.

They were all of them beautiful sailing ships, with heavy armaments, and likewise at the same time were powerful screw steamers. It was a display for a nation to be proud of. But theirs was an ephemeral life; scarcely, or only

* The 'Rattler' and a paddle-steamer of exactly the same tonnage and horse-power were lashed stern to stern, and then both ships put their engines at full power. To the astonishment of everyone, the 'Rattler' towed her antagonist at more than a mile an hour.

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just come, as it were, to maturity, and yet speedily to pass away as relics of bygone years!

The fertile brain of that remarkable, though now fallen man, the astute Napoleon III., who had given birth to projects of rifling cannon, now conceived the idea of clothing a vessel in armour, as soldiers of old were protected from the arrows and other weapons of their adversaries.

His idea was soon embodied into form, and from the first appearance of 'La Gloire,' in 1858, which was speedily replied to by our 'Warrior,' in 1860, the days of our lovely steam ships were numbered.

A third re-construction of our men-of-war had to be made; and now we can no longer sing poetically of the "Wooden Walls" of old England, for very prosaic and most unsightly iron-clads constitute the present Navy of England.

I firmly believe, however, that owing to the prodigious advances of science, we are on the eve—if the day has not already dawned—of a fourth revolution in Naval shipbuilding, as I will show you in my concluding remarks.

Meantime, let us see what is the present state of our Navy as compared with the days of Trafalgar. Lord Nelson's flag-ship, the 'Victory,' was, as I have said, 2,164 tons, carrying 32, 24, and 18-pounders—100 in all.

What is the tonnage of the present flag-ship of our Channel Fleet, and what is her armament? The 'Minotaur' is 6,620 tons (more than three times the size), and carries 4 9-inch guns, throwing 225 lbs., and 24 7-inch, 6½ tons —only 28 in all; but she throws a broadside of 2,150 lbs.! What tremendous weight! She is 1,350 horse power, and can steam fully 14 knots!

Then, we have much more powerful armaments in other ships. I simply select the 'Minotaur,' as the present flag-ship, in comparison with Nelson's flag-ship at Trafalgar. The 'Bellerophon' carries 250-pounders, and steams 14 knots an hour. The 'Hercules' carries 400-pounders (18 tons), which reach 3,863 yards—nearly 2¼ miles, and steams 14½ knots! The 'Monarch' carries 600-pounders (25 tons), and which reach 5,165 yards—nearly 3 miles, and steams nearly 15 knots! Such has been the gradual increase of armaments these last few years.

Then as to the thickness of armour. The first iron-clads—French 'La Gloire' and English 'Warrior,' carried armour-plates of 4½ inches thick.

This was soon increased to 6 inches in 'Bellerophon,' to 10 inches in 'Hercules;' and now to 12 in 'Sultan,' the last, and at present the heaviest armoured ship afloat.

See the rapid advance made in this last development of science, inasmuch as already, with the increasing growth of huge guns, our first iron-clads, only built in 1859, are, in 1870 (10 years), already next to useless, such 4½-inch armour being easily pierced by present armaments, as we shall presently show.

Two further innovations have occurred in our present men-of-war during the rapid advance in the building of armour ships. One is, the entirely new

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plan proposed of carrying the guns, viz., in turrets, instead of on the broadside as of old. The other is the principle of construction which has been introduced in all the later iron-clads, and intended to be used under certain circumstances, is a powerful method of attack, viz., the projecting prow or beak, to be employed as a ram to run down an adversary—upon the principle of the old Roman *Aries* against a wall.

I need not say much about this latter notion. It is a questionable method—difficult of application, and easy of avoidance, though it is gravely proposed by an English naval officer of the highest rank, that vessels should be built on this principle alone, without armour or armament, just only a ram *pur et simple*.

But the turret system of carrying armaments has long had many strenuous supporters, and already our Navy possesses nearly a dozen vessels built on this principle, of which, without question, the 'Monarch' is the most perfect specimen of the class. She is upwards of 5,000 tons, carries four 600-pounders of 25 tons weight, and two smaller ones, all in turrets; she steams 14 knots an hour, and she is a safe and easy ocean cruiser.

But the 'Devastation' and 'Thunderer' are now being built upon this turret principle, not intended to be ocean cruisers. They are not to have any masts, but are to carry an armament of four 80-ton guns (600-pounders) capable, it is supposed, of penetrating the armour of any ironclads of Europe, and to be able to fire ahead, astern, broadside, or in fact in any direction. They are intended to be kept in port fully ready, with coals on board, so as to be sent at any moment on special service, to any part adjacent to our shores, or to a spot 2,000 miles away. For instance, to be sent from Portsmouth Harbour to Malta, to fight any antagonist they might meet, and return to Portsmouth again without coaling.

Such is a hasty sketch of our present Navy, as to size of ships, weight of armaments, thickness of armour, and speed under steam.

What a marvellous difference between a fleet now, and the fleet of Lord Nelson at Trafalgar! Has not science made prodigious strides in 65 years!

CONCLUSION.

Thus, imperfectly, I have endeavoured to sketch the progress of science during the last half-century as regards the development of "Arms, Armour, and Armaments."

How does the matter, then, stand at the present time? Arms are already so deadly, that it is sickening to read the accounts of the awful slaughter on both sides during the recent encounters on the Continental battle-fields. The terrible descriptions were so harrowing and heartrending that the stoutest heart could but quail at the recitals. Yet it would seem that the effectiveness of arms is still being continually augmented.

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Armour and armaments are still undergoing a prolonged, and apparently, as yet, interminable struggle as to which shall prove irresistible, science exerting herself on both sides, and alternately coming forth with fresh mighty triumphs, till the end seems as far off as ever.

What, then, may we not hope will be the result of these perpetual advancements and developments of science? Why, that war at last will be so horrible, the carnage so sanguinary, and the waste of life so appalling, that it will be simply absurd for nations to engage in warfare at all, inasmuch as victory will be as fatal as defeat.

Really the multiplication of engines of destruction of all kinds comes upon us almost faster than we can realise or understand them, each one outvying its predecessor in cunning ingenuity and murderous certainty.

Is it a Utopian idea to hope that their very destructiveness may prove to nations the hopelessness and uselessness of engaging in such frightful combats, each rushing towards inevitable mutual annihilation?

Is it chimerical to believe that the very perfection to which science will culminate, the powers of destruction will be the means of bringing about that happy consummation, when nations will learn, or at least *practise*, war no more?

At all events, we know that such glad time will come, though we cannot say how soon, or in what manner. Then that beautiful paraphrase of our exquisite poet and devoted missionary-bishop will be fully realised:

> "Daughter of Zion! virgin Queen! rejoice!
> Clap the glad hand, and lift th' exulting voice!
> He comes—but not in regal splendour drest,
> The haughty diadem, the Tyrian vest;
> Not armed in flames, all-glorious from afar,
> Of hosts the chieftain, and the lord of war;
> Messiah comes! let furious discord cease;
> Be peace on earth before the Prince of Peace!"

THE FLOATING LIGHT ON THE GOODWIN SANDS.*

This is another of Mr. R. M. Ballantyne's popular books, which, like "Shifting Winds," "The Light House," and "The Life Boat," afford such cheerful reading for the young, and especially boys. This volume abounds with thrilling episodes, and is written in so instructive a spirit, and with such a practical tone of piety withal, as to make it truly interesting also to those of mature age.

The writer spent a week on board the Gull Stream Light Vessel, one of the three floating lights which mark the Goodwin Sands, and which is a good

* London: Nisbet & Co.

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type of about sixty similar vessels round our coasts: we extract a description of his visit in his own words:—

"The vessel in which he found himself was not by any means what we should style clipper built—quite the reverse. It was short for its length, bluff in the bows, round in the stern, and painted all over, excepting the mast and deck, of a bright red colour, like a great scarlet dragon, or a gigantic boiled lobster. It might have been mistaken for the first attempt in the ship-building way of an infatuated boy, whose acquaintance with ships was founded on hearsay, and whose taste in colour was violently eccentric. This remarkable thing had one immense mast in the middle of it, supported by six stays, like the Norse galleys of old, but it had no yards; for, although the sea was indeed its home, and it incessantly braved the fury of the storm, diurnally cleft the waters of flood and ebb tide, and gallantly breasted the billows of ocean all the year round, it had no need of sails. It never advanced an inch on its course, for it had no course. It never made for any port. It was never either homeward or outward bound. No streaming eyes ever watched its departure; no beating hearts ever hailed its return. Its bowsprit never pointed either to 'Greenland's icy mountains, or India's coral strand,' for it had no bowsprit at all. Its helm was never swayed to port or starboard, although it *had* a helm, because the vessel turned submissive with the tides, and its rudder, being lashed hard and fast amidships—like most weather-cocks—couldn't move. Its doom was to tug perpetually, day and night, from year to year, at a gigantic anchor which would not let go, and to strain at a monster chain-cable which would not snap; in short, to strive for ever, like Sisyphus, after something which can never be obtained.

"A sad destiny, some may be tempted to exclaim. No, reader, not so sad as it appears. We have presented but one side of the picture. That curious, almost ridiculous-looking craft, was among the aristocracy of shipping. Its important office stamped it with nobility. It lay there, conspicuous in its royal colour, from day to day and year to year, to mark the fair-way between the white cliffs of Old England and the outlying shoals—distinguished in daylight by a huge ball at its mast-head, and at night by a magnificent lantern, with argand lamps and concave reflectors, which shot its rays like lightning far and wide over the watery waste, while, in thick weather, when neither ball nor light could be discerned, a sonorous gong gave its deep-toned warning to the approaching mariner, and let him know his position amid the surrounding dangers. Without such warnings by night and by day, the world would suffer the loss of thousands of lives and untold millions of gold. Indeed, the mere absence of such warnings for one stormy night would certainly result in loss irreparable to life and property. As well might Great Britain dispense with her armies as with her floating lights. That boiled-lobster-like craft was also, if we may be allowed to say so, stamped with magnanimity, because its

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services were disinterested and universal. While other ships were sailing grandly to their ports in all their canvas panoply, and swelling with the pride of costly merchandise within, each unmindful of the other, *this* ship remained floating there, destitute of cargo, either rich or poor, never in port, always on service, serene in all the majesty of her one settled self-sacrificing purpose—to guide the converging navies of the world safely past the dangerous shoals that meet them on their passage to the world's greatest port, the Thames, or to speed them safely thence when outward-bound. That unclipperly craft, moreover, was a gallant vessel, because its post was one of danger. When other ships fled on the wings of terror—or of storm trysails—to seek refuge in harbour and roadstead, this one merely lengthened her cable, as a knight might shake loose the reins of his war-horse on the eve of conflict, and calmly awaited the issue, prepared to let the storm do its worst, and to meet it with a bold front. It lay right in the Channel, too, the 'imminent deadly breach,' as it were, prepared to risk encounter with the thousands of ships, great and small, which passed to and fro continually; to be grazed and fouled by clumsy steersmen, and to be run into at night by unmanageable wrecks or derelicts; ready for anything, in fact—come weal come woe, blow high blow low—in the way of duty, for this vessel was the Floating-light that marked the Gull Stream off the celebrated and fatal Goodwin Sands."

Our author further describes his visit to the Gull Light-ship, and imagines what would meet the eye of the captain or mate leaning against the stern and gazing along the deck.

"It was an interesting kingdom in detail. Leaving out of view all that which was behind him, and which, of course, he could not see, we may remark that, just before him stood the binnacle and compass, and the cabin skylight. On his right and left the territory of the quarter-deck was seriously circumscribed, and the promenade much interfered with by the ship's boats, which, like their parent, were painted red, and which did not hang at the davits, but, like young lobsters of the kangaroo type, found shelter within their mother when not at sea on their own account. Near to them were two signal carronades. Beyond the skylight rose the bright brass funnel of the cabin chimney, and the winch, by means of which the lantern was hoisted. Then came another skylight, and the companion-hatch about the centre of the deck. Just beyond this stood the most important part of the vessel—the lantern-house. This was a circular wooden structure, above six feet in diameter, with a door and small windows. Inside was the lantern*—the beautiful piece of costly mechanism for which the Light-ship, its crew, and its appurtenances were maintained. Right through the centre of this house rose the thick unyielding mast of the vessel. The lantern, which was just a little less than its house,

* We are indebted to Mr. Ballantyne for our illustration.—Editor *S. M.*

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BIRDS ATTRACTED BY THE RAYS OF "THE FLOATING LIGHT."

The glass of the lantern is frequently broken, not by wind and wave, but by the sea-birds, which dash violently against it. In a single night, nine panes of a light-house were shattered from this cause. On one occasion 1,000 wild ducks were caught by the crew of a light-ship. It is necessary to defend with trellis-work the lights most exposed.

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surrounded this mast, and travelled upon it. Beyond this, the capital of the kingdom, the eye of the monarch was arrested by another bright brass funnel, which was the chimney of the galley-fire, and indicated the exact position of the abode of the crew; or to continue our metaphor, the populace, who, however, required no such indicator to tell of their existence or locality, for the chorus of a 'nigger' melody burst from them ever and anon, through every opening in the decks, with jovial violence, as they sat busily engaged on various pieces of work below. The more remote parts of this landscape, or light-scape, if we may be allowed the expression, were fitted up with the galley-skylight, the bitts, and the windlass, above which towered the gong, and around which twined the two enormous chain cables. Only one of these, however, was in use; that with a single mushroom-anchor being sufficient to hold the ship securely against tide and tempest.

"In reference to this we may remark in passing, that the cable of a Floating-light is frequently renewed, and that the chafing of the links at the hawse-hole is distributed by the occasional paying out or hauling in of a few yards of chain—a process which is styled 'easing the nip.'

"It was the lamplighter's duty to clip and trim the wicks, and fill the lamps, and polish the reflectors and brasses, and oil the joints and wheels (for this was a revolving—in other words, a flashing light), and clean the glasses and windows. As there were nine lights to attend to and get ready for nightly service, it may easily be understood that the lamplighter's duty was no sinecure.

"At the order, 'Up lights!' five of the crew manned the winch; the mate and another man went to a block-tackle which was also connected with the lifting apparatus. Then the order to hoist was given, and immediately after, just as the sun went down, the floating light went up—a modest, yet all-important luminary of the night. Slowly it rose, for the lantern containing it weighed full half-a-ton, and caused the hoisting-chain and pulleys to groan complainingly. At last it reached its destination at the head of the thick part of the mast, but about ten or fifteen feet beneath the fall. As it neared the top, one of the crew sprang up the chain-ladder to connect the lantern with the rod and pinion by means of which, with clock-work beneath, it was made to revolve and 'flash' once every third of a minute.

"Simultaneously with the ascent of the 'Gull' light, there arose out of the sea three bright stars on the nor'-eastern horizon, and another star in the south-west. The first were the three fixed lights of the Light-ship that marked the North sand-head; the latter was the fixed light that guarded the South sand-head. The Goodwin sentinels were now placed for the night, and the commerce of the world might come and go, and pass these dreaded shoals in absolute security.

"The cabin of the Floating-light was marvellously neat and immaculately

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clean. There was evidence of a well-ordered household in the tidiness with which everything was put away in its proper place, even although the fair hand of woman had nothing to do with it, and clumsy man reigned paramount and alone. The cabin itself was very small; about ten feet or so in length, and perhaps eight in width. The roof was so low that one could not stand quite erect, because of the beams. The grate resembled a toy, and was of brass, polished so bright that you might have used it for a looking-glass; the fire was proportionately small, but large enough for the place it had to warm. A crumb or speck of dust could scarcely have been found on the floor with a microscope; the books in the little library at the stern were neatly arranged, and so were the cups, plates, glasses, salt-cellars, spoons, and saucers, in the little recess that did duty as a cupboard. In short, order and cleanliness reigned everywhere.

"And not only was this the case in the cabin, but in every department of the ship. The bread-lockers, the oil-room next to the cabin, the galley where the men lived, all were scrupulously clean, and everything therein was arranged with the method and precision that one is accustomed to expect only on board a man-of-war. And, after all, what is a floating-light but a man-of-war? Its duty is, like that of any three-decker, to guard the merchant service from a dangerous foe. It is under command of the Trinity Corporation, which is tantamount to saying that it is well found and handled, and it does its battle continually with the storm. What more could be said of a man-of-war? The only difference is, that it does its work with less fuss, and no noise!"

Our author then depicts a scene on board during a disturbed night, when a wreck and an unexpected rescue took place:—

"A little before midnight, while I was rolling uneasily in my 'bunk,' contending with sleep and sea-sickness, and moralising on the madness of those who choose 'the sea' for a profession, I was roused—and sickness instantly cured—by the watch on deck suddenly shouting down the hatchway to the mate, 'South Sand-head light is firing, sir, and sending up rockets.' The mate sprang from his 'bunk,' and was on the cabin-floor before the sentence was well finished. I followed suit, and pulled on coat, nether garments, and shoes, as if my life depended on my own speed. There was unusual need for clothing, for the night was bitterly cold. On gaining the deck, we found the two men on duty actively at work—the one loading the lee gun, the other adjusting a rocket to its stick. A few hurried questions from the mate elicited all that it was needful to know.

"The flash of the gun from the 'South Sand-head' light-ship, about six miles off, had been distinctly seen a third time, and a third rocket went up, indicating that a vessel had struck upon the fatal Goodwin Sands. The report of the gun could not be heard, owing to the gale carrying the sound to leeward, but the bright line of the rocket was distinctly visible. At the same moment the

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glaring light of a burning tar-barrel was observed. It was the signal of the vessel in distress, just on the southern tail of the sands.

"By this time the gun was charged, and the rocket in position.

"One of the crew dived down the companion-hatch, and in another moment returned with a red-hot poker, which the mate had thrust into the cabin fire at the first alarm. He applied it in quick succession to the gun and rocket. A blinding flash and deafening crash were followed by the whiz of the rocket as it sprang with a magnificent curve far away into the surrounding darkness.

"This was their answer to the 'South Sand-head' light, which, having fired three guns and sent up three rockets to attract the attention of the 'Gull,' then ceased firing. It was also their first note of warning to the look-out on the pier of Ramsgate harbour. Of the three light-ships that guarded the sands, the 'Gull' lay nearest to Ramsgate; hence, whichever of the other two happened to send up signals, the 'Gull' had to reply, and thenceforward to continue repeating them until the attention of the Ramsgate look-out should be gained, and a reply given.

"The steam tug, 'Aid,' which always attends upon, and takes in tow, the Ramsgate life-boat, soon hove in sight, going to the rescue, thus showing the great value of steam in such matters. Having learnt the direction of the wreck from the mate of the Light-ship, they proceeded on their course. It was observed that every man in the boat appeared to be crouching down on the thwarts, except the coxswain, who stood at the steering tackles. No wonder. It is not an easy matter to sit up in a gale of wind, with freezing spray, and sometimes green seas, sweeping over one! The men were doubtless wide-awake and listening, but, as far as vision went, that boat was manned by ten oilskin coats and sou'-westers!

"A few seconds carried them out of sight, and so great was the power of steam that, despite the loss of time, they reached the neighbourhood of the wreck as soon as the Broadstairs boat, and found that the crew of the stranded vessel had already been saved, and taken ashore by the Deal life-boat. It may be as well to observe here, that, although in this case much energy was expended unnecessarily, it does not follow that it is frequently so expended. Often, far too often, all the force of life-boat service on that coast is insufficient to meet the demands on it. The crews of the various boats in the vicinity of the Goodwin Sands are frequently called out more than once in a night, and they are sometimes out all night, visiting various wrecks in succession. In all this work, the value of the steam-tug is very conspicuous, for it can tow its boat again and again to windward of a wreck, and renew the effort to save life in cases where, devoid of such aid, life-boats would be compelled to give in after the failure of their first attempt, in consequence of their being driven helplessly to leeward.

"The superintendent of the district, of which Ramsgate is head-quarters,

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goes out regularly once every month in the tender, to effect what is styled 'the relief,' that is to change the men, each of whom passes two months aboard and one on shore, while the masters and mates alternately have a month on shore and a month on board. At the same time he puts on board of the four vessels of which he has charge—namely, the 'Goodwin,' the 'Gull,' the 'South Sandhead,' and the 'Varne' lightships—water, coal, provisions, and oil for the month, and such stores as may be required; returns with the men relieved, and the empty casks and cans, etc., to Ramsgate Harbour. Besides this, the tender is constantly obliged to go out at irregular intervals—it may be even several times in a week—for the purpose of replacing buoys that have been shifted by storms—marking, with small green buoys, the spot where a vessel may have gone down, and become a dangerous obstruction in the 'fair way,' taking up old chains and sinkers, and placing new ones—painting the buoys, and visiting the North and South Foreland lighthouses, which are also under the district superintendent's care.

"On all of these occasions, the men on duty in the floating-lights are bound to hoist their flag whenever the tender chances to pass them within sight, on pain of a severe reprimand if the duty be neglected, and something worse if such neglect be of frequent occurrence. In addition to this, some of the Elder Brethren of the Trinity House make periodical visits of inspection to all the floating-lights round the coasts of England; and this they do purposely at irregular times, in order, if possible, to catch the guardians of the coast napping; and woe betide 'the watch' on duty if these inspecting Brethren should manage to get pretty close to any light-ship without having received the salute of recognition! Hence the men of the floating-lights are kept ever on the alert, and the safety of the navigation, as far as human wisdom can do it, is secured. Hence also, at whatever time any of our floating-lights should chance to be visited by strangers, they, like our lighthouses, will invariably be found in perfect working order, and as clean as new pins, except, of course, during periods of general clearing-up or painting."

Mr. W. H. Davenport Adams, in his able and interesting work on "Lighthouses and Light-ships," says: "Few instances are on record of a light-ship having broken loose from its moorings, and none of its having suffered shipwreck. Each vessel carries, for emergencies, two bower-anchors of 20 cwt. and 15 cwt., and cables respectively 1260 and 900 feet long. The light-ships of the Trinity House are painted *red;* those of Ireland, *black*. They carry the Trinity House flag, bearing a cross quartered with four ships. Some have one light, some two, and some three lights. Of these, many are fixed, many revolving, many coloured. The average length of one of these vessels is eighty to ninety feet, and the burden from 160 to 180 tons, and the cost from £2,000 to £3,000. Its maintenance, including the cost of oil, the wages and provisions of the men, amounts to about £1,200 per annum. The crew generally consists

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of a master, a mate, and nine men. Three out of the nine are intrusted with the service of the lamps, one of whom acts as cook for a month; the six others, who always include among them a good carpenter, attend to the order and cleanliness of the vessel; one-third are always enjoying an interval of rest on shore. To mitigate the rigours of so strange a profession, the Trinity Board provides that each man shall pass one month on shore for every two months he spends on board; while the captain and the mate change places every month. But grim old Neptune does not always permit this system of reliefs to be regularly carried out. It often happens in winter that the storm and the tide are opposed to every kind of disembarkation, and weeks elapse before communication can be re-established; a steamer or good stout sailing vessel usually visits them once a month. The men ashore are occupied in cleaning cables, painting buoys, filling the oil-tins, and similar duties. We know not whether what was acknowledged by an old light-ship 'hand' is true of all, that all the time he was on land he dreamed of the sea, all the time he was on board the light-ship he dreamed of the land. The men are generally sun-tanned and weather-beaten models of English sailors. When they are at sea, their food is supplied by the Trinity House; when on shore they receive instead 1s. 3d. a day. Their wages are £2 15s. per month; the master receives £80 per annum. No man may quit his post when on duty under any pretence whatever, and the first article of the light-keeper's instructions he is bound to obey as implicitly as a man-of-war's man the articles of war, runs thus:—

"'You are to light the lamps every evening at sun-setting, and keep them constantly burning, bright and clear, till sun-rising.'

"On board every light-ship the life of the crew is much the same. On Sunday, at dawn, the lantern is lowered, and the lamp-lighter cleans and prepares his lamps for the next night's work. At 8 o'clock everybody must be on the alert; the hammocks are hung up, and breakfast is served. Afterwards, the men wash and put on their uniform, of which they are very proud, for on its buttons figure the arms of the Trinity House. At 10.30 they assemble in the cabin, and the captain or mate performs Divine service. At sunset the lighted lantern is hoisted up — the real standard of the vessel — and the crew again meet together for prayer and the reading of the Scriptures. With the exception of the morning and evening services, the week days closely resemble the Sundays. Wednesday and Friday are the chief cleaning days. To watch over and maintain in due order the lighting apparatus; to keep watch on deck; to note seven times in twenty-four hours the conditions of the wind and atmosphere; to attend to the condition of the mooring chains; such is the almost invariable circle of their occupations. Their chief amusements are necessarily reading and fishing. They receive liberal wages, and when past work a fair pension.

"Nearly 1,000 buoys are posted about the coast of England and in the

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channels of her principal rivers. Scotland and Ireland have about 200 each. Some of these have a floating framework of iron or wood, with or without a bell, and painted of various colours. These are kept in their positions by stout cables and a heavy anchor. Some are provided with chains and ladders for the convenience of shipwrecked mariners, and are furnished with great bells. The average size of the buoys is about eight feet, but many, like the North-East Spit Buoy, at the east end of Margate Sand, are twenty feet. All, except the largest, are 'shifted' by the crews of the Trinity House vessels and replaced by clean ones every quarter. The cost of a buoy varies from £25 to £250, so that we can easily believe the guarding of our shores is somewhat costly.

"The life of a lighthouse-keeper varies little, whether his post be situated ashore or afloat. It is a life not free from heavy shadows; but it is one eminently calculated to develop the patient and enduring qualities of a man, and to cultivate in him a habit of self-reflection. I do not think it should be stigmatised as dismal, though it is the fashion so to speak of it; but surely no life *can* be dismal which is spent in the service of humanity, in steadfast devotion to the interest of others; no life *can* be dismal which passes in constant contemplation of all the glories of the sky and all the splendours of the sea—in constant contemplation of the mightiest and sublimest of God's works, under their grandest and most solemn aspects!"

THE THRILLING LOG OF THE LITTLE BOAT 'CITY OF RAGUSA.'

THE annals of the English Custom-house received an additional and novel item in the year 1870, by the registration and entering outwards of a vessel under two tons register, bound for New York, manned by two seamen, one holding a master's certificate. The little craft sailed on her adventurous voyage on Friday, June 2nd, 1870. It was thought by many a mad adventure, and not a few feared for the safety of the men. After a long and perilous voyage, the little craft was towed into Boston, in which port her log was published, from which we extract some of the striking occurrences of the voyage.

Left Liverpool at 2 o'clock P.M., wind at W.N.W., light; passed down the Mersey with a strong ebb, and as we passed the Transatlantic steamers with their freights of living souls, we were loudly cheered by some, and all dipped their ensigns.

June 8.—3 P.M.: Conningbeg light-ship bearing S., distant four miles. 4. P.M.: Dead calm. Drifted with the ebb close to the rock. The chief officer of the light-ship having recognised us in the mean time, came with his boat, and towed us astern of the light-ship, where we made fast till flood would be done.

June 17.—5 A.M.: Wind fresh from W.S.W. Head of Kinsale, bearing N.W. about fourteen miles. 6 A.M.: A large whale alongside, and so anxious was he for

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a survey, that he went round us twice, sometimes so close that I could touch him with a boat-hook. I did not feel a very pleasing sensation, fearing the monster might come up under our bottom, and capsize the craft, crew and all.

June 28.—10 A.M.: A barque to windward, to whom we showed our colours. Bore down upon us. She proved to be the 'Ratcliff,' of London, from Glasgow to Quebec, ten days out. When close to, she backed her yards and we went alongside. I cannot but mention that Captain Sutton acted with the greatest generosity, he having thrown his store-room open to me, to take from it whatever I wanted, and repeatedly said, after I had selected what was absolutely necessary, "See if you cannot remember something else that you might want."

July 2.—6 P.M.: Wind at S.W., increasing; thick, with rain. Middle part, strong S.W. winds, gradually increasing to a gale, with heavy beam seas. Shortened sail. Considerable sprays coming over, but yet she does remarkably well in a heavy sea. I have watched with awe its foam-crested waves tumbling along with frightful rapidity, as if about to overwhelm our little craft, and bury us for ever beneath their bosoms, and have seen them pass without leaving a particle of their element on board. This is cheering to us, placed in the position that we are, for if one of those seas struck us with any force, it would knock our tiny craft to pieces, and sweep its occupants into an eternity that hath no ending.

Sunday, July 3.—Midnight: Blowing heavy. Thick and rainy, with heavy sea. 2 A.M.: Finding that I could not keep her under sail without endangering our safety, took in the main-sail, and lay her under jigger and stay-foresail, with her head to northward. I find that when lying to, she bows the sea with admirable precision, and ships no heavy water, but from her having strained herself, &c. our sleeping berth is now becoming very leaky, whilst the other leak in her bottom does not increase. I trust in the Almighty that it will not, as we have sufficient to do now to keep her afloat.

July 5.—6 P.M.: Sent up topmast, and set flying-jib and gaff-topsail. Middle part, moderate breeze. Sea going down. Clear weather. Latter part, wind moderate at N.W. Heavy dark masses of clouds rolling up. Very cold and rainy. Next morning: wind at N.W., decreasing with comparatively smooth water. Set all light sails. 10 A.M.: Picked up a prize in the shape of a tar cask, with about four gallons of Stockholm tar in it. It was tightly bunged, and had the usual piece of leather nailed on for drawing it off. It may have been washed off some ship's deck, which is very probable. Mean to use the tar for decks and rigging, and the staves for firewood, which is much wanted, we finding it very difficult to light a fire previous to this. This day being fine, got up all wet clothes, &c., we having been thoroughly soaked on account of leakage through the decks, and the water which could not be pumped out washing up underneath our sleeping berth.

July 11.—Wind at W. Blowing heavy, with rain squalls. Taking over considerable quantities of water. Her lee rail is under water to combings of the house. I trust in God we shall have a change of wind to help us along and cheer the gloomy weather, for it has been dull and dark for such a long time. Not having seen the moon nor sun for several days, it must be admitted that it is cheerless, when we seriously consider our position, only an half inch plank between us and eternity, and leaking more than would be considered safe within a stone's throw of the shore. But with the assistance of our Lord, in whom we trust, we shall land safely.

Sunday, July 17.—Sent a message by the sea. I hope it may be picked up. Saw several large fish gambolling about, and sending clouds of spray into the air, forming miniature rainbows for our amusement. Several sea birds of different

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species were sitting quietly on the bosom of the troubled water, not a feather becoming ruffled by the motion. I almost envied them their happiness in being so much at rest; for I have none, from the continual pitching and rolling of the little craft as we are borne along; now bursting through the foam which topped the mighty wave, and the next moment plunging into the valley which separated it from its next succeeding fellow, who, one would imagine, was going to swallow us up, from its great height; but as it approached, it lifted us with matronly care upon its mighty bosom, and dandled us with a proud significance, and handed us over carefully across the yawning gulf to its successor.

July 18.—I cut my left fore-finger in chopping some fire-wood. It is pretty severe, and am almost afraid I cut the sinew, as I am not able to move the finger. I had to call Peter from his sleep to dress it. It afterwards became very painful. This morning saw some of the nautilus species, of a monster size, with an eye of azure blue in the inflated portion. Had he been bound the same way as the little craft, I am certain he would outsail her, as he spread no small share of sail. Lat. obs. 47.57 N.; long. by account, 39.44 W.; bar. 30.60.

July 19.—2 P.M.: Wind at S.S.E. Pleasant breeze; cloudy; fine. This continued throughout the first and middle parts. Latter part, increasing breeze from S.S.E. 6 A.M.: Blowing a moderate gale. Glass falling rapidly. Heavy sea. In with gaff-topsail, flying-jib, and stay-sail. Set square-sail. She is doing remarkably well, but leaking badly.

July 30.—At 12·20, night, a very large fish came alongside, and sported away for some time, rubbing up against us, first on one side, then on the other. Could not determine what species it belonged to, but from its appearance, and that of its fins above water, should take it to be a shark, of about five feet long. He remained for about half an hour, when I lost sight of him.

August 1.—5 P.M.: A quantity of land birds, having the appearance of being pretty well exhausted, passed close to us. I could notice that they endeavoured, with all the strength their wings could muster, to take refuge amongst our branches; but their efforts were unavailing; the wind was too strong for the poor things, and they, seeing that they could not attain their desired object, set up a unanimous chirp, which sounded doleful to me. I would save them if I could. I believe that many thousands of land birds perish in this manner throughout the year.

Sunday, August 14.—4 P.M.: Spoke the 'Russia' steamship, from New York for Liverpool. Her longitnde was 53.45. W., which corresponded with mine by account. 4·30 A.M.: Tacked, with head to southward and westward. 6 A.M.: A large whale alongside. Noon: Sun obscured; no observation. Lat. D.R. 44.31; long. 53.55 W.; bar. 30.15.

Sunday, August 28.—3 P.M.: Spoke the ship 'Aurora,' from Cardiff for New York. From him I obtained the correct longitude, by which I find that I have had an error of twenty miles per day, for six days, to west, owing to the current setting S.E., for which I made no allowance. His latitude was 41.10. N., and his longitude, at the time of speaking him, was 64.39 W. I find that, although steering a northerly course during the twenty-four hours, I am drifted to southward very considerably beyond my reckoning; owing, as I before mentioned, to the current. A barque in company, bound west. Noon: Calm, and light variable airs. Lat. by obs. 40.37 N.; long. 65.17 W.

Sunday, September 4.—8 P.M.: Gale coming on at east. Sea running very heavy, but regular weather. Hazy, with light rains. 9 P.M.: Gale increasing. We were then running under mainsail, square-sail, and jigger seven and a half knots per hour. One of the yoke-ropes carried mainsail away, and she broached

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to. I let go everything. Took in sail, square-sail and jib, and lay her to under jigger and stay-foresail, the wind and sea all this time increasing, the glass falling very rapidly, and driving rain. 10 P.M.: Blowing a fearful gale; the sea lashed into a fury, such as I have never seen before; the rain pouring in torrents, covering the sea with white mist, whilst the sprays were heavy, and thickly impregnated with phosphorescent sparks. The sprays were blinding, and the rain-drops, which were pretty heavy, were borne along with such force by the wind, that when they struck any exposed part, such as features, &c., it smarted and felt as if pierced by a needle. In consequence of her buoyancy, and other causes, it became necessary to use the utmost caution to prevent her from falling into the trough of the sea or capsizing. 11 P.M.: Gale still increasing, with frightful heavy sea, the glass still falling, being now at 29.20. 12, midnight: Blowing a furious gale; and I assert, and am not ashamed to do so, that I felt for the first time fearful that our last moment had come, and that the next wave would be our destruction. I prayed fervently to the Almighty that He would save us; and I assert that the goodness and mercy of the Lord was made strikingly manifest in our case. I could perceive His guiding finger through the storm; and in this one instance, when our jigger-boom and gaff (not able to withstand the fury of the blast) parted like a straw. She immediately fell off, not into the trough of the sea, but dead before wind and sea, and remained so—thanks to His goodness—until I could take the fore-staysail off and set storm stay-sail between the masts, when I again brought her to the wind without taking one drop of heavy water on board during the whole time. During the time she was before the wind, the sprays and rain had full play upon our sleeping berth, and consequently it became thoroughly drenched, and everything therein. 1 A.M.: wind drawing to N.E. Still blowing furiously, with torrents of rain; the glass standing at 29.20.

Wednesday, September 7.—5 A.M.: Made the land. What a joyful cry—"Land, ho! Land, ho!" The sound rang sweetly on my ears, as I viewed Nauset Beach light, and Nauset Beach stretching along to the southward. God be thanked that we are so far safe. I trust that we shall be in Boston to-morrow.

Friday, September 9.—Commences with light breeze at E.S.E., very fine weather, and continued so throughout first part, Minot's Ledge bearing W.S.W. at 6·30 P.M., and Boston Light N. by E. at 8 P.M. We were then keeping up for Centurion buoys, in order to come to in Nantasket Roads for shelter. I saw a steamer bearing down on me, and blowing his whistle, and having no side lights exhibited, I was fearful that he might run me down, as he was standing stem on. When close, I was hailed, and asked what boat; and answered, "'City of Ragusa, from Queenstown, eighty days." Upon which announcement I was cheered lustily by the parties on board, and was given to understand that I would be towed into the city. I felt grateful for the offer, and immediately shortened sail, and was taken in tow by her, and dragged along at such speed as must have surprised the little 'City.' I was towed to Long Wharf, and made fast. I took the opportunity of going on shore at once, and returned heartfelt thanks to Almighty God for safe deliverance. On board the steamer was the Hon. Thomas Russell, with a portion of his family, and a goodly number of the representatives of the Boston and New York press, to whom I gave an abstract taken from my log. I must feel grateful for the kind reception which I met with upon my arrival—a kindness which more than compensated for the hardships sustained during the voyage."

The voyage ended with barren results to the daring men who safely navigated the little craft across the great Atlantic.

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They have the satisfaction of having performed a perilous feat, and have demonstrated the possibility of taking so small a craft over the mighty sea.

To the historical student this voyage is not without interest; how the vast continent of America became originally peopled may remain a mystery, but the fact of this voyage having been performed, is a help to the thought that other adventurers in pre-historic times may have succeeded in bridging over the mighty gulf which separates the Old World from the New.

A GALE IN THE BAY OF BISCAY.

THE following is a landsman's description of a gale, sent by a scientific correspondent to the *Times;* but we may add, that an admiral who was on board the ship at the time, in a subsequent letter, thought the picture an overdrawn one from the seaman's point of view.

On the 6th of December last, Her Majesty's ship 'Urgent,' a screw transport of about 2,000 tons, commanded by Captain Henderson, left Portsmouth with the Cadiz, Gibraltar, and Oran detachments of those who had been selected to make observations on the total phase of the solar Eclipse on the 22nd of December. The next day the peculiar propensity of the 'Urgent' began to make itself manifest in a degree which, although thought trifling by sailors, proved highly unpleasant to some of the passengers on board. Whatever good qualities the ship may possess—and that she has several has been amply proved on this voyage—she enjoys the peculiarity of rolling violently. The day after we started the wind freshened, the sea rose, and about noon, when the Bay of Biscay was entered, the motion of the ship was such as to send below all who were not good sailors, while the clinometer showed an angular movement of 12 deg. each way. The fillets of wood, technically known as fiddles, which divide the dining-table in the saloon into longitudinal compartments, were now fitted on before lunch, but even with this protection it was difficult to keep the dishes and their contents from jumping over; as it was, one joint took a flying-leap over all obstacles and deposited itself on the floor. When we got fairly into he Bay, the movement increased considerably, and our dinner was eaten under somewhat amusing circumstances. The glasses and bottles had to be supported on the hanging shelf above the table, the plates we were using would suddenly shoot out from under our hands, while any attempt to arrest their movement was followed by the contents jumping either into our laps or over our opposite neighbour.

During the night the wind became squally, and breakfast on the morning of the 8th found only a very select party to partake of it. By noon we were about the middle of the Bay of Biscay, and there were ominous signs of wind and bad weather. Several of the party, having found that the incessant rolling

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from side to side all night long interfered materially with their rest, gave up their fixed berths and determined to try hammocks and swing cots; they accordingly enjoyed a somewhat quiet night in spite of the liveliness of the ship. So long as the motion is confined to rolling, the fact of sleeping in a cot almost entirely neutralizes the annoyance, for being suspended from above by a strong rope at the head and foot, a movement of the vessel parallel to the line of suspension is not communicated, but when the vessel pitches fore and aft a swing cot or hammock is of very little use.

On Friday morning, the 9th of December, Cape Finisterre was in sight, and there was a general sigh of relief at seeing the southern extremity of the much dreaded Bay of Biscay, forgetting that the swell from the Atlantic, urged forward by a gale of wind, was as liable to strike the ship on one side of Cape Finisterre as on the other. After dinner, the wind, which had been increasing in violence all day, veered round till it was right in our teeth, and the roll of the ship, somewhat changing to a pitch, assumed a screw-like movement, which sent below many who had hitherto bravely resisted the terrors of the Bay. About midnight, when I turned into my cot, it was blowing half a gale, with every prospect of an increase. My cot was suspended a little on one side of the centre of the main deck, so that for some time I amused myself by watching the angular movement of the ceiling, as it bent down to me first on one side, then on the other, and when the pitching movement was superadded I tried to picture to my mind the actual movement of the ship as it would be seen on deck. Suddenly I was nearly knocked out of the cot by a blow against the side of the cabin, and then it slowly receded, and I seemed to go up and up on the other side until the edge of my cot was, as near as I could estimate, not more than six inches from the ceiling. Back I went again, and, simultaneous with the thump against the cabin side, came a smash as if all the crockery on board had broken loose, then a most horrible crash at the stern and a dashing of water made every one rush out to discover the extent of the damage. One gentleman found the ship's carpenter, and was not reassured when he heard it reported that the stern-post had been carried away, and the ship was filling with water. Sleep being out of the question, I dressed and went on deck to observe the extent and appearance of the storm. There the sight was the grandest I ever beheld. The wind was blowing a stiff gale; the great Atlantic rollers came toppling in as if they would overwhelm us. Every wave was crested with white foam, which was severed by the wind from its parent wave and driven wildly across the ship. We were wallowing in the trough of the sea, and each wave caused us to rock from side to side in a helpless manner. The men at the wheel, who should have been actively employed in turning the head of the vessel to meet each wave, were standing idle, and on looking at the compass I saw that we were turned quite out of our course—drifting, in fact, before the storm. Just then the Lieutenant of the

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watch asked the steersman if she would answer the helm yet. "No, sir; not in the least!" "Quartermaster, send another man to the tiller ropes, and go yourself. We must get out of the trough soon, or ———." I could not catch the alternative for the noise of the wind. On inquiry I was told that the tiller ropes, which were quite new and made of hide, had stretched considerably, and until they were tightened the rudder would not act.

Notwithstanding our critical position, I must confess that the spirit of investigation overcame all other feelings, and I determined to make the best of the opportunity now before me of seeing the various phases of a thorough Atlantic storm in midwinter. The bumping which aroused me and the heavy lurches which followed were caused by the ship falling off into the trough of the sea, while the terrific crash was occasioned by a gigantic wave crumpling up the stern boat and carrying away a baulk of timber which stretched across the screw well. The rolling was so excessive that even practised sailors could with difficulty keep their feet, and it was only by a judicious course of hanging on to ropes and rails that one could drag oneself to a suitable post of observation.

I wanted, if possible, to measure more or less roughly—1, the angular roll of the ship; 2, the height of the waves; and, 3, their distance from crest to crest. The oscillation of the ship was not quite synchronous with the advance of the waves, and, consequently, the roll of the ship increased and diminished regularly after a certain number of vibrations. We were swinging somewhat like a top-weighted pendulum, or a metronome, set to vibrate about 15 strokes a minute, but the motive power gave us additional impetus at somewhat less frequent intervals. The moon was tolerably clear overhead, being obscured only by a slight scud; by its light were visible the great waves coming broadside on, as if they would overwhelm everything before them. As the wall of water approached, the vessel heeled over away from it, and then rose to the top, and after quivering for an instant on the crest the ship seemed as if it would turn on its side, and it literally did tumble down at an angle of 30 degrees into the deep valley beneath. Here another wave caught it and turned it on the opposite side, and as it struck the vessel near the time of its return oscillation a few more degrees were added to our roll. Again the ship heeled over, and again the times of vibration and impulse appeared coincident. At each roll her arc of vibration increased until it became an effort even to hold on by a rope. The ship, however, was very dry, and so long as solid green water could be kept out there was no immediate danger; but her bulwarks were dipping deeper and deeper each time, and I watched with some interest the advent of a gigantic wave which could be seen in the distance toppling far above its fellows. The previous wave had brought us nearly to the water's edge, but we were rather losing time in the rival oscillation of ship *versus* wave. On it came, the ship gave a shudder as it struck her, turned

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wearily over, and sank her bulwarks lower and lower until the gangway fairly dipped under water. The sea in tons poured in, everything movable fell over to the side, one of the sailors was thrown completely across the deck, receiving some injury from striking against a heavy gun, and for a moment the ship was stationary, appearing to hesitate whether she could recover herself or whether she should not complete the revolution, and join the ill-fated 'Captain' at the bottom of the Atlantic, at a depth of about two miles from our present position. The want of synchronism saved us. This wave on turning slightly helped the ship to recover herself, and for the next few rolls the arc of oscillation gradually decreased. I watched this alternate ebb and flow of vibration, of *maximum* and *minimum* of waves, for some time, but only on one occasion did I see the two *maxima* coincide, and only once was a green sea shipped.

During some of the severest rolls I tried to get an idea of the angle through which the ship moved. Eye estimates showed frequently an angle of about 30 deg. Among the numerous ropes which stretched about the rigging at all inclinations I fixed my attention on one, which, whenever the ship made rather a heavy roll on the port-side, became nearly perpendicular to the horizon. Occasionally a right angle was just reached, while about every twelfth or fourteenth roll this angle was exceeded by several degrees. The next day, on measuring the amount which this rope declined from the perpendicular, I found it to be 35 deg.; so that the ship occasionally must have rolled about 40 deg. over on one side. That this estimate is not excessive is proved by the fact that the clinometer, which was only graduated to 35 deg., was found during the night jammed against its bearings, thus showing that 35 deg. had been exceeded. On subsequently measuring the angle through which my cot must have moved to bring it to within six inches of the ceiling, it showed an angle of 61 deg.; but from this angle must be subtracted an unknown amount to allow for the swing given to the cot by the thump it had just received at the opposite side. The amount to be deducted could not, however, be more than 12 deg. or 15 deg., leaving a residual arc of 46 deg. to 49 deg., through which the ship must have rolled on that side.

I next attempted to judge of the height of the waves. After taking a firm position amidships, at a part where the top of the bulwarks was 20 feet from the normal water-line, I brought my eye level to them, and noticed when the deck was horizontal how high the advancing waves appeared. When the ship was in the trough most of the waves overtopped the bulwarks, while the giants, which, fortunately, only came at rare intervals, towered at least 10 feet above us. The inclination of the vessel was changing so rapidly, and the circumstances were so opposed to exact observation, that I cannot be certain to within a few feet. There is no doubt, however, that some of the waves were quite 30 feet from trough to crest.

The deck and saloon through which I passed to get to the stern cabin, where

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the tiller-ropes were being tightened, presented a most chaotic appearance. They are surrounded by cabins, from each of which issued, at every roll, the noise of trunks, boxes, lamps, washstands, &c., grinding against one another, and sliding about from side to side on the floor. This was varied by the ejaculations of alarm or groans of despair from the prostrate occupants. One of the most eminent of the expedition was devoting the whole of his attention to the saving of two valuable chronometers from the universal wreck. With one in each hand he received, with outspread elbows and extended knees, the alternate shocks with which he dashed against the sides, regardless of the bombardment which his shins were receiving from the smash of furniture in his cabin. Another philosopher, who evidently looked upon portable property under such circumstances as dangerous as a live shell, was busily engaged in throwing everything movable out of his cabin into the saloon, where his chattels speedily got mixed up with the wreck of tumblers, moderator lamps, legs of chairs, coal scuttle and cinders from the stove which had broken loose and was surging about from side to side. Another of the party was trying to collect together his valuables which had originally been safely deposited on the table. In some incomprehensible manner his trunk had been thrown on the top of the table, and had wrenched off three of its legs. A fourth observer, who had persistently kept his bed from the first day, was in a state of *déshabille* hanging on like grim death to a corner of the table.

In the stern cabin the quartermaster and five or six stalwart seamen worked steadily and silently, as men doing their duty in critical circumstances, with ropes and cord securing the ends of the hide ropes to the tiller, the rudder being jammed mechanically hard round on the port side. At every roll in one direction, where the strain was to a certain extent taken off the ropes for a moment, a tug was given by all the men with a will, and when the lurch was on the opposite side they simply held on, with clenched teeth and rigid muscles, so as to keep what they had just gained. In this manner, slowly and painfully, a little of the slack was gradually got in, sometimes a quarter of an inch being gained, and sometimes not a tenth. A learned professor was doing not the least important service he has rendered to science by holding a tallow candle to light these men of muscle in their work; and it was with a profound sense of relief that at last we heard the announcement that the ropes were quite taut, and that the vessel would once more answer to her helm. The monotonous roll soon assumed the screw-like character produced by its combination with a pitch, the vessel's head was steadily brought round to windward, and the 'Urgent' was at last rescued from her perilous position in the trough of the sea.

On returning to deck the scene was somewhat changed. The wind, if anything, was fiercer than ever, the moon obscured by rainclouds, and the waves meeting the ship diagonally, while at every pitch the screw rose out of the water, making the ship quiver from end to end by the terrific hammering which

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it occasioned on its re-immersion. At the bows the scene was fearfully wild. The figure-head dipped into nearly every wave, as, owing to the length of the vessel, she was not able to rise readily, while not unfrequently the crest was dashed against the starboard bow and deluged me in salt water. Two men, muffled in countless tarpaulins, were on the look-out. One of them said he had been on board one of the Channel Fleet the night the 'Captain' went down, and that gale was nothing compared with the one we were in now. "It was not above five miles from here that the 'Captain' turned bottom upwards, and she didn't roll half as much as this ship," he screamed in my ear. Conversation, indeed, was only to be carried on in shrieks and screams, for the noise of the wind, which was now blowing a hurricane, was loud enough to overpower all other sounds. In the early part of the night it appeared to howl through the rigging, and it had been ascending the gamut of unearthly sounds, until now it could only be compared to a long-sustained shrill whistle. Its force was such that, although worked by engines of 400 horse-power, our screw was unable to hold its own against the wind, for we drifted 60 miles out of our course that night. The masts bent before the storm, and moving from one end of the deck to the other could only be accomplished by a series of gymnastic efforts. The rain, which began to fall about 2 a.m., stung one's face like sharp needles. Looking forward from the bows one saw a solid black wall of water towering above the vessel, and as the figure-head actually dipped into the hill it seemed impossible to believe that we were not going straight through to the other side. Up the vessel turned, however, though inclined at such an angle that on looking back towards the stern, the horizon appeared high up at the top of a rugged range of mountains, while as we pitched downwards the stern was lifted high up into the air.

I could get no satisfactory estimate of the breadth from crest to crest of the waves. Taking into consideration their position with respect to those portions of the ship to which they were opposite at the same time, when we were crossing them nearly at right angles, I should consider their width to be from 60 to 80 feet.

At 8 the next morning, Saturday the 10th, the wind almost suddenly sank, and the barometer, which had been steadily sinking all night, remained stationary, and then began to rise again. Soon the wind blew from the opposite quarter, but this being in our favour was not so objectionable. We had evidently passed over the centre of a cyclone; its energy, however, was pretty well exhausted, and towards midday the severest storm which, according to Captain Henderson, the 'Urgent' had ever been in, might be considered at an end.

The remainder of this day and Sunday were uneventful: our adventures of the Friday night formed almost the sole topic of conversation, and after a small adventure on Monday, which delayed our arrival at Cadiz for another twelve

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hours, we steamed into Cadiz harbour on the morning of Tuesday, the 13th, just seven days from the time of leaving Portsmouth.

How we made Gibraltar, and afterwards Oran; how our instruments were blown down on one day, and our hopes wrecked on the next; how we spent Christmas morning in a storm, and how our thoughtful captain cheated the same, so that we might eat our Christmas dinner in peace; how we saw the Old Year out and the New Year in, must remain among the chronicles as yet unwritten.

LIVERPOOL SEAMEN'S ORPHAN INSTITUTION.

THE annual meeting of friends and supporters of this institution was held on Monday, February 21st, Mr. J. G. Livingston, Mayor of Liverpool, in the chair, who was supported by the President, Mr. Ralph Brocklebank, and many other gentlemen.

The Committee, in their report (which was read by Mr. Clarke Aspinall), said the urgent need of the institution was daily more and more impressed upon the minds of the Committee, the number of applications now on the books waiting admission being no less than 148. The temporary house in Duke-street contained on an average during the past year sixty children, being about the maximum number it could comfortably accommodate, and the children had remained and still continued in perfect health. In view of the many distressing and destitute cases coming before the Executive Committee they decided at their December meeting to grant assistance to a limited number of non-resident children; the relief to consist of an allowance of 10s. per month, and suit of clothes annually, conditional upon the production of a certificate that the child was attending a day-school in the district. Such relief had been granted to twenty-three children. The Committee gratefully acknowledged a gift from the Corporation of Liverpool of 7,000 yards of land in Newsham Park, in which they hoped shortly to commence the erection of a building calculated to accommodate about 150 boys and 100 girls. The design and erection of the building (which we give in our illustration) had been entrusted to Mr. Alfred Waterhouse.

The Rev. Drummond Anderson (St. Mark's Church), in addressing the meeting, said:—Mr. Mayor, Ladies and Gentlemen,—One of the things which I dread most is the visit of the sailor's widow. This is how it is. She comes in crushed and broken, and, without a word, hands you that miserable paper from the Sailors' Home, claiming her drowned husband's wages and effects, often blurred with her tears, and if there should be a tremour in your voice (how can you help it?)—if she catches a pitiful glance of your eye (as needs be she must),—why then she will break down in a torrent of tears, and wail over herself

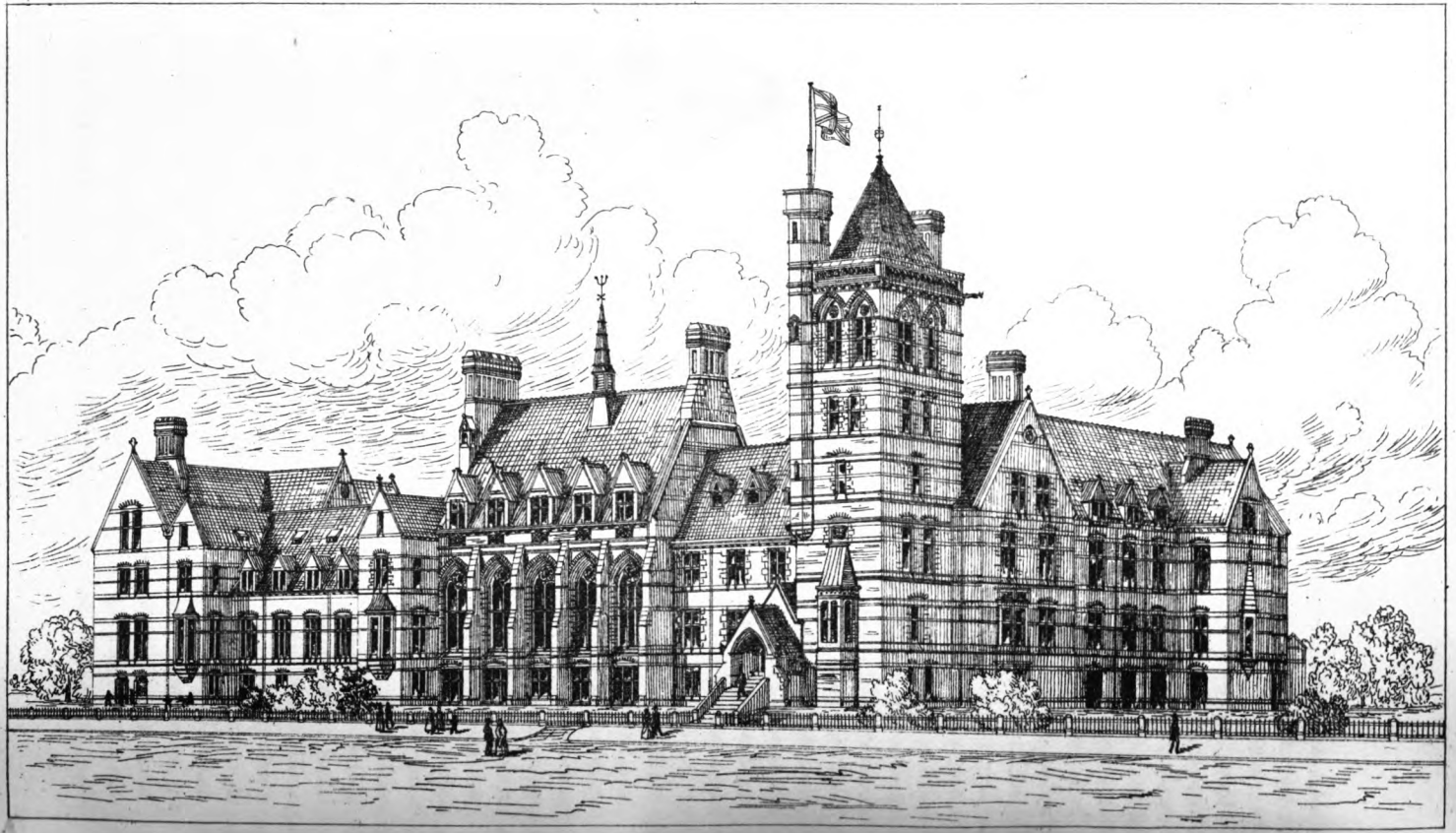
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and her unfortunate children. Now, if we could only say at such a time, "Well, the merchants of Liverpool will never let you and yours go to the wall; we'll have a try to get your little boy or girl into the Home for Seamen's Orphans," what an effectual consolation you give to the poor soul. It would make her pluck up heart, and address herself to the hardness of her forlorn state in a more hopeful spirit. This is the meaning of the Seamen's Orphan Institution. (Applause.) Why it was not started before it is hard to say. Because, I suppose, everything must have a beginning, and such a work as this comes as a sort of inspiration into some man's mind. He awakens to the perception of a great need; he feels that it must be met; he presses it upon others; and so the little bark is launched and speeds on its way. Men whose names are held in great honour here, and wherever Liverpool is known, took this thing up, and determined that if the orphan and destitute children of other classes, down even to the street Arab, and the shoeblack, and the newsboy—aye, and even the boy criminal—were cared for and helped, the orphan children of those who make Liverpool what it is, should no longer be without a name and a place on the roll of charity. As you might expect, the project at once commended itself to the hearts and consciences of this great community. Large subscriptions were obtained without difficulty, and a temporary Home was at once opened, in which, from the accident of locality, as well as a real love for poor Jack and his belongings, I have been permitted to take some interest. There we have sixty fatherless boys and girls.

I beseech you to read the report right through. It is no ordinary record. You will find there a slight sketch of the antecedents of each child—and the antecedents of each child involve a tragedy. One child's father was killed by a fall from aloft, another washed overboard, another stricken to death by pestilential climate, many—this is the saddest and most frequent of all — sailed away and neither they nor their ships were ever heard of again. There they are — their orphaned children — look at them, and if any man says that this is not a good work and well done, why he is not worth talking to. (Hear, hear.) It is one disadvantage of their presence here that it hinders free speech. But I don't know. There is a deal of scolding and fault-finding in the world, and I think that a little just commendation often goes a long way. What I have to say is that the managers of this institution have been uncommonly fortunate in the lady who has charge of these children. It would have been simply impossible for them to have made a better choice. Firmness and loving-kindness, wise judgment and tenderness of heart—these qualities, so rare in their combination, and so essential, it has been their felicity to secure. I have been five or six and twenty years in Liverpool, and I have had to do with all sorts of charities, and I say without reserve that this is the best managed and most successfully conducted institution in or out of Liverpool. The children are well clothed, well fed, well

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educated, well trained, well mannered, and well conducted. And this is what we want. We want not only to feed and clothe these poor orphans, but to send them forth good boys and girls—aye, and if God will, religious boys and girls. I abhor as much as any man anything unreal in the religious culture of children—anything exaggerated, precocious, or put on—what Mr. Brown would call "sham"; but I do exceedingly value the endeavour in a simple way to lead them to form the idea of a loving Saviour, to think of Him, to trust Him to love Him, and to serve Him.

These boys will most of them doubtless go forth ultimately to sea, and what a thing it will be if, as we fondly hope, we send forth a little band of sailor boys, who, without losing dash or manliness, have acquired habits of principle and self-restraint, and consideration for others, and the fear of God. Hundreds of sailors' orphans are knocking at our doors. Are they to be left in their helplessness? (No!) Are they to be abandoned and suffered to be swallowed up in the mass of hopeless misery around us? (No, no!) Will you let the orphan child of a man who has sailed in your ship, and lost his life in your service go to the workhouse? I know something of workhouses, and I think I would rather see him dead. Will you permit the little orphan girl, the child of your drowned seaman, to drift, without proper care and loving culture, into—God knows what abyss of shame and ruin? (Cries of "No!") Has not trade made these children orphans? and who are the men who reap the benefits of trade? I do not mean that you are responsible for the sailor's fate. The winds and waves obey the great Creator:

> "He makes the sleeping billows roll,
> The rolling billows sleep."

But surely you owe them some substitute for what they have lost in your service. The children are not to perish by a worse fate than their fathers. I rejoice in all the encouragement which this great work meets with. We want to build a house—a large house—but not that only, a *worthy* house. (Hear, hear.) The Corporation have given a noble piece of ground in one of their public parks; we want to put upon it a goodly house, such as that I saw the other day, erected by the merchants of London, on the fair borders of Epping Forest, for their sailors' orphans,—a house expressing our sense of that life of sacrifice and peril even unto death—a house becoming the noble generosity of the merchants of Liverpool—something beautiful and stately, to which your own children may point and say, "My father, God bless him, took a substantial part in founding that edifice,"—something upon which poor Jack himself may gaze when he rolls out to Newsham Park, as he is sure to do, and say, "It is well done,"—something that he may have before his eye as he sails out upon the fickle main and bring him comfort, "Well, if the worst comes to the worst, there is a good home for my poor bairns." (Applause.)

Mr. Torr, who built an Orphanage some years ago in Hull, at a cost of

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£6,000, said, in the course of an interesting speech: I believe there is no one who has more sympathy with orphans than myself. (Applause.) I have always held that no class of the community appeals to us with so much earnestness and with such undeniable arguments as orphans. (Hear, hear.) When they have lost their own fathers and mothers, surely those of us who have it in our power to do so, are bound to act as godfathers and godmothers to the poor outcasts (applause); and I can assure you that no one has more sympathy in the movement than myself, and regret that it is not met with greater support. With respect to the amount of subscriptions and donations, let me say that I believe we shall never get the money we ought to receive for this and similar institutions until we can induce people to look upon giving as a pleasure and not only as a duty. (Hear, hear.) Men do not *think;* if they thought more of their responsibilities they would give more, for assuredly the greatest happiness a man can derive from his wealth is in making others happy. The picture of the poor penniless sailors' orphan, as drawn by Mr. Drummond Anderson, is indeed a most touching one; but, sir, there is an object of greater pity even than the poor friendless orphan child—the man to whom God has given an abundance of wealth, without the heart to use it in His service and for the good of his fellow man—the man who dares to call his money his own. His own, indeed!—how has he earned it? By ability, by industry, by good health and strength. True. But who gave him those abilities, that health and strength, and to whom must he account for them? We are but stewards of our means and of our time, and not proprietors, and as we discharge our trust will be our blessing. (Applause.)

We observe by the report that Mr. H. T. Miller, the formerly active Travelling Agent of the Shipwrecked Mariners' Society, is the Secretary of the Liverpool Seamen's Orphan Institution. We have the greatest confidence therefore in commending him, and the noble work in which he is now engaged, to the kind sympathy and support of our benevolent readers.

MISCELLANEOUS.

ROYAL ALFRED AGED MERCHANT SEAMEN'S INSTITUTION. — There are upwards of *three thousand* merchant seamen, either in our workhouses or unions, and thousands more pining for want outside, sooner than submit to the supposed degradation of ending their days in the pauper's home. Is not this a standing disgrace to a great maritime power such as England? Would it not, if the fact were widely known, make us, whose proudest boast is her empire over the seas, a scoff and byword amongst the civilised nations of the earth? Are we ever wearied of declaring that we owe the material prosperity of the country less to the conquests of our gallant army and navy than to our mercantile marine, which is ever employed in maintaining our vast commercial relations with the whole world? Do we not glory in them as men who carry on their peaceful vocations amidst the many perils of the

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deep, and who are ever ready to come to the front at the first call of duty, and, in the thick of the battle, face death as calmly as if they had been men-o'-war's men all their lives? Yet during the centuries which have rolled away since the days of the Norse kings no provision has been made by the State for those "that go down to the sea in ships, that do their business in great waters," when, after devoting the best years of their lives to the service, they are in their old age cast adrift, and, swelling the thick ranks of pauperism, find their last haven in the workhouse. In this respect England has been a sad laggard behind other nations which cannot so loudly proclaim that superiority over the seas which is her natural heritage. America, for instance, has long had its "Snug Harbour," its "Sailors' Retreat," and other institutions for its worn-out merchant sailors. "The Seamen's Hope" exists in Holland, and "The Seamen's House" in Sweden, while France and other maritime countries have their homes for their intrepid *voyageurs* when "laid up in ordinary." Yet, if there is one thing of which Englishmen are proud—and of which they have every reason to be proud—more than another, it is that enlarged national philanthropy which leaves no form of human want and suffering uncared for. Is it not, therefore, unaccountable that the benevolence of the country should never, until some two years ago, have been directed to providing a home or a provision for her aged and decayed merchant seamen, cast, like so many battered hulks, on the waters of her charity? Englishmen, aye, and Englishwomen, who are naturally proud of British tars, will not be less generous to them than they are to other claimants on their bounty. It may be said that sailors are an improvident class, but then it must be remembered that in the days when these fine old fellows whose cause we plead "flourished," there were no such things as savings banks and other excellent agencies which have of late years so greatly improved the *morale* both of our navy and our mercantile marine. Now-a-days habits of frugality are encouraged in both branches of the maritime service, and perhaps the present generation of sailors, when they come to be old men, may be independent of our aid; but the fact still remains that there are thousands of the "salts" of bygone days who need it sorely. We believe it will not be withheld from them, and more especially when it becomes known that this Institution is daily deriving increased support from the captains, officers, and crews of merchant ships; and England has a right to expect "that every man will do his duty" in enabling the Committee of the Institution to fulfil their cherished wish of throwing open its portals to the many claimants on its bounty, and of rendering it a charity of which the country may well be proud, even as regarded in the light of an atonement for centuries of neglect of a class which merits all our sympathy and all our help. We earnestly ask, then, all whom these words may reach to help forward this great and good work, and more particularly by *annual subscriptions*, which, while little missed by the givers, are of the highest value as securing to the recipient a reliable income.

We may add that donations and subscriptions will be received by the Bankers, Messrs. Williams, Deacon and Co, Birchin-lane; Messrs. Fuller, Hanbury and Co., Lombard-street; Messrs. Coutts and Co., Strand, as well as by Paymaster Francis Lean, R.N., the Hon. Secretary, and Capt. Tribe, the Secretary, at the offices of the Institution, 2, Cowper's Court, Cornhill, London, E.C.

THE ARMY AND NAVY PRAYER UNION.—Saturday, 11th March, was the annual day for united prayer by the members of the "Army Prayer Union," established in 1851, by the excellent and lamented Captain Trotter. Meetings were held

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as usual in London, and at several of the military stations. The London meeting took place at No. 7, Soho Square, and was attended by nearly 100 officers.

This year there is the new feature of union of the two services. It is now the "Army and Navy Prayer Union," and the invitations to Soho Square were issued by the Admiral of the Fleet, Sir George Sartorius, K.C.B., and Lieutenant General C. W. F. Walker, C.B. There were present admirals and captains of the Fleet, as well as general officers of the Army, and other officers of all ages and ranks, from the veterans of many battle-fields down to the young ensign; and, indeed, the number of young men was a most encouraging feature of the gathering. Amongst the naval officers present we observed also Captains the Hon. Fras. Maude, E. Littlehales, J. S. Reynolds; Commanders W. H. Symons, Wm. Dawson, W. H. Phipps; Paymaster Arthur Ellis, &c., &c.

General Walker presided, and in his introductory address touched with deep feeling on the loss which they had sustained during the year in the death of Captain Trotter. Never in any of his frequent interviews with their departed friend did he (Captain Trotter) omit to speak of this Union—the thing evidently nearest to his heart. Its object was two-fold: (1), the union together of praying officers, and (2), the introduction to one another of officers under religious convictions, but in mutual ignorance of the fact, who might thus be encouraged not to be ashamed of their colours. In this and in other ways much good had arisen. He had promised their late friend to do his best to keep up the meeting, and he rejoiced in the enlarged basis on which it was now placed, as including our first line of defence—the Navy, as well as the Army.

The meeting was as heretofore strictly devotional in its character, including the singing of two hymns, the opening prayer being by the Rev. W. G. Tucker, late chaplain of Greenwich Hospital. Naval and Military officers were intermingled in the conduct of the meeting. General Alexander delivered a short address, and then closed with prayer. He was followed in the same way by Rear-Admiral Fishbourne, who took Mark x. 17-22, as his subject, pointing to our Lord's dealing with the rich man as a test of character. General Clarke spoke on our Lord's second coming; and among others who also took part in the proceedings were Captain Liebenrood, R.N., General Cranford, and the Rev. W. R. Payne, chaplain R.N.

The proceedings of this interesting meeting were closed with the Benediction and Doxology.

COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.

For the Shipwrecked Mariners' Society.

	£	s.	d.
BALLYCASTLE, CO. ANTRIM.—Sermon in Parish Church, per Rev. Conway Carter ...	2	18	0
BANFF.—Proceeds after Annual Meeting at Sailors' and Fishermen's Soirée ...	1	5	0
BLAKENEY.—Sermon in Langham Church, per Rev. J. M. Randall (Vicar)	2	15	0
BOWLING BAY, N.B.—Collected in box at Custom-house, per Mr. Jno. Taggart	1	13	10
CHIPPING NORTON, BANBURY.—Collection, per Rev. Bentinck J. F. Doyle	2	10	0
CHURCH LAWFORD, RUGBY.—Sermon in Parish Church, per Rev. D. Wanchope (Life Gov.)	5	5	4
COWES — Collection in the Coffee-room of Glo'ster Hotel, per Mr. Thomas Jones, for distress on the coast	0	17	0

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	£	s.	d.
COWES.—Sermon in West Cowes Church, by Rev. J. B. Atkinson (Life Mem.)	5	0	0

HARTLEPOOL.—An evening meeting in December last, in connection with the Society, was held in the Athenæum, West Hartlepool. The chair was taken by R. Ward-Jackson, Esq., M.P., who was supported by Captain W. J. Young, J.P., Mr. W. C. Ward-Jackson, J.P., Mr. J. Groves, J.P., Mr. G. Pyman (hon. secretary), Mr. Alfred Gillham (travelling secretary to the Society), Mr. S. Armstrong, the Hartlepool honorary agent, and Mr. J. Miller, the West Hartlepool agent of the Society.

The Chairman said the Society was one with which he had sympathised for many years. He was sorry to say that on looking over the list of governors in the district, he found that he was the only life governor. He hoped that that would not long continue to be the case, but that gentlemen interested in the shipping trade would come forward and add their names as life governors. After describing the objects of the Society, he stated that during the past year not less than 11,800 seamen had been relieved; but he would leave the details for Mr. Gillham to go into. In a port like Hartlepool, where they only too frequently witnessed scenes of shipwreck and loss of life, it was of the utmost importance that support should be given to such a society as that in connection with which they were met that evening. He believed that such societies were not fully appreciated in inland towns, which arose from the fact that the inhabitants during stormy weather did not see the necessity for them the same as it existed on the coast. He hoped that the Society would ultimately ingratiate itself in the rich *inland* neighbourhoods, and that they would assist places like the Hartlepools.

It was all very well for persons to say that those who were actually interested in the shipping ought to be the only persons to contribute to the wants of shipwrecked mariners and fishermen, but he held that that was not so, and that, as England, Ireland, and Scotland were islands, the whole countries were really and truly dependent upon the shipping trade. He was one of those persons who, without disparaging the efforts of, and the good done by societies of that kind, believed that the Governments of this country—past and present—had not done their duty by not providing harbours of refuge along the coast. (Applause.) It would be the best means of preventing loss of life and property; and he, for the last twenty years, had been most anxious to procure the establishment of harbours of refuge, and he hoped the time was not far distant when Government would be able to give grants of money for the formation of such harbours of refuge. He then referred briefly to the fact that one of the Royal Harbour Commissioners had reported to Government that one of the harbours of refuge on the north-east coast ought to be in Hartlepool bay.

Mr. G. Pyman said he felt it both a privilege and a duty to be present that evening to advocate the claims of the Society. For some years past he had watched the movements of the Society, and thought that it was not meeting with the support which it merited. When he looked over the list of subscribers, he found that the Hartlepools had during the past few years contributed only £5 to £10 per year. In looking over the list of ships belonging to the Hartlepools, he found there were 170, which represented about £500,000, and which were manned by about 2,000 seamen. In addition to that number there were about 300 fishermen, and he asked those present if they thought £5 or £10 a fair sum for the Hartlepools to send to the funds of the Society, when the Society forwarded between £400 and £500 a year to the port for the relief of the seamen? During the last quarter £64 1s. 3d. had been sent by the Society to Hartlepool for the relief of nine mariners, two master mariners, seven widows, and

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eleven orphans. He went to London some time ago, and told one of the secretaries that the matter only wanted taking up to procure larger subscriptions, and during the past few weeks he had called upon several friends, and received subscriptions amounting to £58 1s. 6d. That was an improvement, but he would not be content until the Hartlepools forwarded not less than £100 per annum towards the funds of the Society.

Mr. Gillham addressed the meeting in a practical and effective speech, and concluded by earnestly appealing to all seamen, fishermen, &c., to become members of the Society.

Captain Young said he endorsed every word that had been uttered in favour of the Society. There could be no doubt whatever of the duty of every person, high or low, to contribute towards it, for they were all indebted, in some degree, for the comforts of life, to the men who risked their lives. He trusted that the appeals made on behalf of the Society would be liberally responded to, and that now Mr. Pyman had stirred in the matter, he would ere long realise his expectations, and that the port would contribute at least £100 a year to the Society. He then addressed himself more particularly to seamen, fishermen, and pilots present, and proved to them that it was their duty to become members of the Society, and by the payment of the small sum of 3s. per year, provide for their widows and families against unforeseen accidents.

Mr. Groves said he was glad to see so many Hartlepool friends present. He then referred to the gale which took place on the east coast two years ago, when several lives were lost; but of all the men who were wrecked or suffered loss of property, not one, he believed, was a member of that Society.

After the usual vote of thanks to the Chairman, of whom it was remarked that no person knew better than he did that Mr. Jackson was a true friend of the sailors, the meeting terminated.

Since the meeting further subscriptions have been received, and we are glad to learn that a number of seamen and pilots have already enrolled themselves as members of the Society.

	£	s.	d.
KIRKWALL. — Sermon in United Presbyterian Church for Sailors and their friends, per Rev. D. Webster (Life Mem.)	5	1	2
LIMEKILNS, N.B.—Annual Sermon in United Presbyterian Church, per Rev. D. Johnston (Life Gov.)	7	16	9
LONDON—CONTRIBUTIONS.			
Her Majesty the Queen (her heart and purse being in every scene of distress coming within her knowledge, it is hoped her gracious lead will be generously followed), Annual Subscription	25	0	0
Thomas Bradberry, Esq. (Railway Stock)	300	0	0
Mrs. Cholmley	25	0	0
Capt. A. A. G. Dashwood	30	0	0
Mrs. Henry Kemble	25	0	0
Dowager Marchioness of Westminster	30	0	0
LOSSIEMOUTH. — Sermon in Free Church, by Rev. Charles Bullock, M.A.	2	14	1
LOSTWITHIEL.—Moiety of collection after Sermon in Parish Church, per Rev. Mr. Bennett	1	10	0
NAVAN. — Sermon in Parish Church, per Rev. Chas. J. Lambert, in 1869.	2	0	0
Ditto 1870	4	10	0
OREORD.—Sermon in Orford Church, per Rev. John Maynard	3	4	7
DITTO.—Sermon in Sudbourne Church, per Rev. John Maynard	0	19	6
PETERBOROUGH.—Sermon in St. Mark's Church, per Rev. S. W. Merry	3	15	0
PORTLOE. — Sermon in			

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	£	s.	d.
Veryan Church, per Rev. M. Drake (Vicar)	2	6	2½
PORT WILLIAM.—Sermon in Parish Church, Mochrum, by Rev. W. Allam (Life Mem.)	5	10	2
SALISBURY.—Proceeds of a Concert at Baverstock, per Ven. Archdeacon Hony.	6	6	6
SELSEY.—Proceeds after two Evening Readings, per Rev. H. Foster	1	12	0
WATCHET.—Proceeds of an Entertainment, per Rev. R. Pool	1	0	0

WITHERNSEA.—The Rev. John Newby writes: "Yesterday a working agriculturist called and asked me if I was an agent for the Society. On receiving an affirmative answer, he said, "Well, sir, I'm poor, but I want to do something; will you have a shilling?" "Yes, David," I replied, "and will you give the same amount every year, and so become an annual subscriber?" "Gladly," was his reply; "it's the best society out, and gets nowt fra here."

	£	s.	d.
YARMOUTH.—Sermon in the Parish Church, per Rev. R. J. Dundas (Life Gov.)	10	13	8

The following legacies have been announced or received during the past quarter:—

Mrs. Eleanor Dixon, of Whitehaven	19	19	0
Miss Anna Hunt, of Yoxall, Staffordshire	52	0	0
Mrs. Mary Wood, of Bath	200	0	0
Mr. James Nickle (per North Shields Agent)	5	0	0

REWARDS FOR SAVING LIFE ON THE HIGH SEAS.

THE following rewards have been granted by the Shipwrecked Mariners' Society during the last quarter, viz.:—

Feb. 10.—Capt. the Hon. Francis Maude, R.N., V.P., in the chair.

Letters were read from the Honorary Agent for Southampton, and James Scott, Esq., pleading the case of the widows of two seamen, late of the German ship 'Hansa,' whose husbands lost their lives in saving the crew of the 'Burriana,' which vessel foundered in the North Sea. It appeared that three men were drowned, but only two widows were left, viz., H. Arend, a widow and five children, from six months to seven years old; and W. Pomer, a widow only.

The Secretary read his correspondence with Mr. Scott on the subject, by which it appeared that he had gathered a small sum, and that he hoped for some additions from the Board of Trade.

It was resolved unanimously, on the motion of William Stuart, Esq., V.P., seconded by Vice-Admiral Buckle, C.B., that a donation of £15 be granted.

Feb. 24.—Captain the Hon. Francis Maude, R.N., V.P., in the chair.

It having been brought to the notice of the Committee that Mr. George O'Connor, acting sub-lieutenant of H.M.S. 'Challenger,' had jumped overboard four times (three of them at sea) for the purpose of saving the lives of men who had fallen overboard, and was successful three times out of the four, and that he received a handsome present of a case of instruments from the superintendent and citizens of the province of Auckland, New Zealand, for saving the life of a seaman who was blown overboard by the premature discharge of a gun when firing a royal salute to his Royal Highness the Duke of Edinburgh; it was resolved unanimously that the Gold Medal of the Institution be awarded to Mr. O'Connor, as an expression of the Committee's high estimation of the young officer's conduct. A letter was

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afterwards read from the Commodore, acknowledging the receipt of the Medal, and stating that he had assembled the officers and crew on the quarter-deck, and after reading the Secretary's letter, had presented the Medal; he also begged the Committee would allow him to add his thanks for the handsome manner in which they had noticed the young officer's conduct.

REWARDS FOR SAVING LIFE ON THE COASTS.

THE following are the rewards granted by the Royal National Lifeboat Institution, during the past quarter, viz:—

December 1, 1870, Thos. Chapman, Esq., F.R.S., V.P., in the chair.

Rewards amounting to £86 were voted to the crews of life-boats for service during recent storms.

The St. David's life-boat was instrumental in bringing ashore the crews, numbering seven men, from the flat 'Chester,' of Chester, and the smacks 'Annie Davies' and 'Prima,' which vessels were in very perilous positions in Ramsay Sound, during a severe westerly gale, and in a heavy sea, on the 22nd November. The life-boat at Montrose also went off on the 19th November, through a high sea, to the schooner 'Sarah,' of Montrose, which had gone on the Annat Sandbank while attempting to enter that harbour. Fortunately the life-boat was successful in saving the shipwrecked crew of five men shortly before the vessel went to pieces. The Whitburn life-boat also brought ashore the crew of eight men from the brig 'Elizabeth,' of North Shields, which had stranded at Whitburn Steel, on the 18th November. The life-boat at Cahore was also instrumental, on the following day, in taking safely to Wexford harbour, through a heavy sea, the fishing smack 'Dolphin,' of Wexford, which, after being in collision with another smack, had been abandoned by its crew, and was fast drifting on the Blackwater Bank.

The second service clasp of the Institution, and a copy of the vote inscribed on vellum, were voted to Charles Mitchell for his gallant services on the occasion of the wreck of the brig 'Stephano Grosso,' of Genoa, near Port Isaac, Cornwall, during a heavy gale from N.W., on the 24th October last. He succeeded at much risk in getting a line ashore from the vessel, by which means nine of the crew were saved by the rocket apparatus. He afterwards formed one of the crew of the life-boat at Port Isaac, which rescued the remaining three men.

The thanks of the Institution, inscribed on vellum, and £1, were also given to John Herbert, who, when the steamer 'Express,' of Aberystwith, went ashore on Porthdinllaen Beach, during a very heavy gale and high sea, on the 13th October, went on board the vessel by means of a line which had been sent ashore from it, and afterwards, with the aid of the steamer's boat, assisted to save the crew of eight men. A reward was also granted to some men who assisted on the occasion.

The sum of £10 was likewise voted to the crews of two Filey fishing cobles for saving the crew of eight men of the brig 'Liberty,' of Newcastle, which foundered off the Yorkshire coast during a southerly gale, on the 25th October last.

January 5, 1871. Mr. Thos. Chapman in the chair.

The Tynemouth, No. 2 life-boat, after several gallant attempts, succeeded in saving the crew of seven men from the wrecked brigantine 'Amelia,' of Stavanger. The life-boat at Porthcaw rescued three men belonging to the smack 'Dasher,' of Cardiff. The Ramsay life-boat took off from the smack 'Pearl,' of that port, the crew of three men, just before their vessel sank. The

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St. Andrew's life-boat aided nine fishing boats and their crews to regain that harbour through a heavy ground swell. The life-boat at Withernsea saved four men from the stranded brigantine 'Annie,' of Hartlepool. The life-boat at Ardrossan saved the crew of six men from the brig 'Morning Star,' of Dublin. The Ramsgate life-boat and harbour steam-tug 'Vulcan,' brought into harbour the schooner 'Marin,' of Terno, which vessel had gone on the Goodwin Sands. The 'Chapel' life-boat saved four men from the smack 'Robert Hellyer,' of Hull. The Wexford life-boat assisted to save the stranded smack 'Arbitrator,' of that port, and the nine persons who were on board the vessel; and on a subsequent occasion rescued the crew of seventeen men from the Spanish barque 'Paquite,' which had gone on the Dogger Bank, off the Irish coast. The Caister large life-boat helped to save the brigs 'Donne Castle' and 'Wanderer,' of Whitby, and their crews, and the small life-boat on hat station rescued the crew of ten men from the wrecked brig 'Thomas and Joseph,' of South Shields. The Southport life-boat brought ashore the crew of the schooner 'Jessie,' of Gourock. The Lowestoft large life-boat rescued fifteen men from the barque 'Forest Flower,' of Scarborough. The life-boat at Montrose saved the crews numbering twenty-four men, from four fishing boats. The life-boat at Hasborough took eight men from the sinking boat of the brig 'Minerva,' of Seaham, and the Mundesley life-boat rescued five men from the schooner 'Flora,' of Margate.

The silver medal of the Institution, and a copy of the vote inscribed on vellum, were granted to Mr. George R. Scott, boatswain of the ship 'Beethoven,' of St. John's, N.B., for his gallant conduct off the mouth of the Mersey, on the morning of the 16th of October, during a gale of wind and in a heavy sea, when he rendered most important service to a vessel in distress.

Payments to the amount of £3,035 were ordered to be made on various life-boat establishments.

February 2. Mr. Thos. Chapman in the chair.

The silver medal of the Institution and a copy of its vote inscribed on vellum were ordered to be presented to Mr. William Grant, coxswain of the Margate life-boat together with £8 18s. to himself and the crew of the boat, in testimony of their recent gallant services in saving from the rigging of the sunken brig 'Sarah,' of Sunderland, the crew of six men. It was blowing a gale from the eastward, with a heavy sea on the sands, and the snow was falling fast, when the men were rescued by the life-boat from what would otherwise have been an inevitable death.

On New Year's Day the life-boat at Boulmer, on the coast of Northumberland, rescued the crew of four men from the boat of the wrecked schooner 'Oxalis,' of Macduff. Three days afterwards the life-boat at Wexford, Ireland, saved the crew of sixteen men from the barque 'Paquita,' of Santander, and subsequently, with other assistance and the aid of a steam-tug, got the vessel off the sands on which she had stranded, and brought her into harbour. The same life-boat was also instrumental on the 5th Jan. in saving two men from the smack 'Lark,' of Wexford, which became a total wreck during a gale of wind from the N.W.

On the 7th Jan. the Ramsgate, Kingsdown, and North Deal life-boats did good service to vessels in distress on the Goodwin Sands. The first-named boat helped to get the barque 'Sea,' of Montrose, and the American ship 'Joseph Fish,' off the sands; and the two other boats saved the Italian brig 'Sori,' all three vessels being rescued from destruction and taken safely into harbour. The Cahore life-boat was instrumental on the 10th Jan. in saving five men from the schooner 'Handy,' of Wexford,

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which had stranded at Poulduff, county Wexford; and on that day the Wicklow life-boat went off to the barque 'Mexican,' of St. John's N.B., which was in distress off that coast, and put one of her crew on board, who piloted her to a place of safety. The Montrose life-boat took off three men from the galliot 'Friendship,' of Goole, which had gone on the Annat sand-bank on the 15th Jan., and five men from the distressed Danish Schooner 'Dania' on the 31st Jan. This valuable life-boat not long since was also the means of saving twenty-four fishermen, whose boats had been overtaken by an unusually heavy sea, and who would undoubtedly have perished but for the timely aid rendered to them by the life-boat. The Dungarvon life-boat brought ashore the crew of three men from the brigantine 'Cornhill,' of Dungarvon, on Jan. 15th. The next day the Ramsey, Yarmouth, and Winchelsea life-boats were respectively the means of saving the crews, numbering altogether eighteen men, from the wrecked brigantine 'Lady Huntley,' of Maryport, the brig 'Flora,' of Hull, and the brig 'Elizabeth and Cicely,' of Guernsey; and on the 22nd the Bacton life-boat saved nineteen men from the stranded ship 'Maria,' of Dunedin. These life-boat services represent the saving of upwards of one hundred persons from various shipwrecks during storms of the past few weeks.

Five pounds were also granted to the crew, numbering six men, of the Filey fishing-yawl 'Refuge,' for saving six men from the brig 'Kirtons,' of Sunderland, which became a total wreck on Filey Brigg during a gale of wind from the south-west on Jan. 5th.

Payments amounting to £1,328 were also ordered to be made on various life-boat establishments.

March 2. Mr. Thos. Chapman in the chair.

The silver medal of the Institution, and a copy of its vote, inscribed on vellum, were ordered to be presented to Mr. Paul Curnow, the coxswain of the life-boat at St. Ives, Cornwall, together with £12 10s. to himself and the crew of the boat, in testimony of their recent gallant services in saving the crew of six men from the brigantine 'Queen,' of Youghal, which stranded on Carrack Gladden beach during a very heavy north-west gale. Curnow had on eight different occasions assisted in the life-boat to save life from wrecks.

Rewards amounting to £460 were also voted to the crews of various life-boats of the Institution for going off on service during the storms of the past month. The Dungarvon life-boat was also the means of saving twenty persons from the brigantine 'Margaret of Lancaster, which had gone ashore off Dungarvon during a strong gale and in a heavy sea. The life-boat at Hornsea rescued from the stranded bark 'Martha of Arendal,' Norway, fifteen persons who were in imminent peril. The Bridlington large life-boat was the means, during a gale, of saving the crews, numbering sixteen men, of the wrecked barge 'Friend's Increase,' of London; brigantine 'Echo,' of Maldon; and the brig 'Windsor,' of Lynn. It was on the same day that a small private boat at Bridlington, after doing good service in saving life, was capsized, on which occasion six of the crew unhappily perished. The Institution voted £105 towards the local subscription now being raised to relieve the widows and orphans of those who perished, and to reward the crew of the boat. The Ramsey life-boat most gallantly succeeded, after many hours' exertion, in getting safely into harbour, the schooner 'William,' of Liverpool, and her crew, that vessel having been in distress near the Point of Ayr. The Holyhead boat was likewise instrumental, with some difficulty, in saving the crew of the steamer 'Alexandra,' of London, which had gone on the Clipera Rocks. The Pake-

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field large life-boat was the means of saving the distressed schooner 'Frances,' of Cardigan, and her crew of four men.

The Margate boat went off during very dark and cold weather and saved the crew of nine men from the brig 'Thessalia,' of Whitby, which had stranded on the rocks off Margate, during a strong gale and in a very heavy sea on the the 10th February. On the same and following day, the Kingsdown, Filey, Tynemouth, and Hasborough life-boats were severally the means of saving altogether forty men from the barque 'Richard and Harriet,' of Hull; the schooner 'Mary,' of North Shields; the brig 'British Queen,' of London; the brig 'Valiant,' of Jersey; and the barques 'Launceston,' of Shields, and 'Arctic Hero' of Goole. On the 12th February, the Tramore life-boat went off to the schooner 'Stranger,' of Newfoundland, which became a total wreck; fortunately the boat was able to save the crew of three men. The Bull Bay life-boat took into harbour the schooner 'Albion,' of Beaumaris, and her crew. The Newcastle Dundrum life-boat saved the crew of five men from the brigantine 'William,' of Londonderry, which soon afterwards became a total wreck. The Port Madoc life-boat rendered good service to the ship 'River Nith,' of Liverpool, which had gone ashore off that life-boat station. The Fishguard No. 1 life-boat brought ashore the crew, consisting of ten men, of the schooners 'Halswell,' of Bridgewater, and 'J. W. A.,' of Newquay. The Wicklow life-boat was able to render most important aid to the disabled brigantine, 'Pomona,' of Dundalk, which with her crew was taken safely to Dublin; and the Caister large life-boat landed the crew of thirteen men of the barque 'Jane Kilgour,' of London, which became a total wreck on the Cross Sand, off the Norfolk coast.

Payments amounting to £162 were ordered to be made on different life-boat establishments.

A Terrible Fate. Four Hundred Men Burnt Alive.—A terrible narrative is given in the last Burmah papers. The ship 'Nouvelle Penelope' lately left Macao with a large cargo of coolies. Soon after leaving port the coolies mutinied, murdered the captain, officers, and crew, ran the vessel ashore, made their way back to Macao, and there re-engaged on board other vessels One of these was the 'Hankow,' which soon sailed with 550 coolies on board. When five days out, these attempted to mutiny and murder the officers, but after a fierce fight the villains were driven back to the forecastle, where they deliberately set fire to the ship. The captain and officers managed to get out the boats, and left the burning vessel. Meanwhile the British ship 'Jounpore' came in sight, and took off about 100 coolies; but to have saved more would have imperilled their own safety, so some 400 were left behind to their terrible fate.

Volunteer Naval Force.—A deputation of Thames watermen have waited upon the Lords of the Admiralty to ask them to support a bill for amending the acts relating to the government of the river, so that certain ancient privileges might be restored to them. If their desires were acceded to, they offered to form themselves into a volunteer naval force, on the ground that the men being so well acquainted with the river, such an organisation would form a valuable acquisition to the defences of the metropolis.

Foreign Seamen.—A Parliamentary return shows that in the year 1869 there were 20,158 foreign seamen employed in British merchant ships registered in the United Kingdom; in 1868 the number was 20,263. The number of British seamen so employed (including all capacities except masters) was 177,239 in 1868, and 175,332 in 1869.

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RELIEF TO FISHERMEN AND MARINERS, THEIR WIDOWS, ORPHANS, &c.

"LEAVE THY FATHERLESS CHILDREN, I WILL PRESERVE THEM ALIVE; AND LET THY WIDOWS TRUST IN ME."—JEREMIAH XLIX. 11.

Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans, and the aged Parents of the Drowned, &c., between the 1st December, 1870, and 28th February, 1871.

NOTE.—In the following tables M stands for mariner, whether of the Royal Navy, Transport, or Merchant Service; MM master mariner; A apprentice; F fisherman; PB pilot and boatman; W widow; O orphan; AP aged parent. The figures following signify the amount of relief, and Agency where it was given:—

	£	s.	d.	
7 MM, 25 M, 13 W, 24 O, 2 AP, 2 PB	163	7	6	*London.*
1 MM, 9 M, 3 W, 1 O	34	8	4	*Aberdeen.*
1 W, 1 O	6	5	0	*Aberdovey.*
1 MM, 1 W, 1 O	7	7	6	*Aberystwith*
1 M	2	0	0	*Aldeburgh.*
1 MM, 1 M	4	7	6	*Amlwch.*
3 M, 2 W, 2 O	14	2	6	*Appledore.*
1 W, 3 O	14	0	0	*Arbroath.*
1 M	1	10	0	*Ardrossan.*
2 F	4	0	0	*Atherfield.*
1 M	1	15	0	*Banff.*
1 MM	2	15	0	*Bangor (W.)*
34 F, 3 PB	46	8	0	*Barra.*
1 MM, 1 W, 1 O	11	1	3	*Barrow.*
1 MM, 2 M	7	14	10	*Beaumaris.*
1 M, 1 W, 4 O	6	15	0	*Beer.*
1 M, 2 W, 2 O	18	7	6	*Belfast.*
1 F	3	15	0	*Benbecula.*
1 W	5	15	0	*Berwick.*
1 M, 1 W	6	10	0	*Blakeney.*
3 MM, 16 M, 4 W, 8 O	89	15	3	*Blyth.*
1 MM	1	10	0	*Bridgwater.*
2 W, 1 O, 1 AP	17	6	3	*Bridlington*
1 PB	1	5	0	*Bridport.*
2 W, 4 O	19	12	6	*Bristol.*
1 MM, 2 W, 5 O, 1 AP, 1 F	26	1	6	*Brixham.*
15 PB	46	5	4	*Broadstairs*
4 W, 9 O, 9 F	35	8	4	*Buckie.*
1 M	1	12	9	*Burghead.*
1 MM, 1 PB	3	8	1	*Burnham.*
2 M, 2 W, 7 O	19	1	3	*Cardiff.*
1 M	2	10	0	*Cardigan.*
2 MM, 5 M, 1 W, 1 O	24	1	3	*Carnarvon.*
1 MM	2	2	6	*Chester.*
1 F	3	17	6	*Clovelly.*
1 MM, 1 M	5	17	6	*Colchester.*
1 W, 2 O	10	2	6	*Cowes.*
1 W, 1 F	7	15	2	*Cullen.*
1 W, 1 O	6	5	0	*Dartmouth.*
1 M	3	5	0	*Dawlish.*
5 W, 15 O, 16 PB.	68	15	10	**Deal.*
1 M	2	13	0	*Donaghadee*

* DEAL.—The following is a copy of a Circular which was issued by the Mayor:—

The late Fatal Accident to the Crew of a Deal Boat.

"At about six o'clock on the morning of the 16th January, the lugger 'Reform' was launched from the beach at the south end of Deal, in answer to signals of distress from a vessel in the Downs; a violent gale from the S.S.W. was blowing at the time, and a heavy sea running. At the critical moment when the 'haul of rope' should have been cast overboard, a hitch occurred which prevented it being done; the boat was immediately brought head to wind, and in spite of every effort she was violently driven to leeward, dashed against the iron piles of the Pier, at once became a perfect wreck, and sank amongst the breakers. It being still dark, and few persons about the beach, but little assistance was at hand at the precious moment. The result was that of the crew of eleven men, three only were rescued. Of the eight whose lives were thus sacrificed in the dangerous attempt to render assistance to others, all but two were married. By this sad calamity six widows and nineteen orphans have been deprived of every means of support. The inhabitants of Deal, ever ready in the cause of charity, will do their best to alleviate the sufferings thus entailed, but as the subscription list for a similar casualty has been but very recently closed, I feel that we may hope to enlist the sympathies of some who, though strangers to us, have learned to value the services of men who are always ready to risk their lives in saving those of their fellow-creatures. Even to those who know not the Deal Boatmen, the fact that these widows and fatherless children are thus suddenly left destitute will, I feel sure, be warrant sufficient for my appeal, and any subscriptions will be most thankfully received and duly acknowledged. I am, Sir, your obedient servant, WM. MATSON CAVELL, Mayor of Deal, St. Patrick's Road, Deal."

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	£	s.	d.	
1 W, 4 O	3	5	0	*Dover.*
10 M, 1 W	20	15	0	*Dundee.*
1 W, 3 O	7	0	0	*Dungarvon.*
1 W	8	0	0	*Eastbourne.*
1 W, 4 O	11	0	0	*Exeter.*
1 M, 6 W, 13 O	50	12	6	*Exmouth.*
1 F, 1 PB	3	18	4	*Eyemouth.*
6 M, 1 W, 1 O, 2 PB, 1 A	28	8	9	*Falmouth.*
1 F	2	0	0	*Fetlar.*
1 W, 1 O, 7 F	27	12	6	*Filey.*
1 M	2	15	0	*Flint.*
1 M, 3 W, 3 O, 1 F	21	7	6	*Folkestone.*
2 M	3	12	6	*Fowey.*
2 F	5	15	6	*Fraserburgh*
1 W	3	5	0	*Girvan.*
1 W	5	10	0	*Glasgow.*
1 MM	2	5	0	*Goole.*
1 F	4	0	0	*Granton.*
3 M, 2 W	21	2	6	*Gravesend.*
1 MM, 1 M, 1 W.	7	15	0	*Greenock.*
1 W, 3 O	6	3	0	*Greenwich.*
1 W, 1 AP, 2 F	16	5	0	*Grimsby.*
2 MM, 6 M, 4 W, 9 O	52	16	6	*Guernsey.*
5 MM, 27 M, 9 W, 17 O, 2 AP, 2 F, 1 PB	173	11	6	**Hartlepool*
1 M	1	10	0	*Hillswick.*
18 M, 7 W, 11 O, 3 AP	112	7	6	*Hull.*
1 MM, 2 M, 1 W, 6 O	15	9	6	*Hunstanton*
2 M, 1 W, 1 O	9	18	9	*Inverness.*
1 M, 1 W, 1 PB	6	15	0	*Ipswich.*
3 MM, 7 M	21	5	0	*Jersey.*
1 W, 1 O	4	5	0	*Kirkcudbright*
1 W, 2 O	9	0	0	*Kirkwall.*
1 M	2	15	0	*Larne.*
1 F	2	2	6	*Leigh.*
2 M, 2 O, 1 AP, 1 PB	12	12	6	*Leith.*
2 M, 2 W, 5 O, 3 F	23	8	0	*Lerwick.*
1 MM, 3 M	10	12	6	*Limekilns.*
1 MM, 12 M				
3 W, 4 O	38	2	0	*Liverpool.*
1 AP	1	18	0	*Looe.*
9 F	14	0	0	*Lossiemouth.*
3 MM, 1 M, 1 W, 2 AP	28	13	0	*Lowestoft.*
2 MM, 11 M	34	18	4	*Lynn.*
1 M	3	15	0	*Macduff.*
2 MM, 2 M	9	8	0	*Maldon.*
2 MM, 3 M, 3 W, 4 O	26	11	7	*Maryport.*
1 M	3	2	6	*Mevagissey.*
1 W	7	10	0	*Middlesboro'*
1 F	2	1	1	*Millbrook.*
2 M, 1 W	7	16	6	*Mistley.*
7 M, 4 W, 3 O	79	19	1	*Montrose.*
1 F	2	15	0	*Mossbank.*
1 F	1	12	6	*Nairn.*
1 W, 2 O	8	12	6	*Newburgh (Abn.)*
1 MM	2	12	6	*Newcastle.*
1 MM, 1 M, 1 W, 4 O	10	12	6	*Newhaven.*
3 M, 1 AP	6	2	6	*Newport (Mon)*
1 W, 2 O	10	2	6	*Newport (Pem)*
1 MM, 3 M	7	0	0	*New Quay (W.)*
2 MM, 30 M, 15 W, 14 O, 1 PB	190	10	7	*North Shields.*
1 MM	3	10	0	*Padstow.*
2 MM, 2 M	9	13	0	*Penzance.*
1 M	3	0	0	*Perth.*
1 MM, 1 W, 1 AP	14	0	0	*Peterhead.*
1 MM, 9 M, 3 W, 3 O, 2 AP	44	5	0	*Plymouth.*
1 MM, 3 M, 1 W	14	0	0	*Poole.*
1 M	1	12	6	*Port Dinorwic*
1 AP	3	0	0	*Portinllaen.*
1 M	1	12	6	*Portmadoc.*
1 W, 1 O	1	18	0	*Portmahomack*
1 MM, 2 W, 8 O	20	7	6	*Portsmouth.*
1 W	3	8	0	*Queenstown.*
2 W, 3 O, 1 F	12	13	3	*Ramsgate.*
1 AP, 1 F	7	17	6	*Reawick.*
1 MM, 1 M, 1 W.	9	2	6	*Robin Hood's Bay.*
1 MM, 1 W, 1 O	8	6	3	*Rochester.*
1 MM, 1 M	4	10	0	*Runcorn.*
1 MM, 1 M, 1 W, 5 O	20	12	6	*Salcombe.*
1 M, 1 W	5	8	0	*Scarborough.*
1 AP	3	0	0	*Scarfskerry.*
1 MM, 2 M, 2 W, 1 O	20	3	9	*Seaham.*
1 F	1	0	0	*Selsey.*
3 W, 6 O	19	12	0	*Shoreham.*
1 M	3	5	0	*Silloth.*
1 M	1	10	0	*Solva.*
3 M, 3 W, 7 O	24	0	0	*Southampton.*
1 W, 6 O, 1 PB	12	9	6	*Southend.*
2 MM, 48 M, 9 W, 16 O, 1 PB	213	7	6	*South Shields.*
1 MM, 1 M, 1 AP, 1 F	11	4	6	*Southwold.*
3 W, 8 O	27	11	0	*Staithes.*
1 M, 5 F	11	1	6	*Stornoway.*
1 W	5	5	0	*Stranraer.*
13 MM, 39 M, 19 W, 37 O, 2 AP	334	9	6	*Sunderland.*

* Our Agent at Hartlepool writes us that Captain Turnbull Smith, of the barque 'Stately,' of Hartlepool, declines to make application for loss of clothes, but was thankful to the Society for sending him home free, and would make it a present of what was due to him, although a loser of £50 worth! May others, who have the heart as well as the means, follow so good an example.

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	£	s.	d.	
2 M, 2 W, 6 O..	17	10	0	*Swansea.*
2 MM, 4 M, 1 AP, 1 F	22	10	0	*Teignmouth.*
3 W, 4 O	18	5	0	*Topsham.*
3 W, 9 O.....	28	2	6	*Torquay.*
1 W, 4 O, 1 AP, 1 F	16	5	0	*Voe.*
1 MM, 1 W, 1 O	9	15	0	*Warkworth.*
1 M	1	15	0	*Waterford.*
1 MM, 3 M.....	15	6	0	*Wells (N.)*
1 F	1	17	6	*Wexford.*
1 MM, 7 M.....	16	7	6	*Weymouth.*
1 W, 1 O.....	2	7	0	*Whalsay.*
1 MM, 18 M, 1 AP	57	7	0	*Whitby.*
1 MM	3	2	6	*Whithorn.*
1 W.....	3	18	0	*Whitehaven.*
3 M.....	7	2	6	*Whitstable.*
1 MM	2	2	6	*Wisbeach.*
1 MM, 2 M, 2 W, 2 O, 3 F	29	17	6	*Wivenhoe.*
5 MM, 10 M, 3 W, 4 O	56	5	0	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 204; Orphans, 348; Aged Parents, 27; Master Mariners, 95; Mariners and Apprentices, 416; Fishermen, 110; Pilots and Boatmen, 46; Shipwrecked persons—Subscribers, 578, and Non-Subscribers, 742, in all 2,566 persons relieved, at an expense, inclusive of that in the succeeding tables of say £4,385 11s. 9d.!!

THE TYNE AS A HARBOUR OF REFUGE.

The following Petition to Parliament has received the signature of many of the largest Coal and Shipowners, Merchants, &c., in the North of England, and will be sent to Earl Percy, M.P., for presentation :—

"TO THE HONOURABLE THE COMMONS OF GREAT BRITAIN AND IRELAND IN PARLIAMENT ASSEMBLED.

"The humble Petition of the undersigned Merchants, Underwriters, and Shipowners of Northumberland and Durham sheweth :—

"That your petitioners are deeply interested in the Trade and Commerce of the River Tyne.

"That from the Firth of Forth to the mouth of the Humber there is no efficient Harbour of Refuge from south-easterly gales on the North-east Coast, except the River Tyne, the protection of Burlington Bay being only against northerly winds

"That the entrance of the River Tyne has been deepened at great cost by the Tyne Improvement Commissioners, and sheltered by piers so that it can be taken at all times of the tide.

"That the effects of the improvements already made have been found of great benefit to the Merchant Shipping of this and other countries when navigating the North-east Coast.

"That large fleets of ships sailing from the Tyne are frequently unable to proceed so far south as Whitby before they are caught by the wind veering, and blowing tempestuously from the south-eastward, forcing them to bear up and seek refuge in the estuary of the Tyne.

"That in the present state of the River Tyne many vessels, notwithstanding that they have entered between the piers, lose steerage in the heavy seas, and before they can be brought under command are driven on to the dangerous rocks of the Spar Hawk and Black Middens, causing great loss of life and property.

"That during the late gales, within 48 hours, more than 200 ships under various flags, were driven into the Tyne, and found safe shelter from the storm, but several vessels with part of their Crews perished on the aforesaid dangerous rocks.

"Your petitioners, therefore, pray that your honourable house will be pleased to sanction an adequate grant of money from the Treasury to enable the Tyne Improvement Commissioners to blast the rocks of the Spar Hawk and Black Middens, to extend and complete the pier works, and to do such other works as may be necessary to secure for ships in bad weather, when navigating the North-east Coast, a safe Harbour of Refuge in the Tyne.

"And your petitioners will ever pray.'

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RELIEF TO SHIPWRECKED CREWS.

"THERE IS SORROW ON THE SEA."—JEREMIAH XLIX. 23.

The Crews of the following Vessels wrecked on various parts of the Coast, or foundered at sea, have been boarded, lodged, clothed, and forwarded to their homes by the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," *between the 1st Dec.*, 1870, *and 28th Feb.*, 1871.

Vessel's Name.	Port.	Amount of relief. £ s. d.
*Archipelago	Middlesbro'	0 5 0
Asia	—	0 16 6
Australia	Liverpool	22 15 0
Agnes	Montrose	8 2 6
Ann	Hartlepool	5 19 0
Alfred	Guernsey	1 8 0
Agenoria	Colchester	1 1 0
Anna	—	0 8 6
Arcana	Granville	0 5 6
Arabella	London	1 16 6
Ann and Elizabeth	Fowey	3 10 0
Alexandria	London	7 6 0
Agility	N. Shields	3 16 11
Arctic Hero	Goole	10 11 8
Admiral Codrington	Rochester	2 12 6
†Arrow	Sunderland	5 5 0
Blonde	Liverpool	0 6 0
Bonne Adèle	Caen	0 5 0
Bristol Belle	New Brunswk.	0 5 0
Blyth	Blyth	1 8 0
Bolderia	Hull	12 1 6
Battalion'	Leith	8 6 6
‡Babside	Blyth	2 5 5
Betsey and Anne	Maldon	1 13 0
British Queen	London	0 10 6
Beacon Light	St. John	1 2 0
§Cardiff Packet	Plymouth	6 8 0
Caradoc	Liverpool	10 12 3
Citadel	Leith	4 12 6
Cardiff Pilot Boat	Cardiff	0 6 0
‖Canopus	Hartlepool	4 18 0
¶Cherokee	Liverpool	9 1 0
Charity	Montrose	1 14 6
Clifton	Wisbeach	7 5 0
Childers	Jersey	4 7 9
Clytemnestra	Liverpool	0 8 0
Coromandel	,,	1 10 0
Cornwall	Plymouth	0 14 0
**Chloe	Dumfries	0 17 0
Clotilda	Newcastle	4 8 0
City of Aberdeen	Aberdeen	3 5 0
Copsi	—	3 5 6
Calliope	Blyth	4 18 6
Caroline	Yarmouth	3 18 0
Cynthia Ann	London	2 15 0
Content	Chester	0 1 6
Cecilia	Whitby	1 10 0
City of Kingston	Quebec	6 6 0
Colorado	Sunderland	0 10 0
Diana	Teignmouth	10 13 6
Dan	Newry	0 15 0
Drysden	N. Shields	1 5 0
Dekar	Hull	0 16 0
Dona Anita	London	2 2 6

* Our Waterford Agent reports this was a melancholy yet fortunate escape. "The decks of the vessel, timber-ladened, blew up, and the boats were smashed away. The 'Lady Elma Bruce' bore down upon them, but so heavy was the sea, they could render no assistance for about thirty hours, when they launched a boat which was fortunately able to rescue the half-famished crew; many of them were obliged to tie a rope round their body and be drawn through the heavy sea into the boat; eventually they were landed at Dunmore in a very destitute state, and brought on cars about 13 miles to me, when I had them well cared for and forwarded to their homes."

† The Honorary Agent at Bridlington reports the crew were sadly distressed. Two killed and lost by falling masts. One injured and died ashore. One injured and recovered. The lives of these men were nearly spent, and only by the utmost efforts was animation restored.

‡ The Honorary Agent at Mablethorpe reports that on the 10th February, there was a most fearful storm, this crew were nearly eight hours in the rigging, one poor lad taken out dead, and another washed overboard. Four other vessels also ashore.

§ The Honorary Agent at Queenstown writes,—"this vessel in collision with a Norwegian barque. Nine men picked up by a steamer, ten other men in another boat not heard of."

‖ A letter was received at Hartlepool by the wife of Henry Dryden, the mate of the barque 'Canopus,' of that port, which was lost on her passage from Memel to London, with a timber cargo, on the 3rd inst. The details are most harrowing. It appears that the ill-fated ship left Memel on the Tuesday, and all went well until the following Thursday, when a gale of wind sprang up, and she was struck by a heavy squall, which caused her to capsize, at the very moment that Dryden had gone below to arouse the master. How they scrambled out he is not able to say; but they, on reaching the deck, managed, together with the rest of the crew, to scramble on to the ship's side, in which fearful position they remained, half-perished with cold, from 8 A.M. to 3 P.M., during which time they managed to cut away the masts, soon after which the ship righted, and the hapless crew safely regained the deck with the exception of one man, who was washed overboard and drowned. For upwards of thirty hours longer the poor fellows clung to the deck of the water-logged ship, the cabin and forecastle of which were full of water, they being drenched with wet and half frozen with cold, destitute of food, and death staring them in the face; indeed, the captain and one man expired before help arrived in the shape of a small schooner, which took them off with great difficulty and landed them at Copenhagen, where they now are, suffering severely from frostbite, from which they are, however, recovering.

¶ The Agent at Milford reports that the crew of this vessel were two days and nights in their boat before rescued.

** The Agent at Whitehaven reports that the engineer of this vessel went down in her, and the rest of the crew narrowly escaped, some of them in their night clothes.

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of relief. £ s. d.	Vessel's Name.	Port.	Amount of relief. £ s. d.
Duke of Northumberland	Swansea	3 13 6	Friendship	Goole	8 7 0
Dovercourt	—	0 10 6	Florence	Sunderland	3 0 0
Drego	Austria	1 4 0	Flora	Poole	3 13 6
Driver	Frazerburgh	2 2 6	Friendship	Sunderland	0 6 0
Du Marie	Nantes	2 18 0	Fishing Boat	Blackwall	1 10 0
Dauntless	Colchester	1 0 0	Fortune Teller	Fowey	6 10 6
Dugald Stewart	London	5 5 0	Friends Increase	London	3 6 0
Doune Castle	Whitby	4 12 6	Fantome	—	1 7 0
Eleanor	Aberystwith	2 18 0	Flying Dutchman	London	2 15 0
Eiledy	St. Petersburg	0 6 0	Gladstone	Middlesboro'	3 15 0
Eagle	London	26 6 9	‡Garibaldi	Carnarvon	14 13 0
Emerald	London	0 10 0	George Avery	Shields	6 5 0
Eleanor	Glasgow	2 2 6	Golden Spring	Hartlepool	5 0 0
Electric	—	0 12 0	George and Ann	Weymouth	11 10 0
Elizabeth	Perth	0 15 0	Graveler	Boston	1 3 0
Ethelwind	Sunderland	3 6 6	Governor-General	Newcastle	1 12 0
Eliza	Carmarthen	1 12 0	George	Scarborough	1 1 6
*Equator	London	7 18 0	George	London	3 10 0
Edward Bunstead	Whitby	0 12 0	Georgiana	—	0 9 0
Eliza Thornton	London	1 16 0	Hornet	Southampton	12 7 6
†Eleutheria	Liverpool	5 12 0	Hope On	Blyth	2 19 0
Elizabeth A. Bright	Liverpool	0 10 0	Hermione	Cardigan	0 16 6
Echo	Maldon	5 17 6	Hull	Hull	2 14 6
Express	—	2 0 0	Hecuba	Liverpool	1 4 6
E. R. S.	Sunderland	1 4 6	Hornet	Southampton	1 8 6
Elizabeth Harrison	Hartlepool	1 8 6	Hannah	Swansea	0 12 6
Edward Jones	—	0 6 0	Harta	South Shields	6 11 6
Elizabeth	Harwich	0 15 0	§Henry	Goole	0 14 0
Frederick	Blyth	3 7 6	Hero	Sunderland	5 5 0
Forest Flower	Scarborough	10 5 0	Henry	Weymouth	0 5 0
Flower of Arun	Falmouth	1 7 6	Humberstone	Liverpool	0 9 6
Fearless	Ardrossan	1 1 6	Innes	Inverness	0 12 0
Forest Queen	—	0 11 6	Isabella	Findhorn	2 4 0
Fishing Boat	—	0 12 6	Industry	Colchester	3 10 0
Francis	Cardigan	0 8 0	Ino	Goole	2 8 0

* The Honorary Agent at Hastings reports, this vessel was run down by another vessel, which took no notice of it, and continued on her voyage. The crew saved themselves in their boat, except one man drowned.

† A collision, rather remarkable in its character and sad results, occurred in the Channel some miles off Plymouth on Sunday, 15th January. The smaller craft was only slightly disabled, and put into Plymouth Sound, whilst the larger was very seriously damaged, after having been driven about the Channel by a furious gale, and eluding the search made for her went on shore near Yealm Point nearly twenty-four hours after the collision, twelve only out of her crew of seventeen being able to reach the land. The Honorary Agent at Wembury writes that the 'Eleutheria,' 764 tons, of Liverpool, came in collision with the brig 'George and Richard,' and being dismasted and disabled, she drove on shore and became a complete wreck in seven minutes from the time of striking. The crew consisted of seventeen, including pilot; twelve were saved, and five drowned. The crew lost everything but the clothes they wore.

‡ The schooner 'Garibaldi,' of Carnarvon, 99 tons, from Newcastle for Dublin, the Captain reports:—"Left Newcastle December 2nd, weather fair, wind moderate from N.N.E. Proceeded until we had got off the North Foreland Light. At 4 a.m. of the 4th, wind E.N.E., a moderate gale, ship under double-reefed mainsail and topsail, topgallantsail and square-sail, with jib. About half an hour afterwards she passed the Gull Stream Light, steering S.W. At 4·45 A.M. weather cloudy, ship was running before the wind, I was upon deck with the whole of the crew. About a quarter of an hour afterwards one of the crew cried out, "A vessel ahead under the bow." I immediately put the helm hard a-starboard, but notwithstanding she came side on to a ship lying at anchor in the Downs. My rigging fouled her jib-boom and rigging. My ship then swung clear. I sounded pumps and found no water, and brought her to anchor in about four fathoms water, and veered to 65 fathoms chain. In about half an hour after she was brought up, the mainmast went by the board, carrying away part of the deck. The foremast followed in about ten minutes, being carried away about two feet above the deck. The sea was making a fair breach over her, and on going below about 6 A.M. I found the water was over the cabin floor, and accordingly launched the longboat. The crew got into her. About 7 A.M. I got into her, finding the ship going down. She foundered about five minutes afterwards. No property was saved. After leaving the ship we made for Dover, where we arrived at 10 A.M. same day, several being frost-bitten. From the cutting east wind their clothes were literally frozen to their backs. Immediately upon their arrival at the Sailors' Home stimulants and restoratives were administered with effect. The men in the evening attended Divine service in the Mariners' Church to return thanks for their preservation, and for the kind attention paid to them at the Home, and by the Honorary Agent of the Shipwrecked Mariners' Society.

§ The Honorary Agent at Withernsea writes that, notwithstanding every effort of the lifeboat's crew and the coastguard with the rocket apparatus, the rest of the crew, two men and a boy (the son of the master) perished. The master was drifted ashore on a spar, and was rescued in an exhausted state by the villagers, who rushed into the foaming surf and dragged him to land.

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of relief. £ s. d.
Jessie	Gourock	0 2 6
James and Louisa	Hull	0 18 0
Jabez	Whitby	0 12 0
Janes	—	0 18 6
Jane Kilgore	London	9 0 0
Kennington	Glasgow	0 16 9
Kanagona	Liverpool	0 13 0
Kate	Goole	0 5 0
Land o' Cakes	Liverpool	6 7 0
Louisa	Newcastle	17 12 0
Lady Huntly	Maryport	3 11 5
Lizzie Ann	Sunderland	9 14 0
Lilibeo	Newry	0 10 0
Laura Williams	Carnarvon	5 5 0
Launceston	Shields	13 10 1
Look Out	London	3 16 0
Maid of Foyers	Inverness	0 18 0
Mary Fenwick	S. Shields	1 1 0
Margaret Ann	Greenock	1 12 0
Mary	Whitstable	14 16 8
Mary	Scilly	2 0 0
Mary Stewart	Dundalk	1 16 0
Maria	New Zealand	7 6 0
Martindale	Hartlepool	2 0 0
Margaret	Ipswich	3 13 8
Marion	London	0 5 0
Margaret	Arbroath	0 19 6
Mary	N. Shields	1 13 0
Minerva	—	0 9 0
Newton	Sunderland	0 11 0
Oralis	Dundee	3 0 0
Ocean Wave	—	0 9 0
Pero	Austria	0 10 0
Peter	Blyth	6 2 10
Pilgrim	Hull	0 10 0
Primrose	—	0 14 0
Prince Rupert	—	2 12 6
Peri	Lynn	6 1 5
Peace	Yarmouth	3 6 0
Pacific	Liverpool	8 3 0
Queen	Youghal	3 17 6
*Renovalio	London	5 8 6
Regina	,,	2 12 6
Resolution	—	0 14 9
Rheda	Guernsey	1 19 6
Rosa Gray	Blyth	1 5 0
Rebecca Elizabeth	Lowestoft	0 19 9
Richard and Harriet	Hull	9 7 6
Rebecca	Sunderland	2 11 6
Rake	Belfast	2 17 0
Sapphire	Liverpool	0 16 0
Serapta	Amble	3 13 6
S. D. Thurston	New York	3 10 0
Salmon	Scilly	3 4 6
Sea Breeze	Antigua	4 2 0
Sarah	Sunderland	3 10 0
Samuel and Sarah	Wells	1 16 0
Spark	London	0 15 0
Saxony	N. Shields	1 1 6
Steadfast	Dover	0 16 0
Sovereign	Colchester	1 1 0
Sarah	Weymouth	4 7 6
Squirrel	Whitby	4 9 7
Spinner	Blyth	2 5 0
Stranger	Amlwch	0 7 0
Sicily	N. Shields	1 10 0
Surprise	Teignmouth	4 5 0
Sarah Princess	Quebec	2 10 0
Thos Hubbuck	London	6 3 6
Thos. Varcoe	Fowey	0 12 6
Trial	Hartlepool	0 4 9
Trial	Guernsey	16 6 6
Thos. and Kate	Jersey	2 5 0
Trawler	Boston	3 7 6
Torsea	—	0 8 6
Thetis	Maryport	0 10 0
Thos. Snowden	Middlesboro'	5 10 0
Union	Colchester	12 6 0
Unrivalled	—	0 4 0
Unico	Genoa	0 14 6
Urano	Boston	1 8 6
Valetta	Sunderland	3 9 0
†Valiant	Cardigan	6 17 6
Victoria	N. Shields	14 13 6
Virgin de Begona	Spain	3 9 3
Velocity	London	5 15 0
Vectis	Southampton	4 0 6
Victoria	Swansea	0 10 0
Volant	London	2 16 0
Viola	Dundee	13 2 0
Vivid	Scarborough	2 13 6
Virgilia	Jersey	0 8 6
Vivid	Grimsby	0 5 0
Watchful	Faversham	3 18 0
Wickham	Southampton	9 17 6
Wild Curlew	—	2 10 0
Wm. Chapman	Guernsey	0 6 0
Wm. Richardson	—	0 3 6
Wayfarer	Liverpool	0 15 0
Wm. Ash	Whitby	3 0 0
Wanderer	Lowestoft	3 3 0
Wortley	Lynn	4 5 0
Windsor	,,	5 12 6
Woodland	Lowestoft	0 13 0
Wm. Maitland	Whitby	1 5 0
William the Fourth	Bridgewater	1 7 6
Waverley	Sunderland	0 11 6
Wm. Pitt	Whitby	5 19 6
Westernhope	Newcastle	3 16 0
Yare	Lynn	1 1 10
Zarco	Liverpool	6 6 6

* The Honorary Agent at N. Berwick reports:—"The crew had to take to the rigging, but all hands were lost except one, who was thrown on the beach, where he lay insensible until found at eight a.m.; he was carried to Seacliff House, the residence of John Watson Laidlay, Esq., where he received every attention, and was by the means of a warm bath restored to his senses, although it was two days before he could be removed, and he was clothed and fed at Seacliff, until he was able to travel to be forwarded to London."

† Our Agent at North Shields writes:—"At the same time this vessel got on shore, a brig, called the 'Jabez' of Whitby, struck the rocks, and four poor fellows lost their lives. I wish you would call the attention of mariners in your Magazine to the extreme negligence of seamen in not making themselves acquainted with the mode of using the rocket apparatus. Now if these poor fellows had known how to use the apparatus, they would have undoubtedly been saved. I could also give you many more instances of the same character."

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ANNUAL GRANTS TO WIDOWS AND ORPHANS.

"WE ARE ORPHANS AND FATHERLESS, OUR MOTHERS ARE AS WIDOWS." LAM. V. 3.

Statement of the number of Widows and Orphans relieved in January, who were also relieved at the time of the death of their Husbands, but who are permitted to apply annually for further Relief while they have Children under Fourteen Years of Age, or are themselves above Sixty years of Age, and without Children.

Widows.	Orphans.	Agency.	Amount.
Eleven	Fourteen	London	£19 19 0
One	Three	Aberdeen	2 8 0
One	One	Amlwch	1 14 0
One	Two	Anstruther	1 18 0
One		Barking	1 14 0
One	Four	Banff	3 15 0
Three	Nine	Barrow	8 1 0
One	Three	Belfast	2 17 0
Three	Four	Blakeney	4 3 0
Three	Eight	Blyth	6 8 0
One	Five	Boston	4 1 0
One	Six	Bridgwater	4 1 0
Two	Five	Brixham	5 5 0
One	Two	Carnarvon	1 8 0
One	Four	Colchester	3 2 0
One	Six	Conway	3 17 0
One	Two	Cushendun	1 15 0
One	One	Devoran	1 12 0
One	Two	Dinas Cross	1 11 0
One	One	Donaghadee	2 1 0
Four	Ten	Dundee	10 1 0
Five	Thirteen	Exmouth	12 4 0
Two	Four	Falmouth	3 7 0
Two	Seven	Filey	5 3 0
One		Folkestone	1 17 0
One	Four	Frazerburgh	3 7 0
One	One	Garmouth	1 4 0
Five	Eleven	Glasgow	8 16 0
Two	Three	Goole	3 14 0
One	One	Gravesend	2 10 0
Three	Five	Greenwich	4 19 0
One	One	Grimsby	2 9 0
Seven	Twelve	Guernsey	14 10 0
One	One	Llanelly	£2 6 0
One	Four	Lynmouth	2 12 0
One	Five	Lynn	4 4 0
Two	Seven	Maryport	5 5 0
Two	Nine	Mistley	7 0 0
One	Two	Mousehole	2 1 0
One	Five	Nairn	3 13 0
One	Four	Newburgh, Fife	1 17 0
Two	Six	Newcastle	4 13 0
One	Five	Newport, Pem.	3 16 0
Two	Two	New Quay, Wales	3 19 0
Thirty	Sixty-four	North Shields	70 0 0
Two	Three	Penzance	3 14 0
Two	Five	Plymouth	4 2 0
One	Four	Portmadoc	2 12 0
Three	Three	Portsoy	5 19 0
Three	Two	Pwllheli	4 0 0
One		Ramsgate	1 18 0
Five	Fourteen	Reawick	13 0 0
One	Two	Robin Hood's Bay	1 19 0
One	One	St. Agnes	1 8 0
One	Four	St. Andrews	3 8 0
One	Three	Scalloway	2 4 0
Four	Six	Scarboro'	7 2 0
Five	Fourteen	Seaham	12 8 0
One	One	Selsey	2 3 0
Two	Five	Shoreham	3 11 0
One	Two	Solva	1 18 0
Two	Fourteen	Southampton	8 14 0
Sixty-three	Sixty-five	South Shields	81 10 0
One		Staithes	1 13 0
Two	Seven	Stornoway	2 15 0
Two	Four	Stromness	4 12 0

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Seven		Fifteen		Hartlepool	16	1	0	Fifty-four		Sunderland	118	19	0
One				Hillswick	1	3	0	Two		Teignmouth	4	10	0
Fifteen		Thirty-four		Hull	34	16	0	Five		Topsham	10	3	0
Two		Two		Inverness	3	10	0	One		Torquay	3	2	0
Nine		Seventeen		Ipswich	17	3	0	One		Troon	3	10	0
One		One		Kincardine	2	9	0	Ten		Whitby	22	10	0
One		Two		Kirkcaldy	3	0	0	One		Whitehaven	2	19	0
One				Kirkwall	2	10	0	One		Whithorn	2	17	0
Eight		Thirteen		Leith	16	5	0	One		Wick	1	12	0
Three		Eight		Lerwick	6	9	0	Three		Wivenhoe	7	17	0
One		Four		Limekilns	2	2	0	Eleven		Yarmouth	27	13	0
Six		Eight		Liverpool	12	17	0						

Fifty-four		One Hundred & Ten.		Sunderland	118	19	0				
Two		Three		Teignmouth	4	10	0				
Five		Fifteen		Topsham	10	3	0				
One				Torquay	3	2	0				
One		Four		Troon	3	10	0				
Ten		Twenty-one		Whitby	22	10	0				
One		Three		Whitehaven	2	19	0				
One		Four		Whithorn	2	17	0				
One		Four		Wick	1	12	0				
Three		Eight		Wivenhoe	7	17	0				
Eleven		Twenty-four		Yarmouth	27	13	0				

NOTE.—Two hundred and sixty-nine Widows, a list of whom appeared in our Sixty-eighth number, page 218, Vol. XVII.,' were also relieved in July, making, with the above, a total of six hundred and seven Widows, and fourteen hundred and seventy-one Orphans of drowned Fishermen or Mariners, who are thus receiving *Annual Grants* to the amount of £1,567 2s. yearly, to help to pay the rents of their cottages; the interest of the funded property of the Shipwrecked Mariners' Society being set apart in aid of this benevolent purpose.

SEAMEN'S PRAYERS.—The Bishop of Dover's *Memorials of Commander C. Parry* furnish a very suitable introduction to a small pocket-card of "Seamen's Prayers," published by Messrs. Griffin, Portsea, under the sanction of several naval chaplains, with a view to promote habits of private prayer on shipboard, and to check the practice of scoffing thereat. Naval officers have bought 23,000 copies, at the rate of half-a-crown per hundred, during the last four months, and circulated them amongst men-of-war's men with such good effect, as to lead to a special edition for "The Merchant Navy," which has just been issued. Already, a shipowner has ordered 2,000 copies, and a merchant captain has given two guineas for its free circulation. It is hoped that other shipowners and sea-officers, and the friends of the mercantile marine generally, may furnish copies to merchant seamen and officers, or provide the means of doing so. The "Merchant Seamen's Prayer Card," of which 12,000 copies have been already printed, may be had of Messrs. Imray & Son, Minories, London.

A BONA FIDE SUBSCRIPTION.—An agent of a society once called on a rich old admiral, and, after having exp'ained to him the nature and object of the society, asked him if he could not afford to give something in support of so good a cause. "Oh, yes!" replied the admiral, "I'll give a guinea a year." He accordingly took out his purse, containing twenty guineas, and emptied its contents on the table; then, going to a cupboard, he took down a bag of gold, and counted till he came to sixty-two, which, added to that on the table, made eighty-two. "Here," he said to the collector, "are eighty-two guineas, and I am eighty-two; this is what I mean by giving a guinea a year."

KINGSTOWN SAILORS' HOME.—A newly-erected Home has been opened at Kingstown by Admiral Sir B. Macnamara, in presence of a numerous assemblage. The first stone of the building was laid by the Earl and Countess of Spencer on May 4th last. Its successful completion in the short interval that has elapsed, is mainly due to the exertions of Captain Hutchinson, the harbour-master, Hon. Agent of the Shipwrecked Mariners' Society, to whom a vote of thanks was unanimously accorded.

A BELIEVER is like a vessel cast into the sea—the more it fills the more it sinks.—*Secker.*

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Portfolio.

THE TRUE WISDOM.

A MAN may know all about the rocks, and his heart remain as hard as they are; a man may know all about the winds, and be the sport of passions as fierce as they; a man may know all about the stars, and his fate be the meteor's, that, after a brief and brilliant career, is quenched in eternal night; a man may know all about the sea, and his soul resemble its troubled waters which cannot rest; a man may know how to rule the spirits of the elements, yet know not how to rule his own; a man may know how to turn aside the flashing thunderbolt, but not the wrath of God from his own guilty head; he may know all that La Place knew—all that Shakspeare knew—all that Watt knew—all that the greatest geniuses have known; he may know all mysteries and all knowledge, but if he does not know his Bible, what shall it avail? I take my stand by the bed of a dying philosopher as well as of a dying miser, and ask of the world's wisdom as of the world's wealth, "*What shall it profit a man if he gain the whole world and lose his own soul?*" There is one Book which I find myself privileged to stand here and recommend above all others. Study other books, but this before all. Study this Book upon your knees, praying that God, by His Spirit, would so shine upon its pages, that it may be your lamp and light to a better world than this; and that by the blood of Jesus Christ, my blessed Saviour, who died on Calvary to redeem the chief of sinners, there may be wrought on your heart a change greater than chemistry can boast of—His blood discharging from your soul sin's impious stain, and turning its scarlet hue into the whiteness of snow. Acquire knowledge by all means—go to the fields, and study them—go to this museum and study it—go to books, and pore over their instructive pages. But ere you explore the wonders of creation, let me implore you first to seek that you may be created anew in Jesus; and that there may be wrought in your soul a metamorphosis more wonderful than in yon creeping worm when it leaves the dust, and, mounting on wings to a higher sphere, lives bountifully on the finest nectar, and soars in the brightest sunbeams. I despise not the lights of science; but they burn in a dying chamber as dim as its candles. They cannot penetrate the mists of death, nor light the foot of the weary traveller on his way in that valley through which we have all to pass. Commend me, therefore, to the light which illumines the last hour of life—commend me to the light that can irradiate the face of death—commend me to the light that, when all others are quenched, shall guide my foot to the portals of that blessed world where there is no need of the sun, and no need of the moon, and no need of any created lights, for God and the Lamb are the light thereof. Brethren, leave others to climb the steeps of fame—brother, sister, put your feet upon the ladder that scales the sky; nor mind though your brows are never crowned with fading bays, if you win, through faith in Jesus, the crown of eternal life.—*Rev. Dr. Guthrie.*

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THE SHIPWRECKED MARINER

No. LXXI. JULY, 1871. Vol. XVIII.

DISTINGUISHED ADMIRALS.

DUNDONALD.*

Another chapter in Cochrane's political career now opened. Parliament was dissolved in April, and a general election ordered. Cochrane and his Honiton friends had not worked well together; they worried him with applications for places and recommendations, while he disappointed them by giving them neither places nor money. He resolved to try for the important city of Westminster, as a means of improving his personal position, and of strengthening his advocacy of naval reform in the House of Commons. After the usual amount of electioneering tactics, Cochrane was returned at the head of the poll, and he afterwards said: "I must record it to the honour of my Westminster friends, that during my long connection with them no elector ever asked me to procure for himself or relatives a place under Government, whilst the multitude of applications for places from my late constituents formed, as has been said, a source of intolerable annoyance."

He did not long delay the unfurling of his flag as a reformer, by bringing forward motions on naval abuses, dwelling forcibly on the need of reform in the management of ships and crews, founded on occurrences which had come within his own personal observation. He found little favour with the House generally, Whigs and Tories alike having a wholesome dread of his pertinacity of exposing abuses in the public service and the Admiralty prize courts.

Our hero still continued his curious alternation between politics and

* Continued from page 69; and we may add that *Chambers Miscellany* has furnished us with matter for the remaining compilation of this memoir.—Ed. S. M.

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naval life—now going out to fight the French, now coming home to fight the officials. In the Bay of Biscay he sent his boats into the port of Arcasson, where they stormed the fort of Roquette and laid it in ruins, and brought out, burnt or destroyed, in the short period of one month, fifteen vessels, chiefly laden with wine and provisions. He was afterwards sent to co-operate with the patriots on the coast of Catalonia, and he there, in July, 1808, compelled the castle of Mongat to surrender, by which the road from Barcelona to Gerona, then besieged by the French, had been completely commanded. He took the garrison prisoners on board his ship. Napoleon himself said of one of his designs, that if it had been executed as Cochrane desired, it would have destroyed a whole French squadron. He received orders to join Lord Collingwood's fleet in the Mediterranean. He himself believed that the Government hoped by that means to get rid of him from Parliament; but whether such was the plan or not, the electors of Westminster retained him as their representative, giving him unlimited leave of absence.

On the 12th September, 1807, the 'Impérieuse' sailed from Portsmouth with a convoy of thirty-eight sail of merchantmen, and then to engage in active service against the enemy. Cochrane was indefatigable, sailing hither and thither throughout the Mediterranean, but without the command of a squadron. It would be useless to detail the services he rendered, in the Mediterranean, round the coast of Spain, and back again to the Mediterranean, during the later months of 1807 and the first half of 1808. He attacked the enemy wherever he saw them, unless when greatly superior in power to himself, and captured a large number of prizes.

Cochrane was incessantly engaged on the coast of Spain, and on the French coast from thence to Marseilles, harassing the French in every practicable way, capturing several prizes, and rendering himself the terror of the enemy. "In these cruises," says he, "our greatest difficulty was to procure fresh water, which was only to be obtained on the enemy's coast; so that the men had frequently to be placed on short allowance. As we were now destitute of this necessary, I determined to run for the entrance of the Rhone, and fill up with water by a novel expedient. Our fore-topmast studding-sails were sewn up and converted into huge bags, nearly water-tight; these, as the water at the river's mouth was brackish, were sent in the boats higher up the stream to fill. The bags being there filled, were towed alongside the ship, and the water pumped as quickly as possible into the hold by means of the fire-engine—the operation being repeated until we had obtained a sufficient supply."

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Lord Collingwood thanked him for his singular and daring exertions on the Spanish and French coasts; but from the British Government he obtained no thanks whatever, and the enterprise was not such as to bring much prize-money. Collingwood, in a despatch to the Admiralty, declared his belief that Cochrane had "prevented a body of French troops, which were intended for Figueras, from advancing into Spain, by giving them employment in defence of their own coasts." In a contest on the coast, on the 15th November, an incident in gunnery of a very extraordinary kind occurred. The French fired a shot which entered the muzzle of one of Cochrane's guns just when *it* was being fired; the two balls were in the gun at one time, and, as a consequence, it burst.

Returning to the coast of Spain, Lord Cochrane volunteered the defence of Trinidad Castle, attached to the fortress of Rosas, then besieged by the French, a thousand of whose picked men he repelled, in November, 1808, at the head of eighty of his own people and about an equal number of Spaniards, in an assault made by them on the castle. He protracted the siege for twelve days, and then, finding further opposition useless, in consequence of the citadel having capitulated, he blew up the magazines of the castle, and returned to his ship.

On arriving in England, instead of being allowed to resume parliamentary duties, Cochrane had a new service at sea marked out for him. A large French fleet, intended to operate against the British West India Islands was blockaded by Lord Gambier in the Bay of Biscay. The Admiralty consulted Cochrane on the practicability of wholly destroying that fleet by means of fire-ships. He sketched a scheme which he thought would be effective, and the Admiralty accepted it; but it placed him in an anomalous position. He went out to join Gambier's fleet, ostensibly to command the fire-ships and explosion-ships which were to blow up the French fleet. It was a miserable arrangement; for all the admirals and captains in Gambier's fleet construed it into an indignity, that a new-comer should thus be placed over them in an enterprise of a daring and noteworthy kind, and he was thus placed on an unpleasant footing with other officers. In our memoir of Lord Gambier, Vol. XV., for October, 1868, we entered fully into the affair of Basque Roads, and Lord Cochrane's participation in the attack, together with the acquittal, by the court-martial, of Lord Gambier, after Cochrane had threatened in the House of Commons to oppose a vote of thanks to his lordship for what the Government claimed as a glorious victory, but which Cochrane termed "a neglect of duty, which was both a

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naval and a national dishonour." It will, therefore, be only necessary here to state that on the night of the 11th April, 1809, Cochrane went on board one of the explosion-vessels, containing 1,500 barrels of powder, which, being conducted close to windward of the boom that had been placed for the protection of the French ships, shattered that means of defence. Favoured by wind and current, the fire-vessels having a passage thus opened for them, rushed onward in blazing piles, carrying with them so much consternation that by the next morning it was found that seven line-of-battle ships had cut their cables and run on shore. Of these, one was lost on the Pallais shoals, three were afterwards destroyed, as were also the 'Indienne' (44), and the 'Calcutta,' an old East Indiaman of fifty-six guns. On the 26th of the same month, His Majesty, to testify the sense entertained by himself and the country at large of our hero's conduct, conferred on him the dignity of a K.B.—the only instance but one (and that in the case of Sir John Jervis) in which so high an honour had been bestowed on an officer holding the rank of captain.

To return to the events of 1809. "From this time forward," said the Earl of Dundonald in 1860—that is, from the date when Lord Gambier was acquitted by the court-martial—"I never trod the deck of a British ship-of-war at sea, as her commander, till *thirty-nine* years afterwards, when I was appointed by her present Most Gracious Majesty to command the West India squadron." His Lordship had been gazetted for services to his country nine times.

Superseded in the command of the 'Imperieuse,' and deprived of active duties at sea, Cochrane again turned his attention to politics, and in his place in Parliament he attacked the monstrous system on which pensions were given, not according to merit, but according to parliamentary influence. The pensions given to meritorious officers who had lost limbs in the service, were as nothing compared to those given in other ways. There were, too, sinecure offices in those days which *now* we look at with astonishment. Lords Arden, Camden, and Buckingham all held sinecure posts which brought them in more than £20,000 a-year each. Cochrane's mode of stating these facts, in a speech in the House on the 11th of May, 1810, was amusing as well as startling: "32 flag-officers, 22 captains, 50 lieutenants, 180 masters, 36 surgeons, 28 pursers, 91 boatswains, 97 gunners, 202 carpenters, and 41 cooks, in all 774 persons, cost the country £4,028 less than the net proceeds of the sinecures of Lords Arden, Camden, and Buckingham. All the superannuated admirals, captains, and lieut-

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enants put together have but £1,012 more than Earl Camden's sinecure alone. All that is paid to the wounded officers of the whole British Navy, and to the wives and children of those dead or killed in action, do not amount by £214 to as much as Lord Arden's sinecure alone. What is paid to the mutilated officers themselves is but half as much. Should 31 commissioners, commissioners' wives, and clerks, have £3,899 more amongst them than all the wounded officers of the Navy of England ? I find, upon examination, that the Wellesleys receive from the public £34,729, a sum equal to 426 *pair of lieutenants' legs*, calculated at the rate of allowance of Lieutenant Chambers's legs. Calculating for the pension of Captain Johnstone's arm, Lord Arden's sinecure is equal to the value of 1022 captains' arms. Two of these comfortable sinecures would victual the officers and men serving in all the ships in ordinary in Great Britain—namely, 117 sail of the line, 105 frigates, 27 sloops, and 50 hulks. Three of them would maintain the dock-yard establishments of Portsmouth and Plymouth."

In the year 1812, Cochrane's inventive mind conceived the plan of a tremendous system of naval warfare, the nature of which has been kept a profound secret up to the present time, except to a very few officers among his friends. During the Crimean war, the name of "Dundonald" was frequently appended to letters in the public journals, urging the adoption of his schemes for the destruction of the Russian fleets at Sebastopol and Cronstadt; but the plans, whatever they may be, have never yet been put in execution. Nothing can exceed the positiveness with which the Earl in his *Autobiography* asserts the power of his project to work any assignable amount of injury on an enemy.

Lord Cochrane, in 1812, married a lady without fortune, Miss Barnes.* He here displayed the same obstinate originality as in so many other events

* The death, some years after her husband, of the venerable Countess Dowager of Dundonald, at a great age at Boulogne, recalls one of the romances of history. The marriage of the gallant Earl to this brave and high-spirited lady, which was privately celebrated August 8th, 1812, at Annan, in Scotland, was what he calls "the silver lining to the cloud," and he instances his marriage as a proof of the saying, that the Cochranes were "noted for a dashing turn of mind, which was sometimes genius, sometimes eccentricity." The marriage, though proved, became, after the old hero's death, the subject of painful family disputes, now happily ended. How the lady shared her husband's dangers by sea, and his persecutions on land; how her spirit cheered him when under fire, which she bore as bravely as himself; and how her constancy sustained him under that more pitiless fire from unscrupulous political foes, who degraded and exposed him to obloquy of the grossest kind—is

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of his life; he married the lady he had chosen, rejected the lady whom his uncle had chosen for him, and was at once cut off from any participation in his uncle's fortune. It was a happy step, however; for in his old age he declared the greatest treasure of his life had been the wife thus acquired.

He attained the command, in February, 1814, of the 'Tonnant,' 80, as flag-captain of his uncle, Sir Alex. Cochrane, Commander-in-chief in North America; but he never joined, and resigned the appointment in April. This was the most miserable year in the life of this remarkable man, on account of his supposed participation in what was called the *Great Stock Exchange Fraud.* A false report having been spread that Bonaparte had been killed by the Cossacks—that the Allied Armies were in full march upon Paris, and that immediate peace was certain—caused the English funds to go up rapidly. The two facts which came out as affecting Cochrane were—that one of his uncles made an enormous sum of money by it; and that the man who had disseminated the rumour was seen to enter Cochrane's house. Suffice it to say, his lordship was sentenced to pay a fine of £1,000, to be imprisoned in the Marshalsea for twelve months, and to be placed in the pillory for an hour in front of the Royal Exchange! The last part of the sentence was rescinded; but the fine was paid, and the imprisonment suffered. Nor was this all. He was expelled from the House of Commons, —in which he had officiated since 1807—from the Navy list, and from the Order of the Bath—all for an offence which, it is now universally believed, he did not commit! He lived forty-five years longer to see his good name restored to him; but no tongue can tell what his gallant spirit suffered during this interval. The electors of Westminster, refusing to believe in his guilt, re-elected him; but as he was a prisoner, he could not take his seat in the House. We believe Sir A. Alison did no more than an act of justice, when he declared his conviction as an historian, that Lord Cochrane was innocent.

Being no longer in the British service, his Lordship, in 1817, accepted the

well known to readers of the current history of the day, and of that gallant record of pluck and fortitude in his *Autobiography.* The Countess left issue, four sons—Thomas, present Earl, who is in the Army, Captain, now Rear-Admiral the Hon. A. A. Cochrane, C.B., and Commander E. G. L. Cochrane, R.N.—all married. The "last public appearance" of the venerable lady was before the House of Lords on the occasion of the painful investigation above mentioned. The noble Lords all but rose to receive her, and treated her with all honour, while with the same admirable calmness and self-possession which she had shown under fire she defended her own and her husband's first marriage, and the legitimacy of their eldest son.

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command of the Navy belonging to the new State of Chili, which had thrown off its allegiance to Spain, and whose final independence the splendour of his subsequent achievements mainly contributed to effect. His four years of service in Chili were years of activity and brilliant enterprise. The Spanish fleet in those waters was very much larger than Cochrane's; nevertheless, he captured the 'Esmeralda,' a 44 gun frigate lying under a fort defended by 300 guns; stormed the fort at Pisco, garrisoned by 1,000 Spaniards, and carried it in a very gallant way; and afterwards captured the city of Valdivia, with large quantities of stores and treasure, and which was defended by a chain of nine Spanish forts; and compelled Lima to surrender. For these exploits, and for clearing the Pacific of all hostile vessels of war, he received three Chilian decorations.

Tired out, and left almost unrewarded for his exertions, Lord Cochrane quitted the service of Chili in 1823. For *sixteen years* he endeavoured to obtain restitution of prize-money which had been unjustly withheld from him and his officers; but he never obtained it. On his return to England, in 1825, he found himself involved in litigation, on account of the seizure of neutral vessels by authority of the then unacknowledged Government of Chili. These litigations cost him directly £14,000, and indirectly much more than that amount.

Shortly after he left Chili, that Government forcibly and indefensibly resumed an estate at Rio Clara, which had been awarded to him and his family in perpetuity, as a remuneration for the capture of Valdivia. He was altogether a loser of upwards of £25,000, being more than double the whole amount he had received as pay whilst in command of the Chilian squadron.

He next turned his attention to Brazil, which was at that time endeavouring to throw off the yoke of Portugal. Dom Pedro had assumed the title of Emperor of Brazil; and to enable him to contend against a force sent from Lisbon, he invited Lord Cochrane to take command of the young Brazilian Navy. This consisted of the 'Pedro Primeiro' (64 guns), 'Maria de Gloria' (32), 'Piranza' frigate, and two or three small vessels. The crews were men of all nations and colours, badly disciplined and worse paid; insomuch that Cochrane, "First Admiral and Commander-in-chief of the Brazilian Squadron," had to look forward to hard and troublesome work. The Portuguese fleet opposed to him comprised a line-of-battle ship, five frigates, five corvettes, a brig, and a schooner. On the 3rd of July, he gave chase to thirteen Portuguese war-ships, in the 'Pedro' alone; and on

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the same night, after dark, he made a dash in among them, firing both broadsides. He then boarded some of the smaller ships, cut away their topmasts, disabled their rigging, threw their arms overboard, and compelled their officers to give their parole not to serve against Brazil until regularly exchanged. When he returned to Rio Janeiro, in November, 1823, he was received with transports of enthusiasm; the Emperor visited him personally on board the 'Pedro,' conferred on him the Grand Cross of the Order of the Cruzero, and created him Marquis of Maranham, with an estate, of which he was afterwards mulcted by the Brazilian Ministers; but never, to the day of his death, did he receive what was his due in pay or prize money, although near the end of his life he had some recompense awarded to him.

In 1827, Greece was struggling to throw off the yoke of Turkey. It was very poor, and could not offer many inducements; but Lord Cochrane determined to offer his aid in spite of its poverty. Repeated applications had been made to him, and he accepted the command of the Greek Navy—a navy *to be*, but not yet in existence. It was not till February that Cochrane found himself at the head of a small squadron in the Greek waters; but so miserably were affairs managed in the new state, that he found himself nearly powerless, and he suffered from a mental fever contracted there. Nearly four years of his life were spent in efforts to serve Greece, and with very poor result. To himself the issue was wholly unfortunate; even the pecuniary recompense to which he was entitled having been so reduced as not to meet the expenses to which he had been put, partly through his generous surrender of the £20,000 which he was to receive on completion of the work, partly through the depreciation of the Greek stock in which, out of sympathy for the cause, he had invested the £37,000 paid to him on his engagement; and he shortly afterwards left the Greeks to achieve their own independence by themselves, which they did.

We now come to the end of the *active* life of this extraordinary man. After returning from Greece, Cochrane remained quiet in England, living on such fortune as he had been able to acquire. In 1831, his father died, and he then became Earl of Dundonald—an honoured but poor title, for estates there were none. William IV. was at that time king. He was among those who believed that Cochrane, innocent of the Stock Exchange fraud, had been cruelly treated by his native country; and the "sailor king" was anxious to testify his good opinions of his brother-sailor. In a

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country like England, however, the sovereign cannot do much without the official sanction of his ministers; and it was only by slow steps that the great sea-captain had justice meted out to him. In 1832, a free pardon was granted to him under the Great Seal, in reference to the crime for which he had been convicted eighteen years before, but which the world now believes he never committed. His name was next replaced upon the Navy List, and he was made a Rear-Admiral, an act which established his Lordship's character, but not more fully proved his innocence than it clearly indicated the debt of reparation due to him for having been so long suffered to bear the stigma of unmerited disgrace. In 1841, he became a Vice-Admiral, and the Admiralty—from which his old enemies had died off or had retired—granted him the good-service pension of £300 a-year. In 1847, he was restored to the Order of the Bath, from which he had been so cruelly removed thirty-three years before; and not restored merely, but graced with the higher rank of G.C.B., instead of his former rank of simply K.B. In 1848, he received the appointment of Naval Commander-in-chief of the North American and West India stations, which he held for three years, in which his administrative tact and professional knowledge were combined with a hearty love for everything that tended to the welfare of the Navy. In 1854, he was made Rear-Admiral of the United Kingdom, with an additional salary of £342 per annum. A few years after this, Queen Victoria ordered the restoration of his knightly bearings in Henry VII.'s Chapel.

Let us understand the significancy of the proceedings noticed in the last paragraph. They were virtually the homage paid by the national Government to an injured man. When a jury has given a verdict, and a judge has passed sentence, it is an awkward thing for the Government to disavow the proceedings; but public men, of all ranks and parties, had gradually come to the conclusion that an immense injustice had been done, and they were all willing that the Earl of Dundonald should receive some reparation for the ill rendered to him as Lord Cochrane. Happily for him, he lived to see this restitution.

The Earl of Dundonald retained his faculties in vigour to the last. In 1855, when eighty years of age, he entered eagerly into the discussions concerning the possibility of destroying the Russian fleets and forts by means of new and formidable explosive agents.

He died at Kensington, on the 30th October, 1860, having nearly completed his eighty-fifth year, and his remains were deposited in Westminster

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Abbey, by the side of many other gallant members of the public service, on the 14th of November.*

Thus died a great sea-captain, an ardent lover of liberty, an indomitable opposer of official corruption at all times and places, a friend of seamen and of everything that could tend to seamen's welfare, an acute inventor of mechanical and chemical appliances, a man of science, speculation, and study; and a warm-hearted, simple, tender, courteous, and generous man in all the relations of life.

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

The Thirty-second Anniversary.

The Thirty-second Annual Meeting of this national and philanthropic Institution, incorporated by Act of Parliament, and supported by voluntary contributions, to assist destitute persons cast away upon our Coasts, was held at the Mansion House, on the 26th May, the Right Hon. the Lord Mayor, Vice-President of the Society, in the chair.

We observed among the company present:—Admirals: Hon. J. Duncombe, Sir W. Hutcheon Hall, K.C.B., C. H. M. Buckle, C.B., G. S. Hand, C.B. Captains Royal Navy: Hon. Fras. Maude, V.P., Hy. Mc C. Alexander, Alex. Boyle, Wm. Dawson, Sir J. Heron Maxwell, Bart., Thomas Osmer, and W. H. Symons (Second Secretary); Revs. Hugh Allen, D.D., Horace Roberts, D.D., A. S. Herring, W. R. Payne, Chaplain R.N., and Geo. Tripp; Captains:—Morris, V. Budd, T. A. Carr, A. A. G. Dashwood, R. Saunders, R. L. Hunter (Vice Chairman Mercantile Marine Board), T. Tribe, and J. F. Trivett, Lieut. R.N.R.; Esquires: G. A. Brograve, V.P., Wm. Stuart, V.P., G. J. Abbott, A. Baker, W. J. E. Clark, Alfred Eames, Jas. Jackson (Consul for the Republic of Liberia), A. M. Gillham, H. Glanvill, Jos. Garside, Jas. Harris, L. J. Lean, Thomas Mason, Geo. Murray (Military Service), J. B. Rogers, H. Saunders, W. H. Saunders, W. Strang, W. B. Sheppard, F. C. Salaman, Jos. Spawforth, T. B. Smithies, E. J. Smith (Hon. Agent for Greenwich), R. Teare, and Edward Unwin. The Lady Mayoress with her daughters, and a number of other ladies also honoured the Meeting with their presence.

A large number of the inmates of the Royal Alfred Institution, at Belvedere,

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* A statue is to be executed in England, and erected in Santiago, in honour of him who did so much for Chilian independence; £2,000 for the statue has been subscribed in Chili.

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near Erith, for Aged and Worn-out Seamen of the Mercantile Marine, were also in attendance, under Captain Tribe, the Secretary of that Institution, and these fine old fellows, with their jolly appearance, attracted considerable attention.

The meeting having been opened with prayer by the Rev. Dr. ALLEN, the LORD MAYOR, in commencing the proceedings, said that the number of shipwrecks which happened every year was 5,000, and of these nearly 2,000 occurred on our coasts, and this represented an appalling amount of suffering and destitution to the crews. This Society gave direct assistance to all shipwrecked persons, irrespective of their nationality, in food and clothing, as well as in sending them on to their own homes, and it also gave indirect assistance by granting rewards to those who saved life from shipwreck. He was glad to find that the income last year had been nearly £23,000, and he must say that this was a society which every one was bound to support. Personally, he could say that it had his warmest sympathy, and he cordially wished it all success. His lordship, in conclusion, announced that Mr. Charles Baring Young, who had been unable to attend the meeting, had forwarded a subscription of £100. He then called on Paymaster FRANCIS LEAN, R.N., the Secretary, who read the following report:—

It is with feelings of gratitude to God, from whom cometh every good, that your Committee appear before you to give an account of their stewardship during the past year—a year that has teemed with startling events, more or less bearing on your quiet unobtrusive work of clothing the naked cast on our shores by shipwreck, feeding the hungry mariner, and restoring him to his family, and visiting the widows and orphans in their affliction, whom the mighty deep has bereaved of their husbands and fathers.

The terrible struggle which has been going on between two great nations, has brought with it horrors which no heart could contemplate unmoved, and it is not surprising it should have tended to divert the resources of the benevolent from home objects, to scenes so harrowing. Your Committee, however, are thankful to say it has not affected your Society, so as to cause a *reduction* of its income, though, no doubt, it has prevented a larger increase. That it has suffered no reduction, may be attributed to the fearful gales that have ravaged our coast, spreading destruction among our shipping, especially on the N.E. coast, with appalling loss of life, which could not fail to offer a counterbalance of horrors to feeling hearts, when the fact was brought before them by the public press, of ships driven by the furious elements on our shores, and which being broken in pieces, strewed the beach far and wide with portions of wreck, mixed with dead bodies, and the living struggling for life amidst the howling of the tempest, and the lashing of the waves. It may, perhaps, be rather a work of supererogation to say that it is in such scenes and their consequences, that

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the value of your Society prominently shines. One of your Honorary Agents (of whom there are between eight and nine hundred) is always to be found where a wreck is, affording *instant* relief to the sufferers; he inquires not of the country of the poor castaway, but of his need; (foreigner as well as native being alike objects of your charity) saved from the pitiless elements, their destitution is their only needed claim, and that is *immediately* met.

Your Committee revert to the loss of the 'Captain,' because the awful and sudden catastrophe has been sympathised with so largely, and the sufferers so bountifully ministered to by the charitable public. While they grudge not the good bestowed on *them*, and think that those who "risk the battle and the breeze" to protect our shores ought to be the nation's care, they cannot help pleading for our Merchant Seamen, who, as a body, are worthily England's boast, and her great reserve, should war assail her, from which her fleets must be manned. True it is that the Legislature have honoured your Society by *incorporating* it with large powers, to extend itself to any object for the good of the body of men for whom it is incorporated, but the Government afford no pecuniary aid, though ships founder and all hands perish, it may be said, every day, and the coast be strewed with wrecks from John O'Groat's house to the Land's End! whereas the relatives of both men and officers of a war ship are relieved, should they be drowned, and if shipwrecked they have an allowance for the loss of clothes. This, your Society endeavours to do for our Merchant Seamen, and their widows and orphans, to the extent of its means, which they earnestly hope, by the bounty of a generous public, may be extended, so as to enable them to carry out more fully the object of the Legislature.

Your Committee, reckoning on the response of the public to their appeal on behalf of our sailors, have ventured to extend the relief afforded to the widows and orphans of men dying a natural death, who before were restricted to half the amount given to the widows and orphans of the drowned; this will increase the total amount of relief about £3,000 annually, which, with the blessing of God, they trust they will be able to maintain. They respectfully suggest, that if the kind supporters of this great and good work were all to double their subscriptions, when under a pound, the amount of this extra boon to the poor widow and orphan would be amply met. In appealing, as they earnestly do, to the public at large, they most respectfully claim for the Corporation a national importance which should put it at the head of ALL *local* charities—first, because our seamen, as a body, are the primary link in the political chain of the Empire, which, if broken, England would hold her place dependent on the forbearance of her neighbours, instead of by her own right arm, which is her *Naval* power; and lastly, by taking charge of *all shipwrecked* men on the coast, the benevolent are freed from the importunities of impostors, between whom, and the really poor shipwrecked mariner travelling, it may be, barefoot to his home, they have heretofore found it difficult to discriminate.

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Added to this, there is no individual that is not dependent on our Merchant Seamen for the comforts, as well as what have now become the necessaries of life, such as tea, sugar, &c.,

It is a matter of fact, that over 5,000 vessels are annually wrecked, stranded, or foundered in the mighty deep; half of which on our own coast or in the British Channel. Every shipwrecked man, whether wrecked at home, picked up at sea, or sent home from abroad, is landed destitute, and is taken charge of by your Secretary in London, or by the Society's Agents where landed, and forwarded immediately to his family. All the Agents act by instructions printed for their guidance.

Your Committee here submit, under their different heads, an epitome of the Society's transactions, embracing the period of this report, to which they append a statement of receipts and payments, viz :—

Income,—

The gross income for the year amounts to £22,661 12s. 8d., which is in excess of 1869, £236 17s 2d., with the exception of legacies, which, considering that the falling off of income has been almost universal in other charities, your Committee feel is highly gratifying. The following donations and subscriptions of £20 and upwards are thankfully acknowledged:—Her Most Gracious Majesty the Queen, £25 (annual); "H. D. Y.," £1,000; A Friend (per the Secretary), £25; Mrs. Henry Carr, £25; R. L. Chance, Esq., £21; Governors and Directors of the London Assurance Corporation, £25; Miss Adelaide Williamson (from sale of work), £29 10s.; Proceeds of Basket, per Mrs. Maynard (Liverpool), £25; Lady Lawley, £50; Mrs. C. Smith, £20; Trustees of the late Wm. Thorngate, Esq. (per Henry Compiegné, Esq.), £20; Mrs. Henry Kemble, £25; Mrs. Cholmley, £25; Dowager Marchioness of Westminster, £20; Capt. A. A. G. Dashwood, £30; Committee of the Odd Fellows and Foresters' Fête (Ipswich), £20; Thomas Bradberry, Esq., £300 Great Northern Railway Stock.

Honorary Donors and Subscribers,—

These, including the Branches, number 22,299.

Mariners and Fishermen Subscribing 3s. per annum,—

The number for 1870 has been 48,258. The mariners and fishermen who subscribe, besides the relief common to all who are cast destitute on our shores, are helped to replace their lost clothes or boats, and their widows and orphans are relieved after their decease; thus your Committee seek to cultivate provident habits among our seafaring men.

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Legacies announced in the past Year,—

Col. James Chicheley Hyde, £500; Mrs. Anne Jegon, £19 19s.; Miss Mary Ann Wood, £200; Miss Jane Asbridge, £15; Mrs. William Jamieson, £19 19s; Misses Elizabeth and Grace Russell, portions of Residue, at discretion of Trustees; Mrs. Eleanor Dixon, £19 19s.; Mr. James Mickle, £5.

Vessels Wrecked,—

Your Committee regret that the wrecks continue to be increasingly numerous, both on the shore and by collisions at sea, numbering upwards of 5,000 annually; which may partly be expected from our extended commerce, but much arises from reckless driving competition, and the unseaworthy condition of the vessels employed, specially in the coasting trade; this subject, they are happy to remark, is being taken up by the mercantile community.

Shipwrecked Persons,—

During the past year, 5,738 have been relieved at the place of wreck and forwarded to their homes. This number includes the crews of vessels belonging to the following nations forwarded to their consuls, viz.:—America, Austria, Belgium, British American Colonies, France, Germany, Greece, Holland, Italy, Norway, Persia, Prussia, Spain, and Russia.

Widows, Orphans, and Aged Parents,—

Relief has been given to 3,937 during the year, which includes 1,951 widows and orphans, who have been previously relieved on the death of their relatives, but consequent upon the *widows* being left with *young* children, they are further relieved by an annual grant for the first few years of widowhood, as the case may be; the *aged* widow is always considered in these grants.

Total Numbers Relieved,—

In 1870, nine thousand six hundred and seventy-five persons, making a total of 203,787 since the formation of the Society in 1839.

Honorary and Pecuniary Rewards,—

One Silver Medal, and £5 in cash. Ten lives saved. Total, 34 Gold, 233 Silver Medals, and £961 5s. for saving the lives of 5,687 persons since 1851.

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"The Shipwrecked Mariner" Quarterly Magazine,—

In this little periodical, published quarterly by George Morrish, 24, Warwick Lane, Paternoster Row, price 6d., will be found much interesting matter connected with your Society's field of labour, such as details of shipwrecks, relief afforded during the quarter, and other subjects having reference more or less to our great marine power. Its circulation is between 9,000 and 10,000 copies annually; usually it returns a small profit to your Society, and is found otherwise useful in advertising its operations; your Committee therefore hope the friends of the Charity will promote its circulation.

Travelling Secretaries,—

Messrs. W. C. Prince, James Bancks, Lindon Saunders, and A. M. Gillham, are the gentlemen now performing this duty, which is to visit the Honorary Agents, thus bringing them into personal communication with the Central Office; to revive declining Agencies, and establish new ones where it might be expedient, to hold public meetings, and to collect funds. Your Committee commend them to the kind consideration of every friend of the sailor for help in their onerous duties.

Your Committee regret to report the loss to your Society, by death, of the following fellow-labourers, who acted as Honorary Agents in their several districts, viz.:—Mr. R. W. Stevens, for Plymouth; Mr. John Long, for Yarmouth, &c., Isle of Wight; Capt. Turner, for Leominster; Capt. Jas. Ross, for Fleetwood; G. Buller, Esq., for Ashby-de-la-Zouch; Mr. Rayner Preston, for Wells, Norfolk; Capt. F. Teek, R.N., for Wells, Somerset; P. C. Sandeman, Esq., for Lichfield; George Harris, Esq., for Calne and Chippenham; Mr. John Walmsley, for Flamboro' Head; Sir R. Bateson, Bart., for Londonderry; and Mr. J. H. Baikie, for Kirkwall.

Your Committee have great pleasure in drawing the attention of their friends to the Royal Alfred Aged Merchant Seamen's Institution, established through the medium of your Society, at Belvedere-on-Thames, and opened for the reception of destitute aged Merchant Seamen in January, 1867. They rejoice to say that eighty poor men are happily lodged within its walls, and that sixty having wives, are receiving small out-pensions to help them in their declining years. They again revert to the fact that our Merchant Seamen are *wholly uncared for* by the Government, and until your Society, in fulfilment of part of its mission for which it is incorporated, founded this Institution, they had no refuge but the workhouse, or dragging out their life amidst scenes and sufferings more degrading! and yet no reflecting mind doubts that these are the

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men, as a body, who, under God, have been the means by which England's greatness has been built up and maintained, and who hold in their hand still her safe keeping from a hostile invader.

Your Committee record most thankfully the untiring services of their fellow-labourers, your Honorary Agents, on the coast and elsewhere. It is sufficient for their praise, for them to say, their continued exertions maintain their former high character for Christian diligence in their office of mercy to our poor cast-aways and the bereaved Widows and Orphans of our Mariners.

They most thankfully acknowledge the great assistance they continue to receive from Clergymen, and Ministers of Christian congregations, who have from their pulpits pleaded the cause of the sailor, and his desolate widow and orphans; also to the British and Foreign Sailors' Society, the Thames Church Mission, Missions to Seamen, the Ladies and Gentlemen Collectors, the Scottish Board of Fisheries, and the Officers of the Coast Guard; also to the Directors of the Railway and Steam Packet Companies, by whose aid the operations of your Society are greatly facilitated, to the material comfort of the sufferers.

In conclusion, your Committee again respectfully draw attention to the fact, that 9,675 persons suffering from the perils of the deep during the past year, among whom there numbers no less than 3,937 bereaved widows and orphans, have, through the blessing of God, and your benevolence, had their suffering materially alleviated.

(Signed for the Committee)

FRANCIS MAUDE, Capt., R.N.,
Chairman.

Captain Sir John Heron Maxwell, Bart., in moving the adoption of the report, said that even if he could use any persuasive eloquence to induce the meeting to accept the report, it would be unnecessary, for it contained a number of stern facts, which were quite sufficient in themselves to secure the sympathy of all present, and of all who had ever heard of the Shipwrecked Mariners' Society. First of all, what were the objects of the Society?—1st. To board, lodge, clothe, and forward to their homes, or to their nearest consuls, if foreigners, all wrecked seamen, soldiers, or other poor persons of all nations, cast destitute upon the coast. 2nd. To assist seamen, whether of the Royal Navy or Merchant Service, fishermen, coastguardmen, pilots, boatmen, and apprentices, subscribers to the Society, to replace their clothes and boats, when lost by storm or other accidents of the sea; and to relieve their widows, orphans, and aged parents. 3rd. To give gold and silver medals, and other honorary or pecuniary rewards, for any praiseworthy endeavours to save life from shipwreck on the high seas or coasts of the Colonies. Then as to the stern facts. The first was that no less than 9,675 had been relieved during the past year—namely, 5,738 shipwrecked persons, and 3,937 widows, orphans, and aged parents, and that was a great fact. Then there was this fact, that

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over 5,000 vessels are annually wrecked, stranded, or foundered in the mighty deep, and half of these were on our own coast, or in the British Channel, and surely that was enough to secure, not only the sympathy of the meeting, but of this great maritime country. Why, the report teems with solid facts, and another of them was that this Society did not confine its assistance to our own sailors, but regarded all the shipwrecked persons as our countrymen for the time being. Then as to the 3,937 widows, orphans, and aged parents of shipwrecked sailors relieved during the year, was it not a matter for deep thankfulness that this Society could grant them the much-needed support under their trials and afflictions? And lastly, there was this great additional fact; since the establishment of the Society in 1839, it had relieved no less than 203,787 persons. Why, the number relieved, even during the past year, was larger than the population of some of our respectable boroughs returning two members to Parliament.

The report alluded to a daughter of the Institution—the Royal Alfred, at Belvedere, and it was most gratifying that it too was thriving like the parent, for his friend, Captain MAUDE, was the head nurse of both mother and child. All should really be thankful for the success which, under God's blessing, had attended this Society. A military commander estimated his victories by the number of killed and wounded. When we heard of 9,000 or 10,000 killed and wounded, we exclaimed "What a glorious victory!" but what was that compared with the work of this Society in relieving over 9,000 in a single year, and no less than a quarter of a million since its commencement? In conclusion, he appealed to the merchants of London, who owed so much to our gallant sailors, and to the nation at large to whose prosperity they so greatly contributed, to give a generous support to the Shipwrecked Mariners' Society. He moved the resolution as follows:—

"That this Meeting congratulates the Committee on the satisfactory Report now read, and resolves that it be received and printed for circulation under their direction."

The Rev. Dr. ROBERTS said he was very happy to second the resolution in the presence of the Lord Mayor, for a long personal acquaintance made him conversant with the interest taken by his lordship in all works of charity in the metropolis. This, however, was not a local charity, for although localised in one sense, it was generalised in all others. When they thought of the suffering and privations it relieved, and the number of widows and orphans it comforted, all must feel it was entitled to support. He sought not only to enlist the sympathy of those present, but to extend it to those who were absent. At that period of the day very many of the great City merchants were so engaged as to render it impossible for them to attend a public meeting, but he could well imagine a wife telling her husband, a daughter her father, of this Society, as they were sojourning by the sea-side, and gazing on the unruffled

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ocean in all its beauty, and again, when they had returned to their homes in happy England—aye, and in happy London, while the winter storms reminded them of the perils of the deep and shipwrecks. That Society had so many agents that there was not a single instance of a shipwrecked person to whom the hand of charity had not been extended by them. This, like all the other charitable institutions of the country—all our hospitals, asylums, and schools—was established with this one specific object, that even amongst men there might be found the father to the fatherless, and the husband to the widow, through that God who was the Father of all. He most cordially seconded the resolution.

G. A. BROGRAVE, Esq., stated, as the representative of the Bath Auxiliary Society, of which he was President, that last year the subscriptions had only amounted to £40, which was very small, but his own list had amounted to £60, which made the income £100.

The LORD MAYOR said he was happy to see the son of the founder of the Institution (Mr. Brograve) still taking an active part in it, and his lordship then declared the resolution carried.

The Rev. A. S. HERRING moved the next resolution:—

"That this Meeting desires to record its great regret, for the loss by death the Society has sustained during the past year, of the following gentlemen who benevolently acted as Honorary Agents in their several districts, viz.—Mr. R. W. Stevens, for Plymouth; Mr. John Long, for Yarmouth, &c., Isle of Wight; Captain Turner, for Leominster; Captain J. Ross, for Fleetwood; G. Buller, Esq., for Ashby-de-la-Zouch; Mr. Rayner Preston, for Wells, Norfolk; Captain F. Teek, R.N., for Wells, Somerset; P. C. Sandeman, Esq., Lichfield; George Harris, Esq., for Calne and Chippenham; Mr. John Walmesley, for Flamboro' Head; Sir R. Bateson, Bart., for Londonderry; and Mr. J. H. Baikie, for Kirkwall."

He said that he had recently returned from Canada, and found that the Government in America (as we understood) supported Societies of this description, and it would be at least the duty of our own Government to see that no vessel should leave our harbours without a thorough investigation as to her seaworthiness. It was also to be deeply regretted that so many vessels were lost just after leaving port, and there ought to be an investigation as to whether the crews were in a state to navigate the vessels, for he feared they often were not, owing to having indulged too freely on shore, and thus many a noble vessel was wrecked within a few days after she left port. Thank God, sailors are more cared for now, both spiritually and temporally, than formerly. Many Scripture-readers are now in the habit of going on board vessels while in harbour, but he would wish to see good libraries for the use of sailors on board all ships, both of the navy and mercantile service, so that they might better employ their leisure time while at sea. He begged to move the resolution.

JAMES JACKSON, Esq., in seconding the resolution, stated that on one occasion he had had the pain of seeing eight vessels wrecked on Yarmouth Beach

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within three hours, so that if any Institution in the kingdom ought to command support, it was that for saving life from shipwreck. Allusion had been made to what was done by Governments abroad, but the one thing done for merchant sailors by our own Government was to exact from them contributions for the past 150 years, amounting to £2,500,000, towards the support of Greenwich Hospital, and it was only two years ago that our paternal Government, after great pressure, consented to make a slight restitution in the shape of pensions to the amount of £4,000. He did not think that the large number of our wrecks was attributable to the unseaworthiness of the vessels or the inefficiency of the captains. It was true that many of our coasters were unseaworthy, but that was met by the fact that the large majority of them were not insured, and were in the hands of the owners. As regarded the Society, he hoped it would receive the warm support of all, as being one of the best institutions of the kingdom.

The resolution having been carried,

Captain the Hon. Francis Maude, R.N. (Chairman of the Committee), moved the next resolution:—

"That this Meeting desires to offer its grateful thanks to Almighty God for the continued progress reported from year to year with which the Society has been favoured, and in doing so, it thankfully acknowledges the untiring zeal of the Honorary Agents on the coast, to whom its warmest thanks are due; also to the Lady and Gentlemen Collectors, the Honorary Auditors, the Officers of the Coastguard, the British and Foreign Sailors' Society, the Thames Church Mission, the Missions to Seamen, the Scottish Board of Fisheries, the Directors of Railway and Steamboat Companies, and last, not least, the Clergy and Ministers of Christian congregations, for their benevolent and Christian support in the carrying out this great national work, embracing the destitute shipwrecked persons of every nation and clime cast upon our shores."

He said the Secretary always gave him this resolution to move—he supposed because it included so much, that it relieved him of the necessity of making a speech, of which he was not very fond. There was one part of it, however, on which he would say a word—"that this Meeting desires to offer its grateful thanks to Almighty God for the continued progress reported from year to year, with which the Society has been favoured." He was thinking, as he was coming into that room, of stating to his lordship that he was the oldest brother of the institution, but his friend Sir Heron Maxwell had called him an old nurse, and that was much better. He had been at the birth of this fine child, and had helped to frame its rules, when they had the benefit of Sir George Cockburn's experience. As to Mr. Brograve, who was the son of the originator of the Institution, he had brought with him, on a previous occasion, the half-crown which had started the Society. Men who had risen to wealth and eminence, had often commenced the world with a few shillings, but it was not often they heard of a society starting with a half-a-crown. It was, however,

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put into the head of good Mr. Rye, of Bath, that a half-crown subscription would put an end to the abominable imposition of sham seamen, and not one of these sham or real seamen who went about begging, ought to be seen now, for the Society relieved every case of real distress. On Fridays, when the Committee met, they had often to distribute between £400 and £500 to meet the distress of that one week. Then he would like to say a word or two as to his friends on his right and left from Belvedere, especially as he would be unable to attend their Meeting to be held under his lordship's presidency, for on that day he would be present at the marriage of his grand-nephew. Some of them looked old, but they were all the children of this Society, and he was glad to see them present. In conclusion, he would recommend the quarterly magazine of the Society, *The Shipwrecked Mariner*, to the perusal of the meeting, especially of the ladies, for it gave a *résumé* of the operations of the Society, as well as much interesting general information on maritime subjects.

Sir JOHN HERON MAXWELL: You have a portrait in this number of my gallant cousin, Lord Dundonald, and it is very like him. I am glad to see it.

Captain MAUDE added that thanks should also be given to the 48,000 blue jackets and upwards, who continued to subscribe to the Society every year.

Vice-Admiral Sir WILLIAM HUTCHEON HALL, K.C.B., seconded the resolution, and observed, in reference to the remarks of the Rev. Mr. Herring, that there was not a man-of-war, and very few merchant vessels, without a good library. He had commanded a man-of-war in the Baltic, during the Russian war, and they had prayers, not only every Sunday, but every morning. As regarded the Society, he hoped it would be supplied with sufficient funds to enable it to continue the good work it was doing.

The resolution was then carried.

The Rev. Dr. HUGH ALLEN moved the next resolution:—

"That the following members of Committee going out by rotation be re-elected, viz:—Captain Steele, Rear-Admiral Sulivan, C.B., Lord Alfred Paget, M.P., William Stuart, Esq., Captain Sir W. H. Walker, Kt., Captain the Hon. Francis Maude, R.N., and Captain Alexander Boyle, R.N."

He said that while they should be thankful the Society had done so much, he felt it had not done enough, and he thought that Capt Maude and the Committee should be more daring and courageous in appealing to the merchants of London. Why, instead of £23,000, should they not have £100,000 to distribute every year? He thought the present was a most proper opportunity to protest against the cupidity, the wickedness, the abomination of the man, who, no matter what his name, what the number of ships he owned, or how much he had at his banker's, sent an unseaworthy ship to sea, and thus endangered the lives of his fellow-creatures.

The Rev. W. R. PAYNE, chaplain R.N., in seconding the resolution, said that no matter what Church we belonged to, or what our position in life, we

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should feel it a duty and a privilege to contribute to the relief of the destitute and the suffering, especially in the case of disasters at sea. Another feature in this Institution was, that it drew together the navy and the merchant service, which was but another branch of the naval service. He cordially supported the resolution.

The resolution having been carried,

Vice-Admiral BUCKLE, C.B., moved, and Captain BOYLE, R.N., seconded:—

"That the cordial thanks of this Meeting are offered to the Right Hon. the Lord Mayor, for the able and courteous manner in which he has presided over it, and for the interest he has kindly expressed in the welfare of the Society, both by word, and by holding the meeting in the Mansion-house;"

to which the proposer added the name of the Lady Mayoress for her presence on this occasion.

The resolution having been carried amidst applause,

The LORD MAYOR responded. He said: "One of the pleasures of the office I hold is to preside over the meetings of institutions such as this, and which are such a glory to this country; and I am most happy to see a meeting like this in the Mansion-house, when we are cheered by the bright faces of the ladies who have listened with us to facts which show that this Society is going on quietly and unostentatiously in its noble work."

The meeting then separated.

THE TRINITY HOUSE.*

FIRE—which has probably been the cause of more destruction and confusion than all of the other elements put together—was the cause of the difficulty that now exists in tracing this ancient Corporation to its origin, as will be seen from the following quotation from a little "Memoir, drawn up by the present Deputy Master, and printed for private distribution," which was kindly lent to us by the present Secretary of the House, and from which most of our information has been derived.

The printed information hitherto extant (in regard to the Corporation of Trinity House) is limited to the Charter of Confirmation, granted by James II. (with the minor concession by Charles II. of Thames Ballastage) and a compilation from the records of the Corporation down to 1746, by its then Secretary, Mr. Whormby, supplemented by a memoir, drawn up in 1822, by Captain Joseph Cotton, then Deputy-Master. But the data of these latter are necessarily imperfect, as the destruction by fire, in 1714, of the House in Water-

* Our article is principally extracted from "The Floating Light on the Goodwin Sands," with additional details kindly furnished us by a friend who is connected with the Trinity House.

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lane had already involved a disastrous loss of documentary evidence, leaving much to be inferentially traced from collateral records of Admiralty and Navy Boards. These, however, sufficiently attest administrative powers and protective influence scarcely inferior to the scope of these departments.

More than one hundred years before the date of its original charter (1514), the Corporation existed in the form of a voluntary association of the "Shipmen and Mariners of England," to which reference is made in the charter, as being an influential body of long standing, even at that time, which protected maritime interests, and relieved the aged and indigent among the seafaring community, for which latter purpose, they had erected an almshouse at Deptford, in Kent, where also were their head-quarters. This Society had inspired confidence, and acquired authority to establish regulations for the navigation of ships, and the government of seamen; which, by general consent, had been adopted throughout the service. It was, therefore, of tested and approved capacity, which at length resulted in the granting to it of a charter by Henry VIII., in 1514.

From this date the history proper of the Corporation of Trinity House of Deptford Strond begins, In the charter referred to, it is first so named, and is described as "The Guild, or fraternity of the most glorious and undividable Trinity, of St. Clement." The subsequent charter of James I., and all later charters, are granted to "The Master, Wardens, and Assistants of the Guild, Fraternity, or Brotherhood of the most glorious and undivided Trinity, and of St. Clement, in the parish of Deptford, in the county of Kent." The grant of arms to the Corporation is dated 1573, and includes the motto, "Trinitas in Unitate."

No reason can now be assigned for the application of its distinctive title. The mere fact that the constitution of the Guild included provision for the maintenance of a Chaplain, and for the conduct of divine service in the parish church, is not, we think, sufficient to account for it.

In the house or hall, at Deptford, adjoining the almshouses, the business of the Corporation was first conducted. Afterwards, for the sake of convenient intercourse with shipowners and others, in a house in Ratcliff; next at Stepney, and then in Water-lane, Tower-street. The tenement there falling into decay, after having been twice burnt and restored, was forsaken, and an estate was purchased on Tower Hill, on which the present Trinity House was built, from designs by Wyatt, in 1798.

A good idea of the relative antiquity of the Corporation, may be gathered from the fact that about the year 1520—six years after the date of the first charter—the formation of the Admiralty and Navy Board was begun, and "on the consequent establishment of dockyards and arsenals, the Deptford building-yard was confided to the direction of the Trinity House, together with the superintendence of all navy stores and provisions. So closely, indeed

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were the services related, that Sir Thomas Spert, a monument to whose memory, as the Founder of the Corporation, exists in Stepney Church, and has probably been inspected with interest by some of our readers, was, as well as being the first Master of the Guild, under this Charter, commander of the *Henri Grâce-à-Dieu* (our first man-of-war), and some time Controller of the Navy. The Corporation thus became, as it were, the civil branch of the English Maritime service, with a naval element which it preserves to this day.

Government records show that the Trinity Brethren exercised considerable powers at an early period, in manning and outfitting the Navy; that they reported on ships to be purchased, regulated the dimensions of those to be built and determined the proper complement of sailors for each, as well as the armament and stores. Besides performing its peaceful duties, the Corporation was bound to render service at sea if required; but, in consideration of such liability, the Brethren and their subordinates were exempted from land services of every kind. They have been frequently called upon to render service afloat, and notably on two occasions—during the mutiny at the Nore, in 1797, when the Elder Brethren, almost in view of the mutinous fleet, removed or destroyed every beacon and buoy that could guide its passage out to sea; and again in 1803, when a French invasion was imminent, they undertook and carried out the defences of the entrance to the Thames, by manning and personally officering a cordon of fully armed ships, moored across the river below Gravesend, with an adequate force of trustworthy seamen, for destruction, if necessary, of all Channel marks that might guide an approaching enemy.

Its usefulness has steadily advanced with all its opportunities for extension, and it received in 1836 the culminating recognition of an Act of Parliament empowering its executive to purchase of the Crown, and to redeem from private proprietors, their interests in all the coast lights of England: thus bringing all within its own control.

By Crown Patents, granted from time to time, the Corporation was enabled to raise, through levy of tolls, the funds necessary for erection and maintenance of these national blessings; and all surplus of revenue over expenditure was applied to the relief of indigent and aged mariners, their wives, widows, and orphans. About 1853, the allowance to out pensioners alone, amounted to upwards of £20,000 per annum; and nearly half as much more income derived from property held in trust for charitable purposes, was applied to the maintenance of the almshouses at Deptford and Mile-end, and to other charitable uses for the benefit of the maritime community.

The court or governing body of the Corporation, is composed of a limited number of members, comprising a Master, Wardens, Assistants, and Elder Brethren. The last are elected out of the class of younger Brethren who volunteer, and are approved as candidates for the office. The honorary

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members of this court are men of distinction—members of the Royal Family, ministers of State, naval officers of high rank, and the like. The remainder, called acting Brethren, are chiefly officers of the mercantile marine, with a few officers of Her Majesty's navy. The younger Brethren, whose number is unlimited, are admissible at the pleasure of the court. They have no share in the management, but are entitled to vote in the election of Master and Wardens.

The duties of the Corporation, as described in their charters, generally were to "treat and conclude upon all and singular articles anywise concerning the science or art of marines,"—a pretty wide and somewhat indefinite range. At the present time these duties are as follows:—

"To maintain in perfect working order all the light-houses, floating-lights, and fog signal stations on the coasts of England; and to lay down, maintain, renew, and modify all the buoys, beacons, and sea-signals; to regulate the supply of stores, the appointment of keepers, and constantly to inspect the stations." A service which entails unremitting attention upon the members, some of whom are always on duty, either afloat in the steam-vessels, or on land journeys.

"To examine and license pilots for a large portion of our coasts; and to investigate generally into all matters relative to pilotage.

"To act as nautical advisers with the Judge of the High Court of Admiralty;" a duty which frequently engages some of the Brethren for considerable periods of time, on intricate causes of the greatest importance.

"To survey and inspect the channels of the Thames, and the shoals of the North Sea, and other points of the coast at which shifting, scouring, growth or waste of sand may affect the navigation and require to be watched and notified.

"To supply shipping in the Thames with ballast.

"The Elder Brethren have also to perform the duty of attending the Sovereign on sea voyages."

In addition to all this, it has to superintend the distribution of its extensive charities, founded on various munificent gifts and legacies, nearly all given or left for the benefit of "poor Jack," and his relatives; and to manage the almshouses, also the affairs of the House on Tower Hill, and the engineering department, with its superintendence of new works, plans, drawings, lanterns, optical apparatus, etc; the whole involving, as will be obvious to men who are acquainted with "business," a mass of detail which must be almost as varied as it is enormous.

The good influence of the operations of the Trinity House might be shown by many interesting instances. Here are two specimens which, as affecting the Port of London, are more fully known to us than many others.

In the supply of Ballast to shipping, the Corporation has removed from

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the Thames numerous shoals, and increased the depth of many parts, which were so shallow as to materially interfere with the navigation of the river. The indirect benefit which has resulted in the performance of this undertaking may readily be conceived, when it is stated that for several years in procuring the requisite material for this Ballast from the bed of the river, no less a quantity than from 600,000 to 700,000 tons was raised by the Corporation's dredgers, and as each ton may practically be regarded as representing a cubic yard, the effect may readily be conceived, and would have been more apparent had not the effect of the operation been neutralised, to some extent, by deposits which have resulted from the sewage of the metropolis having, until recently, been allowed to drain into various parts of the river.

This ballast, when laid in barge or lighter, alongside the ship to be supplied, was heaved on board by men who were hired and paid by various waterside contractors, and subjected to great hardships; not only from the greed of their employers, but from a demoralising system of payment through publicans and local harpies. These evils were altogether removed by the establishment of a Heavers' Office, under control of the Trinity House: where men could attend for employment, and where their wages could be paid with regularity, and free from extortionate deduction.

The light vessels belonging to the Corporation are forty-three in number: thirty-nine in position, and four in reserve to meet casualties. Of light-houses, there are seventy-nine: sixty-four of which, built of brick, stone, or timber, are on shore; eleven of granite are on outlying rocks, and four on iron piles, and on sand-banks. Besides buoys of all shapes and sizes on the coast, with half as many more in reserve, there are about sixty beacons of various kinds, and twenty-one storehouses in connection with them. Also seven steam vessels, and six sailing tenders, maintained for effecting the periodical relief of crews and keepers, shifting and laying buoys, &c.

The working staff which keeps the whole complex machinery in order, consists of district superintendents, local agents, buoy keepers, store keepers, watchmen, light-house keepers, crews of floating-lights, crews of steam and sailing vessels, and fog-signal attendants,—a total of eight hundred men.

Among the great and royal personages who have filled the office of Master of the Corporation of Trinity House, we find, besides a goodly list of dukes and earls, the names of (in 1837) the Duke of Wellington; (1852) H.R.H. Prince Albert; (1862) Viscount Palmerston; and (1866) H.R.H. the Duke of Edinburgh. The last still holds office; and H.R.H. the Prince of Wales heads the list of a long roll of titled and celebrated honorary Brethren of the Corporation.

Space will not allow us to enter more fully into the history of the Trinity Corporation, or even to allude, on the present occasion, to many interesting details in connection with its operations. We must, however, remark in

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conclusion, that from its antiquity and continued growth, both in the number and extent of its duties, it has naturally been the object of jealousy and suspicion. This has led to several searching parliamentary investigations, from which it has emerged triumphantly, and received additional proofs of confidence both on the part of the Government and the country generally.

Indeed, by its readiness to adapt those new materials and appliances for the production of light, which the discoveries of science are daily producing, or any improvements which will tend either to facilitate navigation, or to lessen its dangers, the Corporation has proved itself ready to keep step with the progress of the age, and has successfully aided in placing this country in the proud position of being second to none in regard to the number and efficiency of its lights and buoys, and, as is well known, is resorted to by foreign governments for advice or assistance in carrying out a similar work in Europe and other parts of the world.

OUR TRAINING SHIPS.

THERE can be no question that in order to obtain efficient and well-conducted seamen, both for our Royal and Mercantile Navies, the training ships round our coasts should be greatly increased, particularly since the abolition of the apprentice system. For the Mercantile Marine there are about thirteen ships, supported by voluntary contributions, in which about 3,000 boys are successfully trained at comparatively little cost per head.

We quite agree with Vice-Admiral Sir William Hutcheon Hall, that this "is a step in the right direction; but the doing away with the apprentice system by the Government of 1849 was the death-blow to our best nursery for seamen. Formerly every merchant ship was obliged by Act of Parliament to take one, two, or more apprentices, according to her tonnage; and as youth is the time to learn, we had formerly more thoroughly *good practical seamen* for the Navy and Mercantile Marine than we have now, or ever can have under the present system.

"*All trades* on shore have apprentices, because they cannot have good or skilled workmen without doing so. Common-sense tells us that we cannot make a good seaman unless he is brought up from his youth to the sea.

"If the old system was again introduced by an Act of Parliament, we should have lots of good seamen, and there would be no occasion to employ so many foreigners and landsmen in our merchant ships; the result would be fewer losses, quicker passages, and many other advantages."

Under the navigation laws, which compelled ships to carry apprentices, we had no less than 34,858 of them in 1834. But since their repeal, the apprentices have gradually declined until they reached, by the last return, only 16,935. In H.M. service, one boy is carried for every three *bonâ fide* seamen in the fleet and coastguard.

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Captain Gore Jones, R.N., Inspector of Training Ships, has furnished to Admiral Sir H. Codrington his annual report on the recruiting of boys for the Royal Navy. Analysing these returns, he shows that our recruiting system is being carried out in a most satisfactory manner and over a very extended area. One hundred and forty places supply boys. Thirty-eight counties in England contribute their quota; notably the following:—Cornwall, 104; Devon, 606; Hampshire, 279; Kent, 167; Lincolnshire, 112; Gloucestershire, 93; Middlesex, 702; Somersetshire, 44; and Warwickshire, 58. Ireland supplies 123; Scotland, 90; Wales, 18; and the Colonies, 19. The West of England boys, and also the Irish, are a fine type. London is being very carefully worked, and, on the whole, a first class of lad is obtained there. One return shows the previous occupation of the boys entered: 2,308 had been pursuing active or out-door occupations, against 576 who had been engaged in in-door or sedentary occupations. There were 206 purely schoolboys or clerks, 332 farm labourers, 518 errand boys, 562 tradesmen's boys, 561 connected with the building trade, &c., and only 182 factory boys. All these boys can read and write, and must be of a high physical standing to enable them to enter; yet the supply is more than equal to the demand. The new dietary established by the Lords of the Admiralty has had a most direct influence in the recruiting, and boys have flocked in, in consequence of the letters from those already entered describing the very good treatment they receive on board, especially in the matter of food. With the exception of London the large towns are the birth-places of comparatively few boys, and in the Royal Navy, London sends 694; but these boys are carefully selected out of large numbers. The school test, and the necessity of producing the written consent of their parents or friends, preclude any probability of street Arabs, or boys convicted of crime, being entered.

The Marine Society's Training Ship, 'Warspite,' under the able superintendence of Capt. W. H. Phipps, R.N., provides for the maintenance and religious instruction of 200 poor and destitute boys, and during the present year 167 lads have entered the Royal Navy and 191 the Mercantile Service.

From an able paper read by Capt. Wm. Dawson, R.N., before the Social Science Association, we find that, besides those for young officers, there are four different systems of training ships:—(1.) For the reformation of criminals. (2.) For pauper lads from workhouses, under the Metropolitan Poor Act. (3.) For destitute boys at large, under the Industrial Schools Act of 1861 and 1866. (4.) For the same, but supported by voluntary contributions.

To look at a lad who has just been entered, and at another who has been only a few months under training, is to be convinced of the vast improvement in physical activity, in mental intelligence, and in moral conduct, which is the result of the sailor-like training under smart officers, of high religious principle.

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THE CROSSING SWEEPER WHO BECAME A 'CHICHESTER' LAD.

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Our illustrations, kindly lent to us by the Editor of *The Children's Friend*, together with a sketch of one of the lads, extracted from that excellent little periodical, will help to confirm the preceding remark.

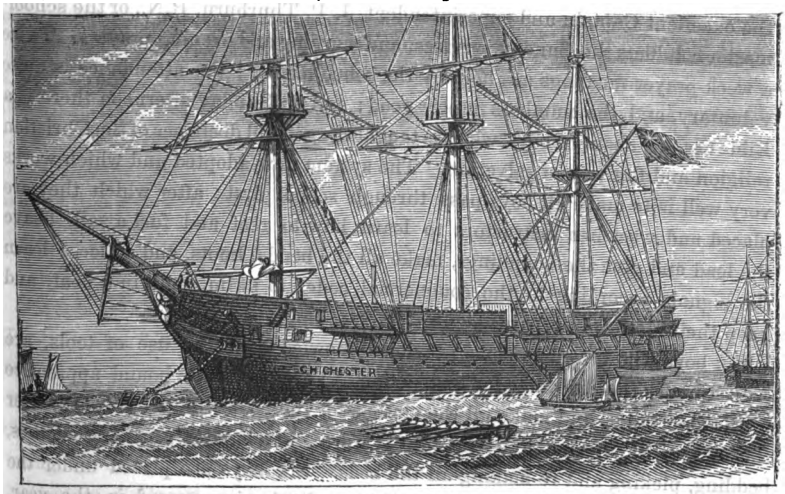
A few years ago you might have seen a poor boy sweeping a crossing for passengers going to and from the Snaresbrook station, on the Woodford and Epping branch of the Great Eastern Railway.

To this important corner came the boy daily, broom in hand, for about three years. He was known to every one as being polite, civil, and honest. These important features in his character gained for him considerable respect. The porters at the station, in cold weather, would often allow him to stay by the fire in the porters' room; and they would read to him from the *Band of Hope* and *British Workman*, which he looked out for at the beginning of every month, from Mr. Longmore, the "Forest Missionary," who very frequently passed, and never failed to save a copy of each publication for the poor boy, who seemed to prize them, and other books of a similar kind, exceedingly.

Our space will not allow us to enter into the previous history of this poor boy, which is somewhat peculiarly distressing; suffice it to say, that his good conduct was brought to the notice of Mrs. Henry Ford Barclay, a most benevolent lady, who placed him under the care of Mr. Longmore, and sent him to a Day and Sunday-school, where he was enrolled as a member of the Band of Hope.

When nine months had passed, it was thought that something more permanent should be done for the boy, and his former friend, Mrs. Barclay, placed him on board the training ship 'Chichester.'

It was a sore trial to the boy Alfred to part from his new home; but he



THE TRAINING SHIP 'CHICHESTER.'

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fully understood the need of the change, and in a few days he settled down, and made up his mind to conform to the rules of the ship, and do his best to please everybody. This he did, and soon obtained the favour of the officers and captain of the ship.

After serving eighteen months on board, and receiving a first-class certificate, and three gold stripes, he was chosen in October, 1869, by the captain of a fine ship 'The Normancourt,' to go a voyage to China. He returned home last November in this ship, with "very good," for ability, and "very good," for conduct. After spending a little time with his former lady patroness, by means of the shipping agent of the 'Chichester,' another ship was obtained for him, called the 'Undine,' and he sailed last January for China, at an increase of wages from 10s. to 15s. per month. We heartily wish our young hero God-speed!

During the year 1870, the training ship 'Chichester' sent to sea in foreign-bound ships, on their first voyage, 182 boys, and 12 into the Royal Navy, besides sending five as emigrants to Canada, and one into service on shore, making altogether 200. In addition to the above number provided for in the Navy and Mercantile Marine, 146 of those who had made previous voyages, obtained ships through the instrumentality of the Institution. The monthly returns of boys arriving and leaving the port of London averages between 50 and 60. One hundred and seventy-nine boys joined the ship in 1870, of whom 130 passed out of school, making 183 the total number passed in the requisite standard during that period. The chaplain of the Thames Church Mission performs divine service on board once a month, and attends at other times when required, and prepares the boys for Confirmation, &c., at other times the excellent Captain and superintendent, J. P. Thurburn, R.N., or the schoolmaster conducts the Sunday services, and morning and evening prayers. Twice a week prayer meetings are held by the schoolmaster; the attendance is quite voluntary, and the numbers pretty good; and on Sunday afternoon there is a Bible Class of about 60 boys, who are taught the general doctrines of the Christian religion and the way of salvation. The system now adopted and which works very well is to make all boys pass through school first; after which they are placed under seamen instructors to learn how to reef and furl a sail, heave the lead and give the soundings, make all the bends, knots, and splices; learn the signals according to the commercial code, to swim, pull in a boat, and keep their clothes in repair.

Six boys who have had some previous knowledge of the use of tools, are placed under the carpenter for instruction. Three boys are bound apprentice to the ship tailor, and make all the clothes for the boys whilst on board, after the suit in which they join the ship is worn out; besides repairing clothes, bedding, picking and re-making all the beds. Six boys are placed under the cook for instructions in cooking and baking, 14 having passed in the year,

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10 of whom went to sea as cooks' mates. All the repairs to boots are also done on board. Eleven boys received £1 each and a bronze medal from John Macgregor, Esq., for passing the best examinations in each branch of instruction and good conduct. Twelve boys received silver medals for exemplary good conduct, given by Joseph Spawforth, Esq. Forty boys received Mrs. Fleming's prize of a desk and knife given to leading hands.

Numerous very gratifying letters have been received from captains and others reporting favourably of the good conduct of the boys, and the boys themselves generally revisit the ship on their return to England, or write reporting their progress. It is a rule of the Institution to follow up the career of each boy for three voyages, and assist them in obtaining ships—after this they are supposed to be quite able to do for themselves.

Several have made their fifth and sixth long voyage, and are now competing for a sextant given by Mr. W. H. Hughes, of 59, Fenchurch Street, to the first boy who passes the Board of Trade examination for second mate. Mr. Hughes has also very generously presented a life-boat binnacle and compass, which is of great service in teaching the boys to steer.

Since the beginning of the year, and up to 31st May, 79 boys have been sent to sea, and 7 into the Royal Navy, together 86. Of 275 boys who have returned and been paid off, the following is a copy of the Board of Trade Certificate granted by the captains.

	V. Good.	Good.	Bad.
Ability	251	13	11
Conduct	248	15	12

Since the 'Chichester' was instituted in December, 1866, to May 31st, 1871, 669 boys have been provided for or otherwise been disposed of, leaving 200 on board, or a total of 869 rescued from destitution.

With a view of encouraging boys in following up their career as seamen, and to retain their interest in the training ship, which has been so instrumental in their welfare, the shipping master in London is instructed to assist them in every possible way in getting ships, until they have reached the age of manhood, or sufficiently grown and become eligible seamen that they can readily find ships for themselves.

A SAILOR'S EPITAPH.

The following Epitaph, illustrative of the horror of the workhouse evinced by sailors, was discovered over the grave of an old tar, a master mariner, at Bideford; and it is worthy of remark that the late Duncan Dunbar, Esq., shipowner, spent the greater portion of a day rubbing up the tombstone, and trying to decipher the inscription. The transcriber, however, is indebted to Captain Vellacott, of Cardiff, who requested him to forward a copy to his

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friend Captain Vincent Budd. Neither Mr. Dunbar, Captain Vellacott, the transcriber, nor, we presume, the deceased is responsible for the rhyme or rhythm.

EPITAPH ON HARRY CLARK, M. M.

Our worthy friend who lies beneath this stone,
Was master of a vessel all his own;
Houses and land had he, and gold in store.
He spent it all,—and would if ten times more.
For twenty years he scarce slept in a bed,
Lin-hays and lime-kilns lulled his weary head,
For he would not unto the workhouse go
'Cause his proud spirit would not let him to.
The blackbird's whistling note at break of day
Used to awake him from his bed of hay;
To the bridge and quay he then *repaired*,
To see what ships had up the river steered;
Oft in the week he used to view the bay,
To see what ships were coming in from *say*;
To captains' wives he brought the welcome news,
And to the relatives of all their crews.
At length poor Harry Clark was taken ill,
And carried to the workhouse 'gainst his will;
When being of this mortal life quite tired,
He lived about a week and then expired.

THE HAUNTED SHIP.

IN the year 1853 the "H.," a three-decked ship of about 1,500 tons burden was lying in Mobile Bay, waiting for a cargo of cotton. The sailors, twenty in number, were all coloured men, fair seamen, but wofully ignorant and correspondingly superstitious. She had been in the Bay between three and four months, and the spars and rigging had been thoroughly overhauled. "I was sitting in the cabin," says the mate, "one evening, planning out work for the ensuing day, when my second mate, a rough old seaman, requested an audience:—"

"Well, Mr. K., what is the matter now?"

"The matter is, sir, that those darkies forward there, are getting so scared, that unless we do something to or for them they won't be worth their grub; some of them ain't good for much now, and there's no use in having the rest of 'em spoiled."

"But what are they frightened at? I have never heard anything of it before."

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"No! they were afraid to say anything to you about it; but for the last month they have had a yarn about a headless ghost going round the decks at night, groaning at an awful rate. Some of 'em say it's a darkey without a head, t'others say it's a white chap with a black face; but whatever it is, there they are, afraid to come on deck after dark or stand anchor-watch alone."

"This is a strange piece of business. If there is a ghost on board I should think it would first pay its respects to the quarter-deck. Do you think any of the rascals are playing tricks?"

"No, sir! the knowingest ones is the most scared. There's Bob and Jackson ought to know better, but they both swear they saw it in the middle-watch last night; just told the third mate so."

"Well! suppose we go and inquire into it?"

We went forward together, and came down so suddenly upon the sailors that they evidently thought two ghosts had arrived instead of one. After the alarm and confusion had subsided, I told them what I had already heard, and asked for further information, which was readily furnished by a dozen eager volunteers, who, now that their tongues were loosened by authority, seemed anxious to outrival each other in their tale of horrors. It is needless to repeat their stories; but about half-a-dozen of them had seen the ghost in some of its forms, and all of them had repeatedly heard the groans. Bob and Jackson, my two best men, who were acting as boatswains, positively declared that they had seen it in the forecastle on the previous night, standing up against the *bitt*, where I was then leaning. This *bitt*, a timber about a foot square, coming down from the upper to the main deck, near the middle of the forecastle, was painted black up to within a foot of the deck, and the remainder of it lead colour. On either side of it, in the spar deck, was a bull's-eye to admit light, and there were several nails on which were hanging various articles of clothing.

"You saw the ghost standing right here, did you?"

"Yes, sir! right where you are now, sir!"

"Was the moon shining last night?"

"Yes, sir! quite bright in the middle watch."

"Did you speak or try to catch the ghost?"

"No, sir! wouldn't do such a thing for the world."

"If you had you would have found out that the ghost was nothing more nor less than this bitt, with the moon shining through the bull's-eye on it and on the clothing you see hanging there now. I never knew a ghost that didn't dwindle into a moonbeam or a piece of linen."

There was a general look of incredulity upon the faces of the crew, and one of them mustered up courage to ask: "But how about the groans and noises, sir?"

"O, some of you snore loud, and all the rest is imagination."

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Finding that argument or persuasion were of no use in altering the opinions of my crew, I left them, after giving the following admonition:—

"Now, men! in the first place, there are no such things as ghosts; and secondly, I wish you to understand that there is no ghost aboard of *this* ship; and if you can't be made to understand it in any other way, I'll give you the fun of hunting all night for it. You know what I mean. Good night."

Having given the second mate his orders for the following day, I sat down to think the matter over, and "ask myself a few questions" as the sailors say. One thing that had puzzled me was now accounted for. Several of the men had come to me for permission to be transferred to other ships that were ready for sea, but this I had attributed to the characteristic restlessness of the class. My ship was considered a good one for sailors; they were well fed and kindly used so long as they behaved themselves; had plenty of work to do, so that there was no time for growling or fomenting discord.

It was the ghost that made them anxious to leave the ship. There was no fear of their running away ashore, because in those days, if a coloured man could not show his free papers in the South, he was presumably a slave, and held as such; but there were many ships in the bay that were shorthanded, and it was no uncommon thing for men to be spirited away from one ship to another, when the latter was going to sea early in the morning. Mates of ships were not very scrupulous about the manner of filling up their crews in those days, as I well knew. Having pondered all these things carefully, and not seeing any present way out of my troubles, I turned in, trusting to fortune for the future, but at the same time I resolved to keep an extra look-out whenever any ships were about getting ready for sea.

Things progressed as usual aboard of the ship for several days, and I heard nothing more about the ghost; but my own time was coming! One evening I had given my junior officers permission to absent themselves from the ship, and was sitting by myself in the cabin awaiting their return. Being tired of my book, I sat dozing in a chair, when my reveries were disturbed by a sound like a half-smothered groan, that seemed to come from the forward part of the cabin on the starboard side. I was wide awake in an instant, though scarcely able to credit my senses. The groans were distinct enough, and were repeated in about the same interval that is required for a human breath; still, my light did not burn blue, nor did the ghost appear. As I listened, the sounds came nearer, but seemed to rise up from the lower 'tween-decks. I felt assured that the men, knowing my officers were absent, had arranged this plan to try my nerves. Without any further consideration, I slipped off my shoes, trimmed my dark lantern, armed myself with a good stick, and started in search of the ghost. Going to the main-hatch, the only one open, I went down between decks, and hauling the ladder after me, proceeded aft, where the noises could be distinctly heard; but before reaching the mizen-

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mast, they came, apparently, from beneath my feet. This was not pleasant, but my pride was aroused, and if there was any trick in the matter, it would not do for me to back out without discovering it; so I went back to the main-hatch again, and down to the lower deck; but this time I did not take the ladder away. Flashing the light ahead of me, I went carefully along, guarding against a surprise. This was needless, for, upon reaching the locality of the sounds, they were beneath my feet again, coming up from the lower hold. Matters were assuming an unpleasant aspect. I will not say that my hair stood on end, but certainly my feet stood still, while my confidence in the supernatural and myself began to be slightly shaken. I hesitated, doubted, and finally concluding that it would be better to wait until my officers returned before pursuing the investigation, beat a most inglorious retreat to the cabin. But there I could not rest, for now the sounds were apparently under the cabin floor, as if they had followed me up from the lower hold. Suddenly I thought of the carpenter, a stalwart Dutchman, and hurrying to his cabin, roused him out.

"Chips! do you hear that noise?"

"Yes, sir; I hear him many times, and I shust puts mine head unter mine plankets and says notings."

"Turn out now, and come down in the hold with me, and we will see what it is."

"Dunder, I shall nicht go."

"Come along, you fool," said I, impatiently; "you will be no worse off there than here. I have been down between decks alone, and now I want you along with me, so that if any of the men are down in the hold, we can cut them off."

This view of the case seemed to reassure him somewhat, and we soon found ourselves in the lower hold. Wending our way aft, over the ballast—the sounds constantly becoming more audible—we finally reached the stern-post, and there, while the groans came mournfully from among the timbers of the stern frame, we stood still, no one visible but ourselves.

I do not know whether I was frightened, but my heart never beat so fast before; and the poor Dutchman stood trembling as if struck with palsy, the drops of perspiration starting out like beads. My own nerves were somewhat shaken, but there was the pride of rank and station; so, after listening to the unearthly sounds for a few minutes, we returned to the cabin together, for the carpenter would not turn in again until his mate came aboard. When my juniors returned, we all went down into the hold and listened for some time to the sounds, which were apparently travelling along through the timbers. We could not satisfy ourselves regarding the cause, and finally retired, thinking that the poor darkeys might, after all, have had some foundation for their fears.

We remained some three months longer in the Bay, and as no secret was

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made of these occurrences, the old "H." received the name of "The Haunted Ship." Many a merry party we had in the cabin, and then would go down into the hold to listen to the unearthly wailings of the tortured spirit, who had chosen my ship for his abiding place. At length, our day of sailing came. Having but little wind in the morning, the steamboat *Swan* came to tow us outside of Mobile Point. While at my station on the forecastle, I heard Captain George, on board the *Swan*, calling out for my harpoon, which was handed over to him, and in a few minutes there was a splashing in the water alongside, a shouting on board the *Swan*, and then—our ghost was lying on her forward guards.

Work was temporarily suspended, so that all hands might see what form the spirit had taken. There lay an immense drum fish, a well-known denizen of southern waters, which receives its name from the hollow, drum-like sound it makes when seeking for its food. This specimen was of unusual size. being nearly six feet long, and weighing over six hundred pounds. Having taken on board about two hundred pounds weight of his ghostship, as an addition to our sea-stock of provisions, we tripped our anchor, made sail, and were soon out in the Gulf of Mexico, making the best of our way towards the Gulf of St. Lawrence, to take in a cargo of deals for London,

Notwithstanding the capture of the drum fish, and the rational solution of the mystery, some of the crew were loath to abandon the delusion; and until the "H." was lost two years afterwards, she bore everywhere the ill name of "The Haunted Ship."

MYSTERIOUS MUSIC UNDER WATER.

We have been greatly interested in this wonderful specimen of the finny tribe. and have pleasure in laying before our readers the information we have obtained, acknowledging our indebtedness to the *New York Sailor's Magazine*, *Hardwick's Science Gossip*, and *Nature*.

A correspondent in *Nature*, of May 14, 1871, says:—"I have read with great interest, various speculations as to its origin, (noises at sea) which is ascribed (1, the probable solution) to troops of Sciænoids (with reservation) by Mr. Kingsley; (2) to musical fish or shells, by Messrs Evans and Lindsay; and (3) to gas-escape from vegetable mud and sand, by Mr. Malet; whilst Mr. Dennehy suggests the possibility of some galvanic agency.

"On embarking on board the *Danube* steamer, lying at anchor in the roadstead off Greytown on the 12th May, 1867, I was informed that the ship was haunted by most curious noises at night since she had arrived, and that the superstitious black sailors were much frightened at what they thought must be a ghost. The captain and officers could make nothing of it, and it afforded a great matter for discussion. On inquiry, I found out that other *iron* ships

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had been similarly affected. Curiously enough this noise was only heard at night, and at certain hours. Some attributed it to fish, suckers, turtle, &c., others to the change of tide or current; but no satisfactory conclusion could be arrived at. When night came on, there was no mistake about the noise; it was quite loud enough to awaken me, and could be heard distinctly all over the ship. It was not dissimilar to the high monotone of an Æolian harp, and the noise was evidently caused by the vibration of the plates of the iron hull, which could be sensibly perceived to vibrate. What caused this peculiar vibration? Not the change of current and tide, because, if so, it would be heard by day. Like everything else that we cannot explain, I suppose we must put it down to electricity, magnetism, &c."

M. O. De Thoron, in a letter communicated by him to the Académie des Sciences, December, 1861, says:—

"While making an exploration in the bay of Pailon, situated to the north of the province of Esmeraldas, in the Republic of Ecuador, I was coasting along, about sunset, when I suddenly heard a strange sound, extremely grave and prolonged. At first I thought it came from a fly or hornet of extraordinary size, but seeing nothing above me, or in the neighbourhood, I asked the rower of my pirogue whence the sound came?

"'Monsieur,' he replied, 'it is a fish which is singing thus. By some it is named the Siren, by others, Musico.'

"Having advanced a little further, I heard a multitude of different voices, which harmonised together, imitating a church organ to great perfection. I at once stopped the pirogue and listened for a long while to this singular melody.

"It is not only in the Bay of Pailon that I have enjoyed this phenomenon: it occurred in several places along the coast, and even still more markedly in the river Mataje, especially at the foot of a little promontory called Campana (the Bell). On going up higher than Campana, the traveller reaches Campanilla, where a similar circumstance occurs. I have heard it said, that, in the river Molino, an effluent of the Mataje, the same singing of fish has been heard. It is evident, therefore, that to whatever species these fish belong, they are capable of living in two qualities of water; inasmuch as that of the bay is purely salt, while that of the river is brackish—at least it mingles with the ocean only during tidal hours.

"The piscine performers executed their music without being disturbed by the presence of boats, and without shewing themselves at the surface of the water, and this during successive hours.

"It is towards sunset that the fish begin to make themselves heard, and they continue their song during the night, imitating the notes of an organ very exactly,—as when one is near the door of a church, but outside, not inside, the sacred edifice."

In Sir Emerson Tennant's "Ceylon" the following notice occurs of musical

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sounds heard in Chilka Lake, a salt-water creek close by Batticaloa on the eastern shores of Ceylon. "I distinctly heard the sounds in question. They came up from the water like the gentle thrills of a musical chord, or the faint vibrations of a wine-glass when its rim is rubbed by a wet finger. It was not one sustained note, but a multitude of tiny sounds, each clear and distinct in itself; the sweetest treble mingling with the lowest bass. On applying the ear to the woodwork of the boat, the vibration was greatly increased in volume by conduction. The sounds varied considerably at different points, as we moved across the lake, as if the number of the animals from which they proceeded was greatest in particular spots; and occasionally we rowed out of hearing of them altogether, until, returning to the original locality, the sounds were at once renewed."

The *Bombay Times* of January 1847, says:—"A party lately crossing from the promontory in Salsette, called the 'Neat's Tongue,' to near Sewzee, were, about sunset, struck by hearing long distinct sounds like the protracted booming of a distant bell, the dying cadence of an Æolian harp, the note of a pitch-pipe or pitch-fork, or any other long-drawn-out musical note. It was at first supposed to be music from Parell floating at intervals on the breeze; then it was perceived to come from all directions, almost in equal strength, and to arise from the surface of the water all round the vessel. The boatmen at once intimated that the sounds were produced by fish, abounding in the muddy creeks and shoals, they were perfectly well known, and very often heard."

A correspondent a few weeks later in the above paper says: "In a late number of the *Times*, I noticed some remarks respecting the Musical Fish, as they have been rather aptly termed; and it may be interesting to the readers of the *Times* to be informed that the existence of a similar phenemonon has long been known to the residents of Vizagapatam. I have heard the musical sounds, like prolonged notes on a harp, when rowing on the back water at that station; and they were generally supposed to proceed from the fish coming in contact with the sides of the boat."

"I have heard," says W. C. P., Shere, Surrey, "these fishes on two very different occasions,—once off the west coast of Ceylon, in deep water; and once in the Sarumoth river (Borneo), in six fathoms *fresh* water—in the former case in an iron-built vessel, in the latter wooden: so that it appears these fish are not confined to such special localities as some of the published accounts imply; neither do they limit their visits to iron vessels, as a writer in the May number of *Nature* appears to think.

"Off Ceylon we were about one hundred miles north of Colombo—eight leagues from the shore, and in a depth of water exceeding one hundred fathoms —time, shortly after sunset. When the sounds were first heard they might have been taken for faint echoes of music from the distant shore, until, after listening attentively they were found to come up from below the surface of the sea, and fell

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upon the ear something like the tones of an Æolian harp, rising and falling in regular cadence, and impressing the mind with a sense of something distinct from what had ever before been experienced.

"On the following morning a number of small fish were seen swimming about the rudder, and upon catching two or three, they were found to have an *attaching* apparatus at the back of the head, similar to those I have seen in the West Indies, called by sailors 'sucking fish;' and it is this which I take to be the musical instrument. This supposition is strengthened by the fact that if the ear be laid upon an adjoining part of the vessel while the sounds are heard, the source of them appears to be in *contact* with the vessel, and no longer at a distance as when the ear is detached. My idea is that these little creatures carry their little harps upon their heads, and that they can only play them when fixed upon a smooth surface, such as the bottom or sides of a ship, and that they have no power of emitting any sound when swimming about like other fish. I will ask,—may we not have here, in these finny singers, as they may be called, the origin of the myths about the songs of sirens, mermaids, and similar fabulous stories? for in the ages when every natural phenomenon was personified and invested with a poetical halo, this music of the sea would be the songs of sirens, dwelling in caves and grottoes far down in the depths."

From what has been written about the size and sounds of the "drummer" fish, off the coast of America, it is apparently of an entirely different kind from that in the eastern seas.

Dr. Günther, our highest authority on these subjects, has kindly furnished the following explanation:—

"The musical fish which has been observed by Professor Kingsley during his visit to the West Indies, is well known under the name of *Pogonius chromis*. All writers on North American Ichthyology speak of the 'Drum,' 'Drummer,' or 'Grunts,' and of the peculiar noise produced by it under water.

"It is a fish like the Maigre, growing to a length of four to five feet, found in American waters, north and south of the line. Other allied species are found in the East Indies, where they have also been observed to astonish the sailors by their music.

"So much is certain—(1) That the noise is produced by this fish or similar species, which generally go about in shoals or herds. (2) That the sound is not produced by the means of the air-bladder—which is perfectly closed—as some supposed. I believe the sound is produced by the action of the enormous upper and lower pharyngeal teeth, with which three movable plates in the gullet are armed. These teeth have the form of pavement-stones. I am not well enough acquainted with acoustics to say what distance sound can travel under water; but I have no doubt that the fish can produce the sound with those teeth. It is not known whether the fishes produce those sounds when feeding, or only at certain seasons of the year."—*Science Gossip.*

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MISCELLANEOUS.



A PLEA FOR THE SHIPWRECKED MARINER.—"Ye gentlemen of England who live at home at ease," wrapped up in your own cares, and busily pursuing your own employments, how often do you think of the perils and sufferings of "poor Jack?" From boyhood most of us have been acquainted chiefly with the romantic side of the sailor's calling. His adventures in foreign climes, his heroic struggles with the boisterous elements, his excitements afloat, and his pleasures ashore are all familiar to us. From time to time the national heart has been stirred, and the national generosity excited, by some great calamity.

The foundering of a mail steamer, or the destruction by fire of an emigrant ship, has occasionally caused a burst of national sympathy, and a flow of national subscriptions. This, unfortunately, is the chief fault of English benevolence. It is vastly too impulsive. Whilst it is comparatively easy to obtain a plethora of pecuniary assistance for the sufferers by such an overwhelming disaster as the loss of the 'Captain,' it is not always easy to find funds for relieving the distress of the survivors of a wrecked "billy-boy," although the latter may have taken down with it the entire possessions and even the very clothes of the unfortunate crew, who are brought to shore more dead than alive. By far the larger number of persons rendered destitute by shipwrecks are the victims of disasters which are scarcely heard of beyond the limits of the place where they occur. It is to meet such cases as these—the ever-recurring instances of loss and bereavement by obscure shipping casualties—that the "Shipwrecked Fishermen and Mariners' Royal Benevolent Society" has been founded. For more than 32 years this institution has been in existence. It is entirely supported by voluntary contributions, and its objects are to assist destitute persons cast away on our coasts, and to relieve the widows and orphans of fishermen and mariners.

During the time that the society has been in operation it has alleviated the distresses of more than 200,000 persons. During the past year alone it has relieved nearly six thousand shipwrecked persons of all nationalities, and contributed to the support of close on four thousand widows and orphans. In connection with this society a permanent asylum for destitute aged merchant seamen has been opened, and in that building eighty poor men are now comfortably provided for. Sixty other old "salts," who have wives and children, are receiving small out-pensions to help them in their declining years. The mere statement of the services thus rendered to the cause of humanity will suffice to establish the claims to liberal public support which the Shipwrecked Mariners' Society possesses. For it must be borne in mind that the national prosperity of this country depends more than we are sometimes apt to remember upon the services rendered by our mercantile marine. Our merchant navy, it is true, receive scant consideration, and we may add scant justice, from the Government. The promises of assistance which have from time to time been made to it have been to the eye alone, and hitherto have always proved delusive. Sailors as a class are not notable

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for provident habits. It is, therefore, the more remarkable, and speaks volumes in favour of the society whose claims we are advocating, that upwards of forty-eight thousand mariners should voluntarily subscribe the sum of three shillings per annum to the funds of this institution. Sailors have not had the most encouraging experiences of Superannuation Funds. There are a good many who can remember the fate of the "Greenwich sixpence." It is to be hoped that Government even yet may be induced to do something tangible towards improving the condition, in this respect, of one of the most useful classes of its subjects.

Upon the people of South Wales the society has a most valid claim. A great portion of the wealth of the Principality is due to the mineral treasures which are exported from its shores to all parts of the world, and in the conveyance of which a very large number of seamen are engaged. We have, moreover, a long and dangerous coast line. Upon our shores large numbers of vessels are wrecked every year. Happily, as yet, the Principality cannot be reproached with having treated the cast-away sailor in an inhospitable manner. Wherever our own sailors go they are in danger of being left by shipwreck destitute and forlorn. Other nations are not unmindful of the duties which humanity imposes on them for relieving such distresses. We cannot, therefore, believe that the people of any portion of England will suffer themselves to be outstripped in this labour of love by the inhabitants of a foreign land. But in order to meet all cases of shipwreck on the coast of Great Britain, wide-spreading organisation is necessary; and this the Shipwrecked Mariners' Society provides. It has agents in every port, and so long as they are provided with the means, they are able and ready to meet every emergency, and to relieve the necessities of each individual sufferer who has been made the sport of the remorseless winds and waves. We need add but one sentence more. Those who are desirous of contributing to this most deserving charity, can send their subscriptions to the agents for their respective districts, who will thankfully receive and, under the direction of the society, wisely apply the same.—*Western Daily Mail.*

Royal Alfred Aged Merchant Seamen's Institution.—The fourth annual meeting of this institution was held on the 4th ultimo, at the Mansion House. The Right Honourable the Lord Mayor took the chair; and among those present were the Lady Mayoress, and her daughters; Thomas Baring, Esq., M.P., president of the institution; Captain the Hon. Francis Maude, R.N., chairman; Captain Henry Shuttleworth, vice-chairman of the committee; Capt. Sir John Heron Maxwell, Bart., R.N.; Vice-Admiral Sir W. Hutcheon Hall, K.C.B., F.R.S.; T. R. Tuffnell, Esq., Captain C. Mangles, chairman Royal Mail S. S. Company; Paymaster Francis Lean, R.N., honorary secretary, &c. There was a very numerous attendance, comprising a goodly number of ladies. There were also present about thirty of the aged inmates of the institution.

The Lord Mayor, in opening the proceedings, said it gave him great pleasure to preside at a meeting of such a noble institution, which must be a matter of great importance in this centre of the city of London, where it had its birth. The institution had already ministered to the wants of more than two hundred decayed merchant seamen of this country; and he considered the object in itself was one that could not fail to enlist a hearty and liberal support. But the result, although very gratifying, was far below what it should be, remembering that upwards of 300,000 seamen were engaged in the merchant service who had nothing to look forward to in the evening of their days but the workhouse.

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The Secretary, Captain Tribe, then read the report, in which it was stated that the Committee proposed to hold a bazaar, at the Royal Albert Hall, Kensington, on the 7th and 8th July.

Thomas Baring, Esq., M.P., proposed that the satisfactory Report just read be received, printed, and circulated, and dwelt in forcible terms upon the obligations which the city of London owed to merchant ships and seamen, and urged that it was the duty of those who employed the sailor, and benefited by his labour, to provide for him when past his work. In the present day, when the force of events could not be predicted, it behoved England to foster its maritime resources, and encourage the nurseries of its fleet. The resolution was seconded by Admiral Sir William H. Hall, K.C.B., who stated that he was for fifteen years engaged in establishing sailors' homes, and had always taken a deep interest in the welfare of the sailor. The gallant admiral read extracts from a pamphlet he had lately published on our national defences, and said he would feel disappointed if the Government did not pay some attention to the condition of the merchant sailor.

Capt Toller felt, as an old sailor, he could not refrain from saying that his experience of British seamen in the merchant service was highly creditable to them, but there was one quality in which they were deficient—that of not thinking of themselves.

Captain Henry Shuttleworth testified to the gratitude evinced by the poor old seamen, for though they might call the sailor careless and extravagant, he was not ungrateful, and if those whom he was now addressing could only hear the expressions of the old men for the kindness evinced towards them it would do their hearts good. They felt this, that while they had strength they did their duty, and they expected those whom they served to provide for them in old age, and to keep them out of the workhouse.

Captain Chas. Mangles said they owed much to the ladies, who extracted large sums of money from the pockets of the frequenters of bazaars, and hoped they would attend in large numbers at the bazaar which was to be held shortly.

Captain Saunders bore testimony to the character of the merchant sailor; and Sir John Heron Maxwell, Bart., R.N., said that many of the men in the institution had not only served in the merchant service, but had also fought the battles of their country in the Royal Navy. He trusted the forthcoming bazaar would be a success, and he had no doubt the ladies would do all in their power to further the interests of the institution. Sir John concluded by proposing a vote of thanks to the Lord Mayor, which was seconded in an eloquent speech by the Rev. Dr. Roberts, who showed that while the foundations of a charity are well and substantially laid, there must rise up a structure which would go on from age to age growing in strength, wealth, and influence.

THE LOSS OF THE CAPTAIN.—Admiral Rous writes to the *Times* respecting the loss of the 'Captain' as follows:—

"My experience in naval matters dates back to 1808. At that period, and up to 1813, our navy, with respect to the number of useless ships, was contemptible—our gunnery in the lowest state of incapability—about one ship in twenty fit to go into action—discipline frightfully tyrannical—seamanship first-rate: we lived on our renown till our American cousins brought us to our senses. At present, our seamen are scarce, our gunnery excellent, and our steamers as good as those of our neighbours.

"The Admiralty from time immemorial have enjoyed the privilege of building ships without the slightest control, and squandering millions in the dockyards; and wonderfully have they abused their trust. Between 1805 and 1812, although we had the finest French

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and Spanish models in our service, very superior to any one of our ships-of-the line, we built forty 74-gun ships possessing every bad quality, which were called the 'forty thieves.' One of them, the 'Gladiator,' was stationed as a convict hulk at Portsmouth, because she could neither wear nor stay. In 1813-14 twenty corvettes were built. The first lot could not stand up under bare poles in a gale of wind, owing to their want of beam: they were known as the 'coffins.' Subsequently, their stability was improved by giving them square buttocks. In 1820, twenty donkey frigates were added to the Navy—twenty-eight guns, 500 tons. As I commanded a 14-gun brig 'Podargus,' 250 tons, the 'Hind' corvette, and the 'Rainbow,' 28-guns, for seven years, I can testify that they were boxes of guns, useless as ships of war in every respect, and not faster than a common merchantman.

"In 1829, thanks to the Yacht Club, gentlemen of position interested themselves in the improvement of Her Majesty's ships. The late Duke of Portland introduced a very clever seaman, Sir W. Symonds, who built a superior class of flush-decked vessels from lines copied from the Greek ships built at Hydra and Ipsara, the fastest in the Mediterranean, with great beam, triangular amidship sections, and no flat floor, the want of which was detrimental to ships of heavy armament, like the 'Vernon' and 'Pique.'

"When the Admiralty invest large sums in building ships which have never been fairly tested, and accept the responsibility of a heavy outlay, they cease to be umpires and become interested partisans. In the event of a supposed failure, if a question be asked in the House of Commons why a million has been thrown into the sea, the Captain of an experimental ship would be considered either a fool or a traitor to his colours if he reported unfavourably against his own ship—*alias* against his masters, to whom he looked for honours and preferment.

"In the autumn of 1834 I fitted out the experimental ship 'Pique,' and was sent in December to meet the 'Inconstant' off Santander. The constructor's trim was ten inches by the stern, but as she dipped her nose clumsily into a head sea, I sailed her two feet by the stern, and saved her from foundering, for in carrying a heavy press to secure an offing under a reefed foresail, a close-reefed maintopsail, and trysail, she plunged into the body of a tremendous sea; it washed away her head-rails, and the forecastle remained under water so long we never expected her to rise again, and the crest of another sea must have swamped her; luckily, we had cleared land sufficiently to relieve her of the foresail; then she was all right.

"On my return home I reported that the 'Pique' was stiff under canvas, very fast in smooth water, but, having a pegtop midship section, a lean entrance with bluff bow, a head sea did not agree with her, and that her rolling propensities were inordinate. A few days after, the late Sir F. Maitland met me in Portsmouth Dockyard, and told me that my report was objected to at head-quarters. He produced my letter, and recommended me as a friend to take it back, to amend it, and at the same time to consider the communication as perfectly private. Of course I refused, and the following was the result:—

"When the 'Pique' returned to Spithead from the Straits of Belle-Isle, where she had been wedged for upwards of ten hours on a reef of rocks, and made a passage of 1,500 miles, cut to pieces, leaking twenty-three inches per hour, without a rudder, and with no assistance save and except the blessing of God, I was weak enough to imagine that the officers and ship's company, whose behaviour was beyond all praise, who had been working at the pumps every half-hour for three weeks in good spirits and without a single complaint, deserved

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some recompense. They had performed two feats never before accomplished, and my belief is that the British Admiralty is the only naval administration in the world which would not have rewarded these men. They sent a letter expressing their approbation. The ship was paid off *instanter*, and most of the best men entered the service of the United States. I attribute this official policy to the opportunity it afforded the Admiralty of getting rid of an impertinent Captain who had refused to send a false report.

"With respect to ships built since 1836, I can offer no opinion, but I refer to the loss of Her Majesty's ship 'Captain.' Some section of the House of Commons urged the Admiralty to build a turret-ship at the expense of £500,000, perfectly useless in the narrow seas, owing to her great draught of water, and from her shape certain to be swamped in a heavy gale in the Bay of Biscay, or in a north-wester off the Cape of Good Hope. She was notoriously over-masted—twenty-two inches deeper in the water than the estimated calculation; consequently, she required delicate handling and fine seamanship. During a dirty-looking night, with a falling barometer, the Admiral, instead of ordering his squadron to send down topgallant yards, to treble-reef the topsails, and to run under the topsails and foresail to keep the ships under command, allowed the officers to carry sail as they pleased. The 'Captain' was under double-reefed topsails, with the topsail yards braced up beyond the angle of incidence with the lower yards (the grossest fault a seaman can commit). A preliminary squall catches the ship at eleven o'clock, but the officer of the watch, instead of rounding in his topsail yards, to secure the spars, to facilitate their fall on the caps when they let go the halyards, appeared to be helpless. When the fatal squall struck her at twelve o'clock, instead of the topsail sheets and halyards being clear, and the weather clewlines well manned to clew the yards down if they hung aloft, which was certain to be the case, because they were jammed against the lee rigging, not one single precaution was taken. The watch on deck bolted below without being relieved, and the ship, having very little way on her owing to baffling winds and probably bad steerage, had lost that power of resistance which a ship commands when she is running fast, thereby having hold of the water. This accounts for her better behaviour on the 29th of May. As the topsail yards were nearly fore and aft, and nobody was wise enough to let go a lee, fore, or maintopsail sheet, it is not to be wondered at that she capsized. It generally happens that when a terrible catastrophe occurs some good arises in the shape of warning to inexperienced officers. In this instance evil begets evil.

"A Court-Martial is of course ordered to try the survivors, and to ascertain whether the 'Captain' was lost by negligence or other default. The Court sat three days investigating the merits of the build of the ship, which was not within their jurisdiction. They were summoned to decide—not how the ship was built, but how the ship was lost. Only three questions were necessary:—

"1. Why were no preparations made to shorten sail to meet the threatening squall?

"2. Why were men not stationed by the lee topsail sheets and halyards, according to the custom of every ship of war in respectable discipline, which is to station men by the sheets and halyards of the first sail to be reduced, even in the finest weather?

"3. Why were the watch on deck allowed to go below before they were relieved, and the deck deserted in the face of the enemy?

"The verdict was—'Lost by the strength of the wind and the heave of the sea.' *A truism.* It would have been more consonant to common sense—'Lost by the officer of the watch not

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knowing how to shorten sail or to keep his men on deck.' The truth is that the boiler has emasculated seamanship. No man can serve two masters—he will hold to the teakettle and despise the canvas. You can no more rear a seaman in a steamer than on the Bridgewater Canal, and in ten years' time the British *seaman* will be a rare bird among the sailors in the Royal Navy."

Vice-Admiral Robert F. Stopford, writing to the *Times*, respecting Admiral Rous's comments upon the loss of the 'Captain,' says: "Will you allow one retired Admiral to make a few short remarks on those of another? I will not presume to allude to the earlier experiences of Admiral Rous, but with reference to the passage of the 'Pique' across the Atlantic in 1835, his modesty has prevented him from telling you that, without his exertions, his skill, his seamanship, his determination, and his firm but cheerful discipline, that feat would never have been accomplished. His officers and men did their duty well in a time of difficulty and danger, but special credit is due to her captain for saving this fine frigate and her still finer crew. But, sir, when we come to discuss the loss of the 'Captain,' and to apportion the blame for that calamity, do not let us forget that she was commanded by one of our ablest officers. To accuse poor Burgoyne of want of seamanship or care is what no one who knew him would venture to do; his reputation was, and ever will be, as high as was Admiral Rous's forty years ago; and, really, to suppose that the safety of a British man-of-war of 4,000 tons, could depend on a pull of the weather topsail braces, is to imagine something far beyond the experience of either a Burgoyne or a Rous."

ROGERS' LIFE-SAVING APPARATUS.—A meeting of "Mr. Rogers' Committee" took place on Friday afternoon, June 16, at the office of the Shipwrecked Mariners' Society, to consider the official trials to which Rogers' life-saving apparatus have been put, and to determine what further steps should be adopted. It was resolved to obtain a copy of the Board of Trade report on the trials at Shoeburyness before taking any further steps. The Hon. Captain MAUDE was in the chair, and there were present Admiral Buckle, C.B., Admiral Hand, C.B., W. Stuart, Esq., Captain Sir J. Heron Maxwell, Bart., R.N., Captain Alexander, R.N. Captain Stewart, R.N., Captain Boyle, R.N., Captain Mangles, H.E.I.C., Captain Budd, Captain Mewburn, and others.

After the cause of the meeting had been set forth by the gallant Chairman, the inventor explained his apparatus, which consists of two forms of projectiles, the one an anchor with a block attached, by means of which a rove rope can be conveyed to a desired position; the other projectile is a block so constructed that it becomes, in fact, a shot when in the gun, a block at the termination roved with a continuous rope, to give ready means of aid. These in themselves were acknowledged to be capable of accomplishing the work desired; his means of conveyance for the whole we illustrated in our magazine, October quarter, 1868.

Mr. ROGERS then enumerated the various medals and prizes that had been awarded to him, the different Institutions he had been invited to attend with models and explain his invention, the papers he had read at various Institutions, and the experiments he had had with Government departments, Public Boards, and individuals. To explain all would occupy too much space in our columns, so we will merely enumerate the principal, viz., a medal given at Hastings,—a prize at Lewes,—and the long-offered prize of £50 of the Shipwrecked Mariners' Society, for the best mode of communicating from a wreck to the shore, and with ships at sea in a storm.

It has been exhibited by request at the President's Soirée of the Civil

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Engineers, George Street, Westminster. the President's Soirée of the Old Change Microscopical Society, Cannon-street Hotel, the President's Conversazione at the Royal Society, Burlington House, and at the Meeting of the British Association for the advancement of Science, held at St George's Hall, Liverpool. Models are now in the International Exhibition of 1871, at South Kensington. Papers have been read by request at the Royal United Service Institution, Whitehall, also at the Mercantile Marine Service Association, at Liverpool.

The invention has been seen and discussed before the Honourable Board of Trinity, the Salvage Association at Lloyd's, Royal Exchange, and other practical bodies.

Experiments have been made at Sheerness under Vice-Admiral Warren, C.B., Commander-in-chief at the Nore, Captain (now Admiral) the Hon. A. A. Cochrane, and other officials; and at Portsmouth under Admiral Sir Jas. Hope, K.C.B., Rear-Admiral Key, C.B., Capt. Boys, R.N., and the officers of H.M. gunnery ship 'Excellent,' by orders of the Lords Commissioners of the Admiralty; also by the War Department at Chatham Lines; and at Liverpool under the auspices of practical men on board the steamer 'Alert' (lent by the Mersey Dock and Harbour Board), off the great Burbo Banks; and last, not least, a testimonial signed by nearly 400 master mariners and pilots has been given to the inventor to the effect "that his invention will be found a great auxiliary to launching life-boats through the surf, and by far the best means yet put forth of giving aid to wrecks near the shore, and greatly superior to the present rocket system." A deputation, consisting of Capt. the Hon. Francis Maude, R.N., Capt. Jasper Selwyn, R.N., Capt. Deacon, Capt. Chapman, Capt. Lorum, and Capt. Joseph Lucas Clark waited upon the Board of Trade in respect of this invention, which resulted in trials at Shoeburyness, and this meeting was called to hear Mr. Rogers' report of those trials.

It seems quite clear to us that the inventor of this practical and humane scheme has not had all the encouragement we think he deserves. From the diagrams shown to the meeting of the actual shots fired by this apparatus and the Rocket and Manby principle tried at the same time, there is no doubt in our mind that of the three systems Roger's is very superior for aim and efficiency, and worthy of all the support that can be obtained for it. Mr. Rogers has shown a great amount of energy in bringing his invention before the public, and we hope to see it practically exhibited on the coast, to which end it would be desirable that a full-sized apparatus should be constructed, the cost of which, with expense of demonstration, we understand, will be under £300, a small sum when we consider its relationship to the great maritime interests of this country, both for the salvation of property and of life. It will afford us much pleasure to receive any help towards making up the sum needed, and we willingly guarantee the donors that any money they may please to deposit with us shall be disposed of for the purpose for which it is given.

JACK AND THE PARROT.—A story was recently recorded of a parrot who lived in a barber's shop at the East-end of London. One day a sailor seated himself on the shop-chair, and had his face well covered with lather, after which operation the barber went through the customary process of stropping his razor. Polly, who had, until this moment, remained silent, cast a sly glance at Jack Tar, whose head was thrown back for the next part of the performance. The temptation proved too strong for Polly, who evidently was contemplating mischief or fun. Watching the critical moment for exciting a thrilling sensation, she waited until the barber

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approached his client, razor in hand, and then cried out, "Cut his throat! Cut his throat!" which exclamation, it is needless to say, had the effect of making the sailor bolt like a shot out of the shop and away down the next street.

NAVAL OFFICERS AS SOLDIERS.—A good deal of surprise has been expressed at the employment by M. Gambetta of French naval officers in military capacities during the late Franco-German war. But the separation of army and navy is really a matter of very recent date, and down to the seventeenth century soldiers acted as marines, and sailors as soldiers, with little discrimination. The English navy was for a long time commanded by men whose fame had been acquired on dry land, and the office of High Admiral belonged to the Percies almost as exclusively as that of Earl Marshal to the Howards. Even in the Commonwealth, when of course hereditary claims were set aside, the three officers entrusted with the command of the fleet were Popham, Blake, and Deane, all of whom were general officers, and had served in the army with distinction. Single ships, indeed, were rarely commanded by landsmen. But it must be remembered that Blake proved the most formidable foe to Van Tromp, and that it is difficult to say whether Monk obtained more success at sea or on land.

EXTRAORDINARY PASSAGES. — In the age of steam, and with additional advantages by shorter routes, such as the Suez Canal seems to be giving, in any impetus to science of seamanship, certainly in the race of sail *v.* steam, we are not prepared to find steam coming in second. Yet such is a fact, occasioning no little talk on both sides of the Atlantic. The steamer 'Riga,' a vessel of 1,324 tons and 180-horse power, Capt. Clark, left Shanghai, September 16, Hong Kong, 19th, and Port Said, November 8, for New York, with a cargo of tea, arriving at the latter port on January 14—120 days. The clipper ship 'Ariel,' Captain Courtenay, left Yokohama (Japan), September 21, and arrived at New York 10th January—117 days—thus beating the steamer three days, and the latter came through the Suez Canal, and thus saved probably 4,000 miles on the voyage. Another vessel, the 'Laufra,' which left Macao 30th September, arrived on the 21st January at New York, beating the 'Riga' by ten days. The 'Laufra' made the passage by the Cape of Good Hope. Extraordinary as these passages were, they are eclipsed by that of the clipper ship 'Surprise'—truly a surprising passage—which has just completed the voyage from Shanghai to New York in 83 days—said to be the shortest passage on record by either sailing or steam vessel either through the Suez Canal or by the Cape of Good Hope.

SEAMEN AND FOREIGN MISSIONS.—Her Majesty's ship 'Avon' was at Tientsin, China, frozen up in the Pieho during the winter months. The missionaries and the ship's company had become so much attached that out of the small crew of seventy-one, all told, thirteen seamen had become communicants of the Church on shore, whilst forty-four had joined the ship's temperance club, of which the boatswain's mate is president, and the gunner's mate vice-president, with a lower-deck committee. Most of the crew had been in constant attendance on the various religious services and Bible-classes on shore, and had won the good opinion of the more serious portion of the English community at Tien-tsin. This is a happy indication of the spiritual life which has been infused into the naval Church during the last eleven years.

A GRATEFUL REQUITAL.—A tradesman of Devonport, who some years ago saved a naval officer from drowning,

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has lately been handsomely rewarded for his bravery. The officer, who had risen to be a Rear-admiral, died a short time since, leaving, it is said, the sum of £7,000 to his preserver. This is a strong contrast to the tale told by Marryat in one of his humorous works, in which a naval officer remunerated a man for saving him from a similar fate with the munificent sum of sixpence.—*Western Standard.*

DARBY'S HOLE.—Mr. J. Bernhard Smith writes to the *Times* to make a suggestion which, it is to be hoped, will attract attention. He states that more than a century ago the minister of East Dean, in order to supply a means of escape to seamen cast away on the iron-bound coast between Beachy Head and Birling Gap, had a staircase hewn with enormous labour in the face of the chalk cliff, which forms a perpendicular wall washed by the tide at high water. The excavation, which is now known as "Darby's Hole," from the name of the projector, led upwards to chambers capable of containing some thirty men, and on one occasion at least the lives of a whole crew were saved by its means. Following the benevolent example set them, the Board of Trinity House caused three staircases on the same plan to be excavated. They have not, however, proved so serviceable as the original Darby's Hole. A few days ago Mr. Smith visited the place, walking over the shingle as far as Birling Gap, and found them totally inaccessible to the most desperate. The action of the waves had removed the lower steps, so that a shipwrecked seaman might have his death rendered more bitter still by the sight of refuge beyond his reach. It is true that in winter the beach is often raised to a level with the holes; but there are shipwrecks in summer. Now, what Mr. Smith would propose is that a few feet of chain, or, better still, some iron bolts or staples, should be attached to or driven into the face of the cliff. This, he says, would enable almost any one to enter these sanctuaries.

THE PAYING OFF OF THE 'GALATEA.'—H.M.S. 'Galatea,' Capt. H.R.H. the Duke of Edinburgh, was paid off alongside Devonport Dockyard last month, her Royal commander being present at the pay table. After all the men had received the amount due to them, a procession was formed, headed by the elephant which was given to His Royal Highness in India, and accompanied by the band of the ship. The crew walked through the principal streets of the town to the Mechanics' Institute, where, at the expense of the Prince, the whole of men, about 450 in number, were provided with dinner. The same night the officers gave a banquet to their captain the Duke, at the Duke of Cornwall Hotel, Plymouth.

COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.

For the Shipwrecked Mariners' Society.

	£	s.	d.
BRAY. — Sermon in St. Paul's Church, by the Archbishop of Dublin (Dr. Trench) (Life Member)	5	0	0
CHARFIELD, WOTTON-UNDER-EDGE.—Mr. Wm. Selman, *a working-man*, kindly sends in aid of our work, per Rev. R. Tilbury, a donation of.....	0	7	7
FRAZERBURGH.—Per Committee of Seamen's Soirée ...	1	0	0
GLOUCESTER. — Subscription of children of P. Moffat, Esq., who wish the Society every success	0	6	0
ISLE OF WHITHORN, N.B.—James Craik, Esq., of H.M. Geological survey, in aid of the funds of the Society, when there was collected ...	3	0	0
LONDON.—The Society has recently received the follow-			

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ing generous contributions, viz., from:—

	£	s.	d.
Holgate, John, Esq., of Settle, per C. Brown, Esq.	25	0	0
Holgate, Miss ditto	25	0	0
Turner, Miss	25	0	0
Young, Charles Baring, Esq.	100	0	0

The following legacies have been announced or paid, viz:

Anderson, Capt., of Arbroath	15	0	0
Berryman, Miss Mary Caroline, of Stoke, near Devonport, one-eighth portion of residue of personal estate and effects			
Black, Mr. Matthew, of Elie, per W. R. Ketchen, Esq.	10	0	0
Watson, Mrs., of Loughton, Essex	100	0	0
LOSSIEMOUTH. — Proceeds of Soirée, per Mr. R. Simmie	3	12	3
MIDDLETON-ON-THE-WOLDS. "Portion of offertory during Lent," per Rev. H. D. Blanchard, M.A.	1	0	6
PORTSMOUTH.—Box on board H.M.S. "Serapis," per Rev. H. W. Millett	1	0	8

REWARDS FOR SAVING LIFE ON THE COASTS.

March 14.—The annual meeting of the Royal National Life-boat Institution, was held at the London Tavern; the Duke of Northumberland in the chair.

The noble Chairman, alluding to some of the salient points in the report, which elicited much applause, called on Mr. Richard Lewis, the Secretary, to read the Annual Report. It stated that a considerable diminution had occurred in the contributions of the year. The Committee, however, felt sure that the fact was to be accounted for by the urgent demand for aid to the numberless victims of the fearful struggle between two neighbouring nations on the continent of Europe. Since the last report fourteen new life-boats had been provided, making 228 life-boats on the coasts of the United Kingdom and the Channel Islands. These had rescued 513 persons from shipwrecks, nearly all of whom had been saved under circumstances which would have precluded their rescue by any ordinary description of boat; and although many of the services were of a most difficult and dangerous character, yet they were performed without serious accident to any of the life-boats, and without the loss of a single man amongst those by whom the boats were worked. In addition, no less than twenty-one ships had been saved from destruction. The number of lives lost by shipwrecks on our coasts during the year, was stated to be 791.

The number of lives saved during the 47 years from the establishment of the Institution in 1824, to the end of the year 1870, either by its life-boats or by special exertions, for which it had granted rewards, was 19,864. In addition to the 513 lives and twenty-one vessels saved exclusively by the life-boats, 271 lives were rescued last year by fishing boats and other means on the coasts and outlying banks of the United Kingdom. For these services the Institution had granted as rewards eleven silver medals, fourteen votes of thanks inscribed on vellum, and £2,394 in cash. Since the formation of the Society it had expended on life-boat establishments and other means for saving life from shipwreck, £267,000, and voted 90 gold, and 821 silver medals, besides pecuniary rewards to the amount of £34,352. The amount of receipts during the year 1870 had been £25,711 16s. 4d., and of that sum £4,280 4s. 3d. were special gifts to defray the cost of 10 life-boats. The expenditure of the Society, including liabilities, amounted to £28,747 10s. 4d. The report having been moved and unanimously adopted, resolutions in furtherance of the objects of the Institution

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were proposed and seconded by the Earl of Devon, Sir Robert Peel, Bart., M.P., the Earl of Courtown, Admiral of the Fleet (Sir George Sartorius), Earl Percy, Lord Garlies, Sir John Heron Maxwell, Bart., Admiral Evans, Thomas Chapman, Esq., Rev. E. Hewlett, M.A., and Sir Edward Perrott, Bart., and the proceedings terminated.

April 6.—Thomas Chapman, Esq., F.R.S., V.P., in the chair.

Rewards amounting to £162 were voted to the crews of various life-boats for service during the storms of the past month. It was reported that the Newcastle 'Dundrum' life-boat had rescued the crew of five men from the brigantine 'William,' of Londonderry, shortly before that vessel went down off the Irish coast. The Howth boat saved four men from a dredging barge of that port, which was in great danger in Dublin Bay, during a strong westerly gale. The boat at Holyhead, in conjunction with a steam-tug, was instrumental in saving from destruction the distressed schooner 'Eliza,' of Pwlheli, together with the crew of five men of that vessel. The 'Fishguard' life-boat was the means of saving, during very stormy weather, the crews, consisting of nine men, of the schooners 'Ann Mitchell,' of Newquay, and 'Carnsew,' of Hayle. The Yarmouth large life-boat brought safely into harbour the lugger 'Echo,' of Lowestoft, and the ketch 'Equestrian,' of Port Gordon.

The Ramsgate life-boat went out while it was blowing a heavy gale from the E.S.E, and, after some difficulty, saved five men from the schooner 'Lucie Antoinette,' of Nantes, which had gone on the Goodwin Sands, and which afterwards became a total wreck. This noble boat is always worked in conjunction with her active consort, the 'Board of Trade' harbour steam-tug. A few days afterwards the same valuable boat and that at Broadstairs succeeded in rescuing the crew of fourteen men, together with the master's son and daughter, from the barque 'Idun,' of Bergen, which also became a wreck on the Goodwins. This effort was attended with great peril to the two boats, which grounded on the sands, and then had to drift over them to leeward through a boiling sea, which broke heavily into the boats for three hours; but they at last succeeded in getting off, and were taken in tow by the harbour steamer. The master of the vessel afterwards expressed his high appreciation of the gallant conduct of the life-boat men in rescuing himself and crew.

The Aldborough life-boat went out to the brigantine 'Isabella Heron,' of Blyth, which was in distress off the coast of Suffolk. Fortunately the boat succeeded in getting the vessel and her crew safely into Harwich harbour. The Newbiggin life-boat assisted to bring safely to land seven fishing cobles belonging to that place, which had been overtaken by a sudden gale of wind and were in great danger of being wrecked. Nerved by the presence of the life-boat, however, the boats and their crews were enabled to reach the shore in safety. The Fleetwood life-boat saved a soldier who had been overtaken by the tide, and who could not be succoured by any ordinary boat on account of the heavy sea running at the time, which had previously drowned his comrade. Various other rewards were also granted to the crews of shore boats for saving life from wrecks on our coasts.

May 4.—Thomas Chapman, Esq., F.R.S., V.P., in the chair.

Rewards amounting to £73 were granted to the crews of life-boats for recent services on the occasion of shipwrecks on our coasts. The Banff life-boat went off on the 20th April to the aid of the brig 'Trioner,' of Arendal, Norway, which was seen in a distressed condition during a gale of wind from the N.E. Fortunately the life-boat was enabled to save the crew of nine men

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shortly before the vessel was wrecked on the rocks to the westward of Macduff Harbour. On the 23rd April the brig 'St. Thomas's Packet,' of Blyth, stranded on the Goodwin Sands, on which a very heavy sea was then breaking. The Ramsgate, North Deal, and Kingsdown life-boats promptly proceeded to the sands, and, with other assistance, they succeeded in extricating the vessel and their crew from their very perilous position. On the 7th April, the Seaton Carew life-boat brought ashore two men belonging to the 'Cynthia,' of Montrose, which had gone on the North Gare Sands during a strong wind and sea; fortunately the vessel afterwards drifted into deep water, and with the help of a steam-tug was taken to Middlesborough, with the crew on board.

The silver medal of the Institution, a copy of its vote inscribed on vellum, and £1, were ordered to be presented to Mr. William Taylor, chief officer of her Majesty's Coastguard at Dunny Cove Station, County Cork, together with £4 to his boat's crew of four men, in acknowledgment of their gallant conduct in putting off, at much risk of life, in a small boat, through a heavy swell, and saving the crew of eight men of the brigantine 'Cecil,' of Liverpool, which, during a strong wind from W.S.W., was wrecked in Roscarberry Bay, County Cork, on 7th February last.

The silver medal, vote on vellum, and £2 were also voted to George M'Genis, late of the barque 'Albany,' of London, in acknowledgment of his brave services when that vessel was lost on M'Carthy's Island, near Cape Clear, during blowing weather some time since. On that occasion M'Genis took a small line, and, watching his opportunity, jumped overboard, and reached the shore, and by means of the line effected a communication with the land, and thus the nine persons on board the wreck were saved.

June 1.—Thomas Chapman Esq., F.R.S., V.P., in the chair.

Rewards amounting to £56 14s. were voted to the crews of some life-boats of the institution for going out on service during the past month. One of these services, that performed by the life-boat on the Isle of Whithorn, N.B., was a very creditable one, to all concerned, and was the first service of the boat. It appeared that during a gale of wind the smack 'Vale of Conway' was seen in a disabled state at some distance from the land. The life-boat was at once launched, and proceeded through a heavy sea to the rescue of the crew. The vessel had been seriously damaged by her main-boom breaking adrift, and she sank in deep water. Her own small boat was likewise stove, and all hope of saving their lives had been given up by her crew of three men, when the life-boat appeared on the scene, and conveyed them safely to the shore. Many of the inhabitants of the small port of Whithorn enthusiastically and gratuitously assisted to launch the boat, which was promptly done, and the ready and able crew who manned her reported in the highest terms of her behaviour on the occasion.

The thanks of the Institution inscribed on vellum, and £1 each, were voted to Mr. George Dinsdale, of Blyth, master of the screw steamer 'Bolivar,' and to Mr. Joseph Stevens, mate of the steamer 'Weardale,' of Sunderland, in acknowledgment of their courageous services in wading into, and swimming a considerable distance through, a heavy surf with a line to the assistance of a man whose vessel, the smack 'Nimrod,' of Sunderland, had during a strong wind stranded off Blyth and drifted so far on to a reef of rocks that it was impracticable for any boat to get near him. Fortunately, they managed to reach the poor fellow, who was found in a most exhausted state, and soon afterwards became insensible; he was, however, fastened to the line, and all were safely hauled ashore, and by careful treatment the rescued man recovered.

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RELIEF TO FISHERMEN AND MARINERS, THEIR WIDOWS, ORPHANS, &c.

'LEAVE THY FATHERLESS CHILDREN, I WILL PRESERVE THEM ALIVE; AND LET THY WIDOWS TRUST IN ME."—JEREMIAH XLIX, 11.

Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans, and the aged Parents of the Drowned, &c., between the 1st March, 1871, and 31st May, 1871.

NOTE.—In the following tables M stands for mariner, whether of the Royal Navy, Transport, or Merchant Service; MM master mariner; A apprentice; F fisherman; PB pilot and boatman; W widow; O orphan; AP aged parent. The figures following signify the amount of relief, and Agency where it was given:—

	£	s.	d.	
1 MM, 20 M, 5 W, 10 O, 4 AP	102	8	0	*London.*
3 M, 3 W, 3 O	29	7	6	*Aberdeen.*
1 M	1	10	0	*Aberystwith*
1 MM, 1 M	4	0	0	*Alloa.*
1 W, 4 O	11	0	0	*Amlwch.*
1 MM, 3 M, 1 AP.	14	0	0	*Appledore.*
2 MM, 2 M, 2 W, 5 O	32	16	3	*Arbroath.*
1 W	6	15	0	*Ayr.*
1 MM	3	2	6	*Bangor (W)*
1 AP	3	5	0	*Barra.*
2 O	8	12	6	*Barrow.*
1 MM	4	0	0	*Belfast.*
1 M, 2 W, 3 O	13	15	0	*Berwick.*
2 MM, 4 M, 1 W...	23	2	6	*Blakeney.*
1 MM, 3 M	12	2	6	*Blyth.*
3 M	6	12	6	*Bridgwater.*
1 MM, 1 W, 5 O..	9	13	9	*Bristol.*
2 W, 8 O	22	10	0	*Brixham.*
1 W, 2 O, 1 AP...	14	5	0	*Buckie.*
6 M	12	7	6	*Cardiff.*
1 MM, 1 M, 2 W, 1 O, 1 AP	22	17	6	*Cardigan.*
1 W, 2 O	5	5	0	*Carmarthen*
2 W	11	5	0	*Carnarvon.*
1 F	3	12	6	*Castletown.*
1 F	0	12	6	*Culdaff.*
1 MM	1	4	2	*Cullen.*
1 W, 3 O, 4 PB....	11	13	9	*Deal.*
3 M	8	0	0	*Dinas Cross.*
1 MM	2	2	6	*Dover.*
1 MM, 1 M	4	17	6	*Dublin.*
1 W	8	0	0	*Dumfries.*
2 W, 6 O	22	0	0	*Dundee.*
2 F	3	18	0	*East Yell.*
2 W	8	0	0	*Exmouth.*
1 W, 2 O	5	5	0	*Fareham.*
1 W	3	0	0	*Faversham.*
3 F	7	15	0	*Filey.*
1 W	3	3	0	*Findhorn.*
2 W, 1 O	9	2	6	*Fishguard.*
1 W, 4 O	16	0	0	*Flamboro'.*
1 W, 4 O	12	10	0	*Fleetwood.*
1 MM	2	2	6	*Flint.*
1 W, 4 O	8	0	0	*Fowey.*
1 W, 6 O	7	10	0	*Framilode.*
1 PB	1	17	6	*Galway.*
3 M, 4 W, 7 O	47	0	0	*Glasgow.*
1 AP	6	10	0	*Gloucester.*
1 MM, 1 W, 3 O...	12	5	0	*Goole.*
1 M	2	7	6	*Grangemouth.*
1 F	2	2	6	*Granton.*
2 M, 1 AP, 3 PB...	15	1	0	*Gravesend.*
1 MM	1	12	6	*Greenock.*
1 AP	6	5	0	*Greenwich.*
2 W, 6 O	15	6	3	*Grimsby.*
1 MM, 1 M, 4 W, 7 O, 1 AP	48	1	3	*Guernsey.*
4 MM, 11 M, 5 W, 9 O	89	1	3	*Hartlepool.*
1 AP	3	15	0	*Harwich.*
1 F	2	5	0	*Helmsdale.*
1 O	8	0	0	*Helston.*
1 M, 1 AP	10	17	6	*Hillswick.*
6 PB	13	15	0	*Holyhead.*
1 MM, 24 M, 7 W, 18 O, 1 AP	143	7	6	*Hull.*
1 W	7	15	0	*Ilfracombe.*
1 M, 1 F	4	5	0	*Inverness.*
1 MM, 9 M, 1 W, 1 O, 1 AP	38	6	8	*Ipswich.*
1 W, 1 O	5	18	9	*Jersey.*
1 MM	2	10	0	*Kinsale.*
1 M, 2 W, 1 F	16	2	6	*Kirkcaldy.*
1 M, 1 W, 4 O	18	5	0	*Kirkwall.*
1 F	2	10	0	*Leigh.*
3 M, 1 W. 4 O	13	15	0	*Leith.*
1 W, 1 AP	4	13	0	*Lerwick.*
1 M	3	5	0	*Limekilns.*

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	£	s.	d.	
1 W, 2 O	10	2	6	*Limerick.*
1 W	6	5	0	*Littlehampton*
2 MM, 6 M, 3 W, 3 O	41	13	9	*Liverpool.*
3 W, 3 O	20	5	0	*Llanelly.*
4 F	10	10	0	*Lossiemouth.*
1 MM	2	15	0	*Lowestoft.*
1 M	1	10	0	*Lyme Regis.*
1 M	1	15	0	*Lymington.*
1 MM, 1 W, 2F	11	15	0	*Lynn.*
1 MM	3	10	0	*Lytham.*
1 MM	3	2	6	*Macduff.*
3 W, 4 O	17	13	9	*Margate.*
1 W, 2 O	7	17	6	*Maryport.*
1 MM, 4 M	10	10	0	*Middlesboro*
1 MM	3	15	0	*Milford.*
1 PB	3	6	1	*Milton.*
2 MM, 1 M, 2 W, 2 O, 1 A B	27	10	0	*Montrose.*
1 F	3	10	0	*Mousehole.*
1 M	2	12	6	*Newcastle.*
1 W, 2 O	9	7	6	*Newhaven.*
1 MM, 1 M, 1 W, 3 O	8	18	9	*Newport, Mon.*
1 MM, 2 M	11	12	6	*Newport, Pem.*
1 W, 3 O, 2 AP	16	18	9	*New Quay (W)*
2 MM, 11 M, 8 W, 19 O, 2 AP, 1 PB	132	18	3	*N. Shields.*
1 MM, 1 F	3	5	0	*Oban.*
1 AP	4	15	0	*Orford.*
1 AP	2	8	0	*Padstow.*
2 W, 7 O	15	11	3	*Peterhead.*
1 PB	3	17	6	*Pill.*
2 MM, 1 W, 4 O	19	10	6	*Plymouth.*
1 MM, 2 M, 1 AP.	12	7	6	*Portinllaen.*
1 W, 3 O	10	1	3	*Port Talbot.*
1 M	2	10	0	*Queenstown*
1 W, 2 F	12	19	6	*Reawick.*
1 M	1	17	6	*Redcar.*
1 MM, 2 W	12	0	6	*R. H. Bay.*
2 W, 2 O, 1 AP	15	2	6	*Rochester.*
1 M, 1 W	9	2	6	*Runcorn.*
1 W, 2 O, 1 AP	13	17	6	*Salcombe.*
4 W, 8 O	35	17	6	*Scarborough*
1 W	3	15	0	*Seaham.*
1 W, 3 O, 1 AP	17	1	3	*Selby.*
1 F	1	10	0	*Selsey.*
3 MM, 27 M, 21 W, 30 O, 1 AP, 1 F, 1 PB	255	11	7	*S. Shields.*
1 MM, 2 M, 3 W, 8 O	35	8	9	*Southwold.*
1 MM	2	17	6	*Spalding.*
1 W, 3 O	11	7	6	*Staithes.*
1 W	6	10	0	*Stiffkey.*
5 M, 2 W, 1 O	30	7	6	*Stockton.*
2 MM, 1 M	10	0	0	*Stonehaven.*
1 M, 1 F	5	0	0	*Stranraer.*
9 MM, 38 M, 15 W, 21 O, 2 AP	250	11	0	*Sunderland*
1 M, 2 W, 3 O	11	7	6	*Swansea.*
3 F	7	5	0	*Voe.*
1 MM, 1 AP	5	7	6	*Wexford.*
1 F	1	2	6	*Whalsay.*
2 W, 6 O	25	18	0	*Whitby.*
1 MM, 1 M, 2 W, 3 O	24	2	6	*Whitehaven*
1 M	4	0	0	*Whithorn.*
1 MM, 1 M, 3 W, 10 O	36	1	9	*Whitstable.*
2 W, 10 O, 1 F	12	3	0	*Wick.*
1 M, 1 AP, 1 PB.	10	5	0	*Wisbeach.*
1 AP	4	15	0	*Wivenhoe.*
1 W	7	5	0	*Workington*
2 MM, 3 M, 4 W	36	12	6	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 172; Orphans, 303; Aged Parents, 34; Master Mariners, 66; Mariners and Apprentices, 226; Fishermen, 30; Pilots and Boatmen, 19; Shipwrecked persons—Subscribers, 277, and Non-Subscribers, 362, in all 1,489 persons relieved, at an expense, inclusive of that in the succeeding tables, of say £3,562 0s. 5d.

GRATITUDE OF FISHERMEN. — An interesting instance of the appreciation of efforts to improve the spiritual condition of hardworking fishermen is given in the *West Cork Eagle*. An affectionate address signed by over 300 Manx fishermen, has been presented to the Rev. Dr. Duncan Craig, Vicar of Kinsale, expressing gratitude for his efforts in promoting their spiritual welfare, and of the sacrifice of time and money which he has made with that view. A most touching service was held at the time of the presentation, an excellent address being delivered by a fisherman named Duggan.

OUR NAVAL FORCES.—The present force of seamen is 22,500, including coastguardsmen; and boys in the proportion of one to every three men. Of the marines 3,000 are artillery, and 11,000 light infantry.

IN all storms there is sea room enough in the goodness of God for faith to carry full sail.—*Sibbs.*

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RELIEF TO SHIPWRECKED CREWS.

"THERE IS SORROW ON THE SEA."—JEREMIAH XLIX. 23.

The Crews of the following Vessels wrecked on various parts of the Coast, or foundered at sea, have been boarded, lodged, clothed, and forwarded to their homes by the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," *between the 1st March and 31st May,* 1871.

Vessel's Name.	Port.	Amount of relief. £ s. d.
Avalanche	Liverpool	6 15 6
Admiral Lyons	Newcastle	3 10 0
Alexander	London	0 4 6
Alster	Sunderland	3 18 0
Albion	Whitehaven	0 8 0
Borneo	London	2 11 0
Beacon Light	St. John's	1 6 6
Bolderon	Hull	1 0 0
Blandina Dudley	London	6 2 3
Barbara	S. Shields	1 8 6
Curraghmore	Cardiff	2 10 0
Crusader	Liverpool	6 0 0
Crawford	N. Shields	0 13 4
Como	London	4 2 6
Consort	Newcastle	2 19 0
Cornubia	Newport	0 10 0
Captain	Sunderland	0 6 6
Clara Wheeler	Newcastle	1 12 6
Coronation	Ipswich	0 13 0
Catherine John	St. John's	8 10 0
Camilla	London	1 7 0
Clarendon	Liverpool	0 10 0
Challenger	London	4 15 0
Diamond	Jersey	1 10 0
†David Burns	London	0 13 0
Dædalus	Padstow	3 14 0
Driver	Banff	0 3 0
Edward Jones	Waterford	0 6 0
Eagle's Cliff	Middlesboro'	2 0 0
Euroclydon	Sunderland	4 16 0
Eliza Thornton	London	0 7 0
Ethel	Swansea	5 9 6
Ebenezer	Leith	3 5 0
Ethelwin	Sunderland	0 5 0
Eglantine	S. Shields	4 7 6
Elenthina	Liverpool	14 0 0
Eliza	Goole	1 2 0
Elizabeth	Workington	0 2 6
Falkland	Liverpool	2 11 0
Fantome	Newport	5 4 0
George	London	0 11 6
Greatham	Hartlepool	4 3 6
Georgina	Appledore	0 15 0
Gussie Trueman	St. John's	0 17 0
George and Emma	Yarmouth	0 10 6
Gothen	Norway	2 0 0
Henery	—	2 0 0
Hannah	Sunderland	1 6 0
Hannibal	London	0 12 0
Halyma	Sunderland	10 7 0
Humberstone	Liverpool	0 9 6
Isabella Hercus	London	0 3 6
Isabella Atkinson	Shields	8 10 0
Java	Halifax	0 10 0
John Vaughan	Middlesboro'	0 6 6
John and Charles	Newry	0 6 0
John and Mary	Montrose	0 3 0
John and Susan	Lynn	0 10 0
John Bright	Yarmouth, NS	0 16 0
John Spear	N. Shields	2 9 0
Kate	Liverpool	1 11 6
Leader	Sunderland	6 0 0
Liberty	Weymouth	4 0 0
Leda	London	1 10 0
Lady Claremont	Liverpool	0 12 0
*M. A. Jones	Aberystwith	0 6 6
Mary Ellen	Liverpool	2 16 0
Margaret Edward	Aberdeen	0 2 0
Margaret Mary	Banff	0 6 6
May Flower	Newcastle	10 10 0
Majestic	Ipswich	0 15 0
Margaret	Leith	0 7 6
Margaret Menear	Liverpool	0 3 0
Mantanzas	Newcastle	8 12 6
Minerva	Glasgow	0 9 0
Nina	Whitby	0 2 0
Nimrod	Sunderland	0 3 6
Ocean	Scarborough	0 17 0
Ormsby Hall	Faversham	6 15 6
Octa	London	13 8 0
Pomona	Aberdeen	2 16 0
Pearl	Sunderland	6 6 0
Protector	Lowestoft	0 10 0
Panope	Whitby	4 12 0
Prince of Wales	Jersey	3 1 0
Pearl	Carnarvon	1 1 0
Prospero	London	3 13 0
Palmerston	London	0 8 6
Port Glasgow	Newport	3 7 0
‡Q. E. D.	Dartmouth	2 15 0
Queen of the Thames	London	14 5 0
Rapid	—	4 0 0
Rosa Gray	Stockton	0 9 0
Rose	Yarmouth	1 3 6
Royal Arthur	Liverpool	11 9 0
Seraphina	Sunderland	0 9 6
Spinner	Blyth	0 8 0
Shooting Star	Belfast	0 3 0
Southern Cross	St. John's	0 1 6
Sophia	Penzance	0 17 0
Salmon	Scilly	0 15 0
Spendthrift	London	1 15 0

* The Society's Hon. Agent at Milford reports that the crew of this vessel were two days and nights in the boats, when a French barque picked them up, and brought them into Milford. They could scarcely walk when they were put on shore.

† The Society's Agent at South Shields reports that the above vessel was on a trial trip when she came in collision with the "Earl Percy" of Newcastle, and was sunk, but crew all saved with the total loss of all their effects.

‡ The Society's Hon. Agent at Swansea reports that "This man was taken into Briton Ferry, his own ship having been in collision, is supposed to have foundered with the rest of the crew, except himself. He was in bed at the time, and got here very badly off for clothes, so I have supplied him."

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of relief. £ s. d.	Vessel's Name.	Port.	Amount of relief £ s. d.
Swedish Steamer	Sweden	2 15 0	Verbena	Lynn	0 10 0
Travancore	Liverpool	20 19 0	William	Londonderry	2 5 6
Thos. Snowdon	Middlesboro'	1 0 0	Wave	Inverkeithing	1 0 0
Teazer	Plymouth	0 13 3	Western Hope	Newcastle	3 2 6
Tropic	London	12 17 6	Wynyard	Blyth	1 1 0
*T. S. Webb	Stockton	7 6 0	Waverley	Sunderland	1 9 0
Undine	Hamburg	1 3 0	Zoland	Xeres	1 0 0
Viola	Dundee	0 10 0	Zulmira	Carnarvon	0 16 0
Vixen	Yarmouth	3 10 6	Zephyr	Belfast	1 3 0
Valdarno	Arbroath	2 0 0			

* This vessel, left the Tees, bound for Taganrog, and when off Dungeness on Saturday night, at 9·30, during fine weather, with her lights in good trim, a ship's light was seen ahead. Captain Green took proper precautions to give the stranger a wide berth, but, when within half a mile of her, the other vessel ported her helm, and came straight ahead on to the 'T. S. Webb.' Fearing a collision, Captain Green stopped his engines and reversed them to "full speed astern," but in a few minutes the other vessel, which proved to be the screw steamer 'Paraguay,' ran into her just at the fore rigging, on the starboard bow, so completely cleaving her down to the water's edge that she filled and sank in deep water in less than two minutes. The captain, with four of the crew, named Jakes, Bargewell, Green, and Forster, managed to scramble from the fore rigging into the fore chains of the 'Paraguay,' and reached her deck in safety; and two others—named Mowatt and Coulson—fell overboard in attempting to follow, but were, after the lapse of several minutes, rescued by the other steamer's boats much exhausted. The chief and second mates, Hector Williams and J. Payne, who were on the bridge with the captain at the moment of the collision, were drowned, as also were Haydey, the cook: Morfee, carpenter; Gray, chief engineer; Watson, second ditto; and Garland, third ditto; Dixon, Giles, and Macartney, firemen; Parsons and a Swede (name unknown), seamen, and two others, whose names, owing to the loss of the log and articles, we cannot furnish. Several of the deceased lived at West Hartlepool, and were married men with families.

THE RESULTS OF A CRUISE.—Rear-Admiral Hornby's cruise round the world with six of her Majesty's ships—the 'Liverpool,' 'Liffey,' 'Endymion,' 'Scylla,' 'Barrosa,' and 'Phœbe,'—took him 515 days from England, and he was at sea on the whole or part of 409 days. He left Plymouth Sound on the 19th of June, 1869, and anchor was again cast in Plymouth Sound on the 15th November last, after a cruise of upwards of 52,000 miles, in less than 17 calendar months. Time-expired men were brought home.

The squadron was essentially one of instruction, and training received especial attention. Advantage was taken of every opportunity, in the fine weather passages, to exercise the squadron in fleet manœuvres. The average number of persons borne was 2,605: 3,461 tons of coal was expended. On reading the "Summary of the Cruise round the World of the Flying Squadron," which has just been issued, it is impossible not to feel thankful that the ships of which it was composed were not left in some remote corner of the world, without any crews to navigate them home. Desertion seems to have been the order of the day at every place at which the squadron anchored, so that the total loss during the cruise was 300 men. It is also worthy of note that a cruise round the world seems unfavourable to corpulence. The health of the crews was remarkably good throughout, but the following statistics, which were collected in the 'Liverpool' from actual weighing and measurement, would appear to show that the effect of the cruise was to stunt the physical development of the boys and to reduce the stamina of the men. Soon after leaving England, twenty-five grown officers, seventy marines, and 260 seamen were weighed, and found to average 151·79 lbs., and the same persons, as nearly as possible, were again weighed when close to England on the return voyage, and found to average only 145·94 lbs.; ninety-eight growing youths (comprising twenty-nine officers and sixty-nine boys) were found to average 123·14 lbs. at starting, and the same persons, as nearly as possible, 135·82 lbs. on returning. The average height of the boys had only increased from 63·79 inches to 65·07 inches, and their average chest measurement from 33·91 inches after full inspiration, and 32·22 inches after full expiration, to 34·26 inches after full inspiration, and 32·78 inches after full expiration. Their average age at starting was sixteen years ten months.

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Portfolio.

THE HAZE.*

"*The things which are seen are temporal.*"—2 Cor. iv. 18.

The haze! how it prevents me seeing the harbour! smiling villages may be in sight, ships may be riding at anchor in the quiet bay, crowds may be gathered on the shore, but the fog prevents them being visible.

What a picture of this world, and of the heavenly shore! Heaven is in sight, revealed to the eye of faith, but the fog and mists of sin and sense hide it from view. The "many things" of earth make us "careful and troubled" and dim the eye to the "one thing needful." What can disperse the haze that broods over the earthly voyager, but the beams of the sun? and what can disclose to the eye of faith the glories of the heavenly shore, but thy bright beams, O thou better Sun of Righteousness? Sun of my soul! scatter the clouds of ignorance, unbelief and sin! show me the littleness of time compared to the greatness of eternity! Remove whatever dulls my spiritual vision—the dust and cobwebs that obscure the windows of the soul—that I may "see the King in His beauty, and the land that is still afar off."

AFTER THE WRECK.

Only a broken rudder, only a ruined sail—
Only a shatter'd topmast, only a sea-bird's wail.

Here is the good ship's pinnace—all of her that is left—
There are the yards and rigging—a tangled woof and weft.

Yonder, among the breakers, a seaman's jacket's tost;
And here's the logbook drifting, its leaves all stiff with frost.

We fired the guns in warning—the Abbey bells were rung—
The beacon fires burned redly, and gleaming shadows flung;

But fell the snow so thickly, it hid the port-fire's light,
And on the rocks she hurtled—God spared us from the sight.

All lost! Of twenty sailors not one is saved, I wis—
Hist! Rover! in, old fellow, and tell me what is this.

'Tis little Jem, the 'prentice—his mother lives close by;
She dreamt yestreen (she told me) her little son would die!

Gentleman's Magazine.

.* The Sailor's Text-Book.—Nisbet and Co., London.

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THE SHIPWRECKED MARINER

No. LXXII. OCTOBER, 1871. Vol. XVIII.

DISTINGUISHED ADMIRALS.

NAPIER.*

CHARLES NAPIER, born 6th of March, 1786, was the eldest son of Captain the Hon. Charles Napier, R.N., of Merchiston Hall, near Falkirk, N.B.,—who died 19th of December, 1807,—by his second wife, Christian, daughter of Gabriel Hamilton, Esq., of Westburn, county Lanark. He was a grandson by a first marriage of Francis, fifth Lord Napier, brother of General Sir Thomas Erskine Napier, K.C.B.; and cousin of Lord Napier, Capt. R.N., who died, when Chief Commissioner for regulating the trade with China, October 11th, 1884. He was educated under a tutor at the High School of Edinburgh, but having a strong predilection for the sea, he employed his spare hours in building and sailing boats.

He entered the Navy, much against his father's wishes, on November 1st, 1799, as first-class Volunteer, on board the 'Martin,' sloop, Captain Hon. Matthew Sinclair, employed in the North Sea, which vessel was lost the voyage after he left her. Removing in May, 1800, to the 'Renown,' 74, flag-ship of Sir John Borlase Warren, he accompanied, in the course of that year, the expedition to Ferrol, and proceeded next to the Mediterranean. Many anecdotes of his temerity and daring are related of him when a youngster; one of them, his thrusting his hand into the mouth of a lion, at the Tower; another, to exemplify his mode of cutting off an enemy's head, he so hacked a hemp cable with a cutlass, that the Captain ordered him to be flogged. Many years after, when a Captain himself, he

* We are indebted in the compilation of this article to 'O'Byrne,' and many of the published letters of the gallant Admiral contained in his "Life and Correspondence."

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met his old Commander, then an Admiral, and on the latter inquiring if he remembered him, Captain Napier is said to have replied,—"Whether I remember you or not, a certain part of me does so well enough."

In November 1802, he became Midshipman of the 'Greyhound,' 32, Captain William Hoste. On his return from a visit to St. Helena, in the 'Egyptienne,' 40, Captain Hon. Charles Elphinstone Fleming, he successively joined in 1804–5 the 'Mediator' and 'Renommée,' frigates, commanded, the latter off Boulogne, by Captain Sir Thomas Livingstone. After being acting Lieutenant of the gun-boat 'Starling,' he was made Lieutenant 30th November, 1805, into the 'Courageux,' 74, part of the squadron under Sir J. B. Warren, at the capture, 13th March, 1806, of the French 80-gun ship, 'Marengo,' bearing the flag of Admiral Linois, and 40-gun frigate 'Belle Poule'; and in March, 1807, being then in the West Indies in the 'Prince George,' 98, Captain George Losack, he was nominated acting Commander of the 'Pultusk,' brig; to which vessel the Admiralty confirmed him on 30th November following, and in which command he landed on the Spanish Main with twelve men, and captured a Guarda Costa of superior force. He also landed at Porto Rico, took a battery, and captured a schooner.

On 17th July, 1808, we find Commander Napier (he had previously witnessed the reduction of the Danish islands, St. Thomas and Ste Croix), assisting in the boats under the command of Lieut. James Robertson (afterwards Walker), of the 'Fawn,' sloop, to whom he had surrendered the conduct of the enterprise, at the cutting out of a Spanish merchant vessel, lying at the north-east end of Puerto Rico, under the protection of two batteries, the guns in one of which, on the party landing, were spiked, and rendered unserviceable. In August of the same year he removed to the 'Recruit' brig of 18 guns; in which vessel, on the 6th of the ensuing month, to the windward of Antigua, he fought a very smart action with, and after three hours put to flight, the 'Diligente,' French corvette, of 22 guns and 140 men, after having, however, his mainmast shot away, many of his carronades dismounted, six of his men killed, 28 others wounded, and his own right thigh broken. In February, 1809, he assisted at the reduction of Martinique, where he won distinction, and considerably shortened the siege by the manner in which, with only five men, he landed, scaled the walls, and, in open day, planted the Union-jack on the ramparts of Fort Edward, separated about 100 yards from Fort Bourbon; and in the following April, during Sir Alexander Cochrane's pursuit of three French ships of

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the line, which lasted upwards of two days, and terminated in the capture of the 'D'Hautpoult,' 74, the other two escaping by superior sailing; he signalised himself by the proximity he kept to the enemy for 24 hours, although fired at from all their stern chase-guns, and by his efforts in doing all he could to cut away their masts and rigging, by firing double shotted broadsides at them; the nearest of his own ships, with the exception of a brig, being five or six miles astern during greater part of the time.

It is related that the French Admiral, on delivering up his sword, asked the name of the little vessel that had annoyed and retarded his movements so much; on being told she was called the 'Conscript,' or a 'Recruit,' he said, with a sad smile, and a shake of the head, "Recruit! no, that no conscript, that one very old soldier." So fully did the Commander-in-Chief appreciate the gallantry displayed by Captain Napier, that he at once posted him into the prize, an act which the Admiralty sanctioned by a commission, dated 22nd May, 1809. In the following summer Captain Napier returned with a convoy to England in the 'Jason,' frigate, when he was superseded, and placed on half-pay. He employed his time ashore by attending the classes at the University of Edinburgh. His good nature made him popular wherever he went. Being weary of a shore-going life, and despairing of getting a ship, he resolved on joining Wellington's army in Spain, in order to see a little soldiering, and pay a visit to his cousins, William, Charles, and George, Captains in the army; one of them afterwards—General Sir William Napier, the historian of the Peninsular War; and another, Sir Charles, the future conqueror of Scinde. Here "Black Charles," as he was called by his cousins, saw a good deal of land-fighting, was wounded in the face the day before the battle of Busaco, and was, indeed, talking to the other Charles, when a bullet entered the nose of the latter, lodged in the jaw, and shattered the bone; the agony of removing which was very great, but neither a groan nor a sigh escaped his lips. In November, 1810, Charles James Napier writes to his brother, "'Black Charles' is as queer a fellow as ever crossed me, and as honest a one;" and then he gives the copy of a letter which the "queer fellow," on quitting the army, addressed to the First Lord of the Admiralty:—

"Sir,—My leave of absence is just out. I don't think it worth remaining here, for I expect you will give me a ship, as I am almost tired of campaigning, which is a rum concern. C. N."

The result of this appeal was an appointment to the 'Thames,' 32-gun frigate, in the Mediterranean, and employed on the coast of Italy,

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where, with a roving commission, he was constantly harassing the enemy. In the ensuing July, uniting with the 'Cephalus' brig, Captain Augustus William James Clifford, he succeeded, with a degree of gallantry that reflected much honour on him, in silencing the fire of a flotilla of 11 gun boats, together with a felucca carrying in the whole 13 guns and 280 men, moored across the harbour of Porto del Infresci, on the coast of Italy, and also that of a round tower, and of a body of musketry on the adjacent hills; after which, the boats of the two ships, under Captain Clifford, brought out the vessels of war as well as a convoy of 14 merchantmen, and 34 spars, intended for a ship of the line and frigate at Naples. On 1st of November, 1811, in command of his own boats, and those of the 'Imperieuse,' 38, Captain Napier landed, with 250 men belonging to the 62nd Regiment, under Major Edward Dailey, at the back of the harbour of Palinaro, where, setting an animated example, he immediately ascended the heights, and assisted in carrying them in a very gallant style, under a heavy fire from the enemy, who had assembled in force to oppose the attack, and who soon after dark endeavoured to regain their position, but were instantly compelled to retire. The next day, returning on board his ship, he aided in effecting the capture and destruction of ten gun-boats, of twenty-two richly-laden feluccas, assembled on the beach, and of a battery of 24-pounders protecting them. The coolness, judgment, and intrepidity he displayed throughout the whole of the above affair met, it is scarcely requisite to add, the entire approbation of Sir Edward Pellew, the Commander-in-Chief.

He subsequently, 14th May, 1812, attacked the port of Sapri, where, previously to the capture of 28 vessels laden with oil, he contrived, supported by the 'Pilot' sloop, to enforce the discretionary surrender of a strong battery and tower, mounting two 32-pounders, with an officer and 38 men, whom, in consideration of their brave defence (having suffered themselves to be battered for two hours within pistol-shot), he allowed to march out with the honours of war.

On 26th February, 1813, being in company with the 'Furieuse,' 36, and having on board the second battalion of the 10th Regiment, under Lieut.-Col. John Pim Coffin, Capt. Napier, in a most masterly manner, and without loss, took possession of the Island of Ponza, notwithstanding that in the attempt he was exposed to the fire of four batteries and a tower, mounting, 10, 24, and 18-pounders, two 12-pounders, and two 9-inch mortars.

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His next appointment was in 1813, to the 'Euryalus,' 36, a much finer frigate, in which, as "Mad Charlie," he was both well-known and feared along the Italian and French coasts, and we find his judicious arrangements enabling him, with the aid of his boats, to make prize, 16th May, 1813, of 'La Fortune,' national zebec, carrying ten long 9-pounders, four swivels, and 95 men, together with upwards of 20 merchant-vessels lying in Port Cavalario. During the proximate winter he simultaneously drove on shore, in Calvi Bay, the 'Baleine,' French store-ship, of 22 guns and 120 men, and compelled a gaberre, of 30 guns and 150 men, laden with stores, and a national schooner of the largest class, to seek refuge under the land-batteries. A most amusing anecdote is related of his eccentricity whilst at Port Mahon, by a brother officer, who saw him one day seated on a donkey, dressed in a yellow coat, waistcoat, and trousers, laced cocked hat and pair of naval epaulettes. It appeared he had laid a wager with a tailor that he would so ride about Mahon streets all day, on condition that he would give him the dress for nothing. The bargain being struck, the captain doffed his uniform and donned the "yellow;" Mr. Snip, meanwhile, collected all the urchins of the place to follow and hoot at the man in the "quarantine" dress. The captain was not, however, thus to be put down—he told them to laugh at the tailor, and not at him, as he was to have the dress for nothing, provided he wore it. The tables were immediately turned upon the poor tailor, who retired quite disconcerted, and "Mad Charlie" carried off in triumph the yellow dress, which must have cost considerable labour and expense to the tailor, and which was afterwards preserved as a family relic.

Soon after this he was ordered to proceed, in company with a squadron under Capt. Andrew King, and a fleet of transports, to North America. On his arrival he took part in the brilliant expedition against Alexandria, and rendered such effective service, that Capt. James Alexander Gordon, —afterwards Admiral Sir James Gordon, Governor of Greenwich Hospital, —the conducting officer, declared in his despatches "that he owed him more obligations than he had words to express." While in the Potomac, the 'Euryalus,' in a tremendous squall, lost her bowsprit and all her topmasts, but in twelve hours was again ready for work. This expedition lasted twenty-three days; the hammocks were only down twice, and each ship was ashore at least twenty times. The total loss was seven killed and 35 wounded, including himself in the neck. For these services he also received the thanks of the Commander-in-Chief, Sir A. Cochrane, and of the Admiralty,

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whilst the first lieutenants and two midshipmen of the 'Seahorse' and 'Euryalus' were promoted. In the subsequent operations against Baltimore, Capt. Napier was sent with a division of boats up the Ferry-branch of the Patapsco river, for the purpose of causing a diversion favourable to the intended assault upon the enemy's intrenched camp at the opposite side of the city. The object of this mission he fully accomplished.

Referring to our naval disasters in "Our Frigate Actions," he thought that the Americans owed success in a great degree to our Government and naval officers holding them too cheap, and, instead of sending out large and well-manned frigates to crush them at once, we trusted to our supposed naval superiority. We never took the trouble to reflect that there was no instance on record of a 12-pounder English frigate capturing a French one mounting 18-pounders, and we had no right to expect that an 18-pounder English frigate should capture an American carrying 24-pounders. Had the 'Constitution' fallen in with the 'Shannon,' which was well-manned and in a superior state of discipline, instead of the 'Guerrière,' she would, in all probability, have met with the same fate as the 'Chesapeake.' Their first action being successful gave them confidence; this was confirmed by the capture of another frigate and several sloops of war, with equal guns, but all of inferior force. They thought themselves invincible, and in an evil hour determined to try their strength with the 'Shannon,' and so sure were they of success, that many of the inhabitants of Boston went out in pleasure-boats to see the fight, and welcome the 'Chesapeake' back with her prize, when, to their surprise and dismay, a short quarter-of-an-hour showed the United States' flag struck and the British colours flying over those of their enemy. The action was short, but it was a hard-fought and bloody battle. The Americans behaved with great bravery (and why should they not? they are our children), but nothing could withstand the discipline of the 'Shannon.'

In June, 1815, after the conclusion of peace with the United States, the 'Euryalus' was ordered home, and paid off; and on the 4th of that month her gallant commander was nominated a C.B. During a portion of his time on half-pay he wrote some able papers on the "State of the Navy," and, amongst other things, advocating a reform of the Board of Admiralty. In 1819, he embarked in a most ruinous speculation for establishing iron gun-boats on the Seine, which nearly cost him all he possessed. He was not, however, again called into activity until 8th Jan., 1829, from which period, until the early part of 1832, he was employed on particular service in the

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'Galatea,' 42, which ship he fitted with paddles to be worked by means of winches, which, on trial with another frigate towed by boats, and a brig propelled by sweeps and also towed, he went round the frigate and obtained a speed of three knots an hour. After being employed for some time on the home station, he was ordered to the West Indies to take out Commissioner Ayscough to Jamaica, and returned to Spithead the end of the year with a tolerable freight, and in August following was despatched to Lisbon on a diplomatic mission, in which he was most successful. In Nov., 1830, he left again for the West Indies with Sir George Hill, the Governor of St. Vincent on board, and returning home again, in May 1831, was despatched to the Azores, when, having settled some political affairs to the satisfaction of the Admiralty, he returned to England and joined the experimental squadron under Sir Edward Codrington, until paid off in January, 1832.

He now employed his time in gardening pursuits, at his villa, at Purbrook, Hants, but the following year, being tired of an inactive life, he entered into negotiations, and with the consent of the present Admiral of the Fleet, Sir George Sartorius, whom he superseded, he took the command of the Portuguese Constitutional Fleet, at the request of that government, who agreed that he should receive six months pay in advance, his expenses to be paid out to Oporto, and his life insured for £10,000. Many of his old officers and shipmates agreed to accompany him to the war then raging between Don Pedro and Don Miguel, and in May he sailed with five steamers and two battalions of troops, one English, the other Belgian, for Oporto, there to embark 6,000 men, and make a dash for Lisbon, the Duke of Palmella, the Prime Minister, accompanying him; and Napier, to avoid the penalties of the Foreign Enlistment Act, assumed the name of Carlos de Ponza. Although he wanted 400 seamen to complete the squadron under Sartorius, who had been compelled to send home many of his men that had proved bad characters, he could only raise 137 to supply their place. On reaching Oporto he found Admiral Sartorius with his flag in the 'Rainha,' with the 'Don Pedro' (a converted East Indiaman), the 'Donna Maria,' and brig 'Villa Flor.' Upon relieving Sartorius, he received his commission from the Emperor, as Vice-Admiral and Major-General of the Portuguese Navy, and Commander-in-Chief of the Fleet. One hundred of the best seamen returned home with Sartorius, which was a great loss to Napier's fleet, for the remainder were a half-naked and undisciplined set. However, embarking 2,500 troops under the Duke of

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Terceira, whilst the Duke of Palmella accompanied the expedition as Civil Governor of those Provinces which might declare for the Queen; he landed the troops in the Bay of Cacellas on the 24th June, and reached Lagos on the 30th, where, after obtaining supplies, he put to sea on the 2nd July, and discovered the enemy on the 3rd, but which he was prevented from engaging until the 5th, when about seven miles S.W. of Cape St. Vincent. The captains of his steamers having refused to take his ships in tow without a large sum of money being paid, he was obliged to dispense with the services of such cowardly men. His own fleet was now reduced to the 'Rainha,' 46 (flag), 'Don Pedro,' 50, 'Donna Maria,' 42, and 'Villa Flor,' 18-gun brig; whilst the Miguelite fleet consisted of two line-of-battle-ships, one 50-gun ship, one 50-gun frigate, three corvettes, two brigs, and a zebec, being 176 guns against 372 of the enemy.

"About 1 p.m.," says Napier in one of his letters, "the breeze became steady; the people were at quarters, determined to fight to the last, and I sat down to a hasty dinner, with Commodore Wilkinson, Captains Goble Blackstone, Pearn, Charles Elers Napier (who as Lieutenant R.N. left the 'Excellent' to act as his step-father's aide-de-camp), Ruxton, and Macdonough, who had quitted the steamers in disgust. We talked over the approaching battle with great confidence, little thinking that in half-an-hour, three of the party would cease to live, or be mortally wounded, and two more dangerously. At two, the captains returned to their ships; the signal was made for battle and close order; the boats were lowered, and the squadron, led by the 'Rainha de Portugal,' displaying the Constitutional flag at each mast-head, gradually edged away under their courses and top-gallant sails. The enemy were under their topsails, and as we approached, the lee-line closed up in the intermediate spaces, but a little to leeward, forming a double column. Previous to this, the frigate being to leeward, tacked, and had all the appearance of coming over; but after fetching in the wake of the 50-gun ship, she again tacked and took her station. The breeze was good, the water smooth, not a cloud in the heavens; the enemy looked well and firm, and they were plainly seen training their guns as we approached. The enemy kept their line close, and reserved their fire till well within musket-shot, the frigate then threw out a signal, which we concluded was for permission to fire; the moment was critical, and we all felt it. The Commodore's answer was hardly at the mast-head, ere the frigate opened her broadside, which was instantaneously followed by the whole squadron, with the exception of the 'Don John,' whose stern and

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quarter guns could only bear. Poor 'Rainha!' I looked up, and expected to see every mast tottering; but the cherub was sitting aloft, and notwithstanding the most tremendous fire I ever witnessed, which made the sea bubble like a boiling cauldron around her, the smoke clearing away, discovered to the astonished Miguelites the 'Rainha' proudly floating on the waters of Nelson and St. Vincent, with her masts erect, her rigging and sails only showing the fiery ordeal she had gone through. The men were lying down at their quarters; few were struck down on the main-deck; but the three foremost guns on the quarter-deck were nearly dismounted, and Lieutenant Knivett, of the Marines, received a mortal wound.

"At this time we had not fired a shot, and I ordered a few to be thrown on board, to check, as much as possible, their taking a deliberate aim. Our example was followed by the 'Don Pedro,' and we soon passed the frigate and 'Martin Freitas,' the latter losing her fore-top mast. At this time the stern-most line-of-battle ship luffed to, her helm was put up to avoid her broadside, and the 'Don John' bore up across her bows, intending to place us between the two line-of-battle ships. This was just what I desired, and when she passed too far to leeward to recover a weather position, our helm was put suddenly down. The frigate flew to, grazing the 'Rainha's' stern with her flying jib-boom; the foremost guns were poured into her, crammed to the muzzle with round and grape; the helm was then shifted, and we ran alongside under a very heavy fire, which struck down my secretary, master, and many men. The ships were lashed with the main-sheet by Captain Pearn, and Commodore Wilkinson and Captain Charles E. Napier, heading the boarders, passed from the bower anchor to her bulwarks, driving the men across the forecastle, along the larboard gangway. At this critical moment, a slight check apparently ensued, when the ships yawing for an instant asunder, Captain Napier—in this his maiden combat—was left alone and unsupported on the deck of the enemy's line-of-battle ship; but young, active, and resolute, his athletic arm wielding a ponderous cavalry sabre, he hewed down the foremost foes, and thus carved out a large circle around him. This unequal combat continued till his sword becoming entangled between the ramrod and barrel of an opposing musket, was suddenly wrenched from his grasp. Disarmed, covered with wounds, his strength nearly exhausted, the gallant fellow still fought on to the last; closing with and grappling with his nearest opponent, they both in this deadly struggle fell over a gun, and

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were next borne down by the surrounding multitude on the slippery and blood-stained deck. The young Captain Napier, after the 'Rainha' struck, was carried back to his own ship in a state of insensibility. This was the first time Captain Charles E. Napier had ever been under fire; fourteen sabre and bayonet wounds bore evidence of the nature of the conflict, and in deep crimson characters stamped on him those ineffaceable marks of bravery which he carried with him through life.

"I had not intended to board, having enough to do to look after the squadron; but the excitement was too great, and I found myself, without hardly knowing it, over the enemy's forecastle, supported by one or two officers. There I paused, till several men rushing on board, we rushed aft with a loud cheer, and either passed through or drove a party down upon the break of the quarter-deck. At this moment I received a severe blow from a crow-bar, the owner of which did not escape unscathed; and poor Macdonough fell at my side by a musket-ball. Bareiros, the captain of the enemy's ship, came across me, wounded in the face, and fighting like a tiger. He was a brave man, I saved his life; the second captain came next, and made so good-natured a cut at me, that I had no heart to hurt him; he also was spared. Bareiros took up arms again, and was finally killed in the cabin.

"The quarter-deck was now gained, but the slaughter still continued, notwithstanding the endeavour of the officers to subdue it. The main and lower-decks were yet unsubdued; and as the 'Don Pedro' ranged up on the opposite side to board, both ships fired. I hailed Captain Goble to desist, as we had carried the upper-deck, and desired him to follow the 'Don John,' who had made off; at the same time a ball from the lower deck struck him, and in a few minutes he was no more. Lieutenants Edmonds and Woolridge jumped down with a party on the main-deck, which they carried, but both fell under mortal wounds. In a few minutes all was quiet; the lower-deck gave in, and many of the Portuguese seamen rushed on the quarter-deck for safety, with white canvass on their left arms, having discovered that was the badge worn by our men in boarding, and others got on board my ship. The men were now ordered back to the 'Rainha' with the exception of those appointed to remain, and in the hurry, the ships separated, leaving me in the prize. I, however, soon got back to my flag-ship. The fore-topsail, which was cut to rags, was shifted in half-an-hour, the mainsail was also useless, and was in the act of being shifted, all sail was set, and we were fast approaching

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the 'Don John,' the 'Don Pedro being still nearer, when, seeing no chance of avoiding an action, she luffed to and hauled her colours down.

"The 'Don Pedro' was directed to secure her, and I followed the 'Martin Freitas,' who had been too strong for the 'Portense,' (whose captain, Blackstone, was mortally wounded) and 'Villa Flor,' and, though much disabled, was making off; by ten the 'Martin Freitas' was in my possession. The 'Princesa Real' corvette, coming across a steamer, surrendered also. A little after I got alongside the 'Rainha,' Captain Peak, in the 'Donna Maria,' passed under the 50-gun frigate's stern, raked her, luffed to, and after firing a few broadsides, ran his bowsprit into her mizen rigging, and carried her in gallant style; but two of the three Miguelite corvettes, and two brigs escaped, as they had no one to pursue them."

The following morning the captors with their prizes entered Lagos Bay, after having suffered a severe loss (about 90 killed and wounded), especially of officers, many of whom, including himself, were severely wounded. The enemy lost between 200 and 300. For this service, Napier was ennobled with the title of Viscount Cape St. Vincent, with the rank of a full admiral, and the Grand Cross of the Order of the Tower and Sword; and his captains and officers with the gold or silver cross. His name had been previously removed from our Navy List and Greenwich out-pension in consequence of his engaging in a foreign service, although he was allowed to retain his C.B.

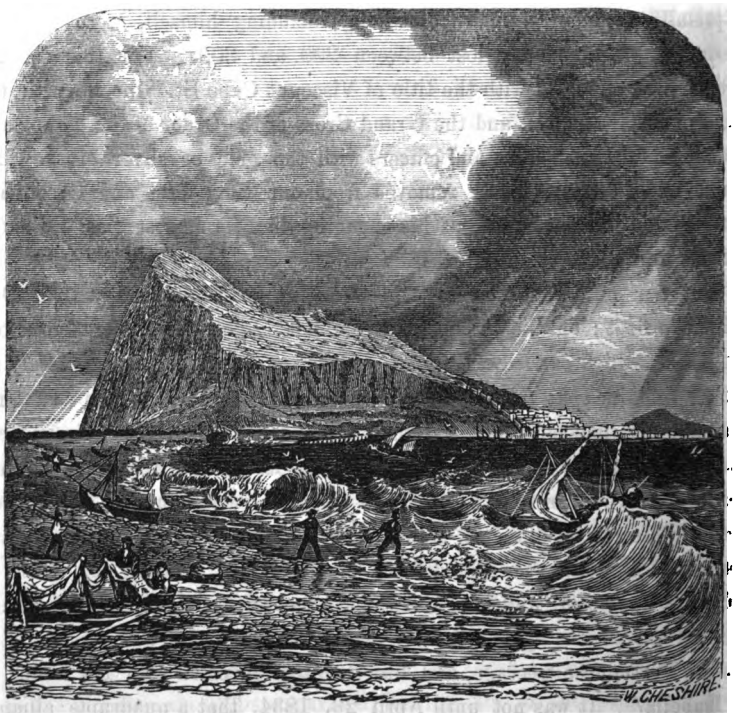
But our hero had now to contend with a far worse enemy than Don Miguel's fleet; on the 12th, the day he left Lagos, the cholera broke out on board, which carried off a great number of his men, and scarcely an officer remained fit for duty. He therefore bore away to the westward, and happily, had not proceeded many leagues, ere the disease disappeared as suddenly as it came. He then made sail for Lisbon, which he reached on the 24th, just in time to find the city had surrendered. Napier now took up his official duties as Major-General at the Arsenal at Lisbon, and organised a flotilla for the defence of the Tagus, leaving his fleet to blockade the coast, whilst he undertook, successfully, though unauthorised, several expeditions against the Miguelites, for which he was raised a step in the Portuguese peerage, and his Countess invested with the order of "Isabella." It was not until April 23, 1834, that a quadruple alliance was signed between England, France, Portugal, and Spain, which formally acknowledged Donna Maria's right to the throne of Portugal, and the two former countries bound themselves, if necessary, to support her by force of

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arms. Don Miguel was thus virtually hurled from his usurped throne, and capitulated on the 26th May following. Finding his proposals for the amelioration of the Portuguese navy not accepted, Napier resigned his office in October, 1834, quitting the Portuguese service in disgust. Thanks were accorded to him by letter from the Queen of Portugal, and also by the Chamber of Peers. A crowded meeting was held in the city of London, the Duke of Sussex in the chair, to present him with a testimonial, and he received quite an ovation from the corporation and inhabitants on his arrival at Portsmouth.

(To be continued.)

THE STRANDING OF H.M. SHIP 'AGINCOURT.'



THE above illustration represents the "Rock of Gibraltar," singular in shape, famous in the annals of nations, and well known to sailors, who familiarly call it, "Old Gib." It was from this port that the Channel Squadron, under

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the chief command of Vice-Admiral Wellesley, sailed on the day that the disaster happened to H.M. iron-clad, 'Agincourt.' The following is, as nearly as possible, a correct statement of her stranding on the Pearl Rock. On Saturday, the 1st July, at about 9 a.m., the squadron got under weigh, and steamed out of the Bay in single line, the 'Minotaur,' with the flag of Admiral Wellesley, leading. About ten o'clock, the leading vessel having reached a good offing, signal was made to unfurl by divisions to starboard. This movement placed the squadron in two lines, the port line being led by the 'Minotaur,' and the starboard line by the 'Agincourt,' with the flag of Rear-Admiral Wilmot; the 'Warrior' and 'Hercules' following the 'Agincourt' in the starboard line, and the 'Northumberland' and 'Monarch' in the port, proceeding under easy steam towards the Straits.

We have not space to enter here into details which were duly investigated by a court-martial; suffice it to say, that shortly after the movement described above, the 'Agincourt' ran on the Pearl Rock, situated about six miles south-west of the New Mole, Gibraltar, and about one mile from Cabrita Point, on the Spanish coast. Every effort was immediately made to get her off, but without any result. She was on the rock up to her second foremast, and the bow forced about two feet out of the water. Anchors were laid out in various directions by the 'Warrior,' which ship was assisted by the 'Hercules,' and to the latter vessel ultimately fell the whole of the work, as, being fitted with a balance rudder, she was more manageable than her sister ship. We are bound to award a meed of praise to all who were engaged in the difficult task of dragging the ship from the rock, for the extraordinary smartness displayed in removing the guns and stores, and for the grand display of seamanship exhibited by not only the officers and crew of the damaged ship, but by all who were sent to her assistance—Captain Lord Gilford, Staff-Commander Fawckner, and the officers and men of the 'Hercules' standing out very prominently. She was, from the time of the 'Agincourt' going on shore up to the time of her getting off, at 3.30 p.m. on Tuesday, the 4th July, constantly in attendance on the stranded ship, wheeling round and round the rock, and being managed in much the same way as the penny boats are on the Thames. It should have been remarked that on Sunday and following days, dead weights were sent aft, and a large portion of coals and the guns unshipped, so that when she came off on Tuesday, she ran into the 'Hercules,' which she was only ten feet from. As the latter was returning to her station with the squadron, she was received with cheers by each vessel she passed, the cheering being joined in by every one on board; and it must be some satisfaction to the ratepayer to know that he has ships which will stand even a bump against a rock, and that his country's sailors are still heart and soul every inch seamen.

Called upon to investigate the facts connected with the stranding of the

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'Agincourt,' after her arrival at Devonport to be docked, the court-martial, which had no less than four Admirals as members, sat at Devonport for ten days engaged in the inquiry, and adjudged Captain Beamish and Staff-Commander Knight to be severely reprimanded, and admonished to be more careful in future; and the Court also adjudged Lieutenant Bell, who was officer of the watch, to be admonished, and to be more careful in future.

As this finding was accompanied by a qualifying clause, in which "the attending circumstances were vaguely alluded to, the Admiralty, feeling it incumbent upon it to supplement the court-martial proceedings by a minute of its own, issued the following:—

"The Lords Commissioners of the Admiralty have had under their consideration the circumstances in which Her Majesty's ship 'Agincourt' was stranded on the Pearl Rock, while proceeding with the squadron out of Gibraltar Bay, on the 1st of July last.

"The court-martial which was recently held upon three officers of the 'Agincourt'—Captain Beamish, Lieutenant Bell, and Staff-Commander Knight—on a charge of having negligently stranded the ship, has pronounced that the charge was in each case proved; but, considering the attending circumstances under which the 'Agincourt' was then being navigated, the court only adjudged Captain Beamish and Staff-Commander Knight to be severely reprimanded and admonished to be more careful in future, and adjudged Lieutenant Bell to be admonished to be more careful in future. The evidence adduced at the trial was extensive and complete. Among other witnesses examined were Vice-Admiral Wellesley, who commanded the squadron in which the 'Agincourt' was sailing, and who led the port division in the 'Minotaur'; Rear-Admiral Wilmot, who was on board the 'Agincourt' leading the starboard division; Captain Wells and Staff-Commander Kiddle, of the 'Minotaur'; Captain Glyn and Staff-Commander May, of the 'Warrior,' and many others. The perusal of the evidence satisfies their lordships that all the material facts connected with the stranding of the 'Agincourt' were fully brought out, and no further inquiry is necessary. They have, therefore, after careful deliberation, framed their final conclusions upon the whole case.

"The general result at which their lordships have arrived is, that the stranding of the ship was occasioned by great negligence, in which other officers besides those who have been tried were concerned.

"Their lordships are of opinion that the primary cause of the disaster was clearly the unsafe course steered by the squadron, in obedience to signal from the flagship. It appears that Vice-Admiral Wellesley, on leaving Gibraltar, conducted the squadron under his command so close to the western shore of the Bay, that, with the weather fine and clear, and the wind light, the leading ship of the in-shore division struck on the Pearl Rock, and was in imminent danger of being wrecked.

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"Their lordships cannot but feel that due care was not exercised by the Vice-Admiral in command to ensure that a safe course should be steered by his squadron, and they greatly regret that, with such large and valuable ships in his charge, he did not satisfy himself by examination of the course proposed, and by seeing them laid off on the chart, that the squadron would be taken a safe distance from a well-known and dangerous shoal.

"Vice-Admiral Wellesley is a distinguished officer, who has rendered to his country good and faithful service: he had always enjoyed their lordships' entire confidence; and their lordships do not fail to remember that it was at their express request that he relinquished the command of the North American and West Indian station, and assumed that of the Channel Squadron in October last. It is, therefore, with extreme regret that, in the performance of their duty, and with a view to impress upon all officers in command the necessity for the utmost vigilance and unremitting attention to the navigation of the ships entrusted to their care, their lordships are constrained to mark their sense of his grave default on this occasion by directing him to strike his flag.

"Their lordships also recognise the former good service of Rear-Admiral Wilmot, but they must express their disapproval of his conduct on this occasion. A rear-admiral commanding a division in such circumstances was not merely responsible for maintaining the positions of the ships of his division with relation to the flagship of his commander-in-chief; it was his duty to have also informed himself of their position with reference to any danger in their course, and to have exercised a watchful care to keep them clear of such danger. Had Rear-Admiral Wilmot paid more attention to the navigation of the ships under his immediate orders, he would not have suffered his flag-ship, leading the starboard division, to run on shore on a well-known shoal, in broad daylight, when the land and marks for clearing the shoal were distinctly visible.

"Their lordships have, with much regret, arrived at the conclusion that they must supersede Rear-Admiral Wilmot from his command. The superseding of Vice-Admiral Wellesley and Rear-Admiral Wilmot will involve that of the captains of the ships in which they carried their flags. The conduct of Captain Beamish has already been subjected to investigation by a court-martial, and their lordships therefore refrain from comment upon it. As regards Captain Wells, it is necessary to point out that he failed to make himself correctly acquainted with the real position of the ship under his command with reference to the dangerous shoal the squadron were passing. He approved and submitted to the Vice-Admiral a course which he ought to have known would inevitably lead the starboard division into dangerous proximity to the Pearl Rock.

"The error committed by Staff-Commander Kiddle, the senior navigating

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officer of the flag-ship, in advising a course which was highly dangerous, can hardly be over-rated. To this error, primarily, may be attributed the grounding of the 'Agincourt.' Staff-Commander Kiddle has hitherto borne the character of a careful navigating officer, but after this event, their lordships can no longer consider it safe to leave the pilotage of the Channel Squadron in his hands, and he will be placed upon half-pay. Upon the conduct of Staff-Commander Knight their lordships do not offer any observation, as it has been dealt with by the court-martial.

"Their lordships have had under their consideration the evidence given by the officers of the 'Warrior' and 'Northumberland,' the ships astern of the 'Agincourt.' Their lordships are of opinion that steps should have been taken by the captains and navigating officers of those ships to apprise the 'Agincourt' of the immediate danger into which she was standing.

"Having thus performed the painful task of commenting on the want of care which led to the grave disaster, and of conveying to such officers responsible for its occurrence as were not dealt with by the court-martial the censure it calls for, their lordships are glad to turn to the pleasing duty of expressing their approbation of the exertions made by the officers and men of the squadron in lightening the 'Agincourt,' and in rescuing her from her perilous position; and they expressly notice the skill exhibited by Captain Lord Gilford in rendering the assistance of the 'Hercules,' as described in a despatch from Vice-Admiral Wellesley."

The above minute seems to have met with general approval, both from the naval papers and the press generally. The *Times* has the following:—"The minute of the Board of Admiralty on the negligent stranding of Her Majesty's ship 'Agincourt,' will relieve the country from a great anxiety, and dispel any momentary misgiving which may have been suggested as to the firmness of Mr. Goschen, the First Lord, and his colleagues in upholding the discipline of the Navy. Seldom has so sweeping a sentence been pronounced by the Admiralty; but, on the other hand, seldom have the annals of the Navy revealed such wide-spread negligence. What Mr. Childers did with a view to amend the seamanship, the recent minute of the Admiralty will go far in doing to improve the navigation of the Navy. It will send an electric shock through every ship on service, and stimulate every officer to repair his knowledge both of the theory and the practice of navigation.

"A serious question remains to be considered. Has not the time come for abolishing altogether the separate class of navigating officers? Our Navy is the only Navy in the world in which there is a separate class of officers for performing the duties of navigation. The institution of this class in our own Service dates back to the time of Charles II., when the Navy was not as yet a profession, and when Colonels and Majors were appointed as Captains to fight the ships which the masters had to navigate and direct. We still, though the

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same reason no longer exists, maintain two separate and distinct divisions in the Navy. We have "cadets" and "navigating cadets," who are entered separately at the same age, and receive the same education until the time that they go afloat. Both study navigation as the principal part of their school-work, but the "navigating cadets" are confined to the practice of navigation, and it is only due to them to say that, as a rule, they navigate well. But they navigate no better than the executive officers with adequate practice in navigation and pilotage would do, and we have always a superabundance of executive officers for the work. The Staff-Commanders hold the highest rank of the navigating officers, and we have seen from recent experience that there is no immunity against negligence with them. Every Captain of a ship would be the better officer if he had mastered the practice as well as the theory of navigation. The rising generation of executive officers are largely in favour of being allowed to navigate, as may be gathered from the evidence taken last year before the Admiralty Committee on Education. The present scheme is costly, as employing two classes when one would suffice; it is open to objection, as withholding from the Captains of our ships a necessary part of a seaman's education; it is not completely satisfactory in its working, as the recent disasters show; and it was condemned to gradual extinction, after six years' consideration of the subject, by the Duke of Somerset's Board of Admiralty, and only now exists because, on a change of Ministry, the determination was reversed by the Conservative Board which then succeeded to office.

Amid the various impressions made by the proceedings of the recent court-martial, the evidence given by Vice-Admiral Wellesley is the only incident which leaves upon the mind a pleasing recollection. While others sought to shift the blame to the shoulders of those above and below them, and strove to shelter themselves under the alleged ambiguities of the "sailing directions," which assuredly were not the cause of the disaster, Admiral Wellesley alone stood forth and accepted his full responsibility, and disdained to throw upon his staff-commander or any other officer the reproach which he took upon himself. Conduct so officer-like and worthy attests a fitness for command, and will we trust, be remembered by the Admiralty when the errors of the recent occasion have been forgotten. The minute of the Board does no more than justice to the past services of this distinguished officer and we can well understand the "extreme regret" with which the Board felt constrained to mark their sense of his default. When their impartial and well-timed severity has worked its salutary effect on the profession, we trust another occasion may be found for this gallant officer to hoist his flag.

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INCIDENTS IN A SAILOR'S LIFE.*

We have read this little book with great interest, having made the acquaintance of its author a quarter of a century ago in the Levant. The Bethel flag adorned his mast-head then, on suitable occasions, and this call to prayer he has continued to hoist in many ports in the world. He has now retired from the sea, and has felt himself called upon to publish to his brethren some of the events of his life.

The very first page of the book illustrates the hazardous calling of the sailor, and is but a sample of what could be extracted, were they written, from the annals of every village "near the sea."

"I was born in a small village near the sea, in the county of Devon. My father was a master mariner, but always being in a small vessel, his earnings were not great. I was the youngest of eight children—four sons and four daughters. My eldest brother lost his life in going from the shore to the ship in a small boat in the river Tagus; the boat swamped, but all who were in it, except himself were saved; he was picked up, but died shortly afterwards, leaving a widow and two children. He had been master of a vessel for some time previous to his death. My second brother was master of a vessel also, and part owner of the one in which he lost his life. He sailed from Torbay for Lisbon and was never more heard of; he also left a widow and two children. My third brother had been master, but was reduced, and after seeing a good deal of hardship, he sailed in a ship bound from Harbour Grace to Halifax, and was never heard of more. My father, who had been master of a vessel for about forty years, fell overboard in a collision off the south coast of Ireland. My mother did not long survive him."

In these pages we may be pardoned if we pause to note how urgent was the need of such an institution as the "Shipwrecked Mariners'" long before it was established, to comfort the widow, and in some measure to provide for the orphan. But we return to our narrative.

"I was cast upon my own resources when very young; I went to sea when about thirteen years old, and my size was much against me; I worked away, and went from ship to ship, and it appeared the kind hand of Providence was helping me, I made friends, and kept a good character. I never entered upon a voyage that I did not finish, except when I changed by mutual consent, in order to better my condition in life. I gained favour as I went along, and gradually rose until I became master of a vessel."

Our author has a word to say as to the cause of many shipwrecks, and his words are worthy of record and remembrance.

"When I consider the many shipwrecks and founderings at sea, I am

* "The dealings of God in His Providence: Illustrated in the life of a sailor, at sea and on shore. By a Master Mariner."

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brought to the conclusion that there is some great fault somewhere, and if so, both owners and masters would do well to consider that for every life lost through their neglect, or over-driving, or over-loading, they will have to answer before the Great Tribunal, if mercy for sin is not obtained before they reach there. I have found in the course of my experience, when tempted in any way to overload my ship, a certain dread would come over me, lest Providence should punish me, and I should lose more than I should gain. I have seen this in a few instances when I have yielded to the temptation, and over-loaded my vessel, I have always suffered for it, and the lesson that I would endeavour to impress upon others I have learnt by somewhat painful experience. For years of the latter part of my life at sea, I never overloaded my ship, and I believe I have gained by it.

"From the very commencement of my career as master, I was able to trace the hand of Providence in opening up the way, especially in the second vessel that I took command of. It was in Plymouth, where I was an entire stranger, and, being a very young man, and small in size withal, everything, so far as appearances went, was against me. The vessel was then building, and, as I was told, there were sixty masters applying for the command of her, and I suppose they all had friends more or less to recommend them to the owners. But of friends I was entirely destitute. There was one man who knew my father in that place; but he was not known to the owners, nor did he know anything of me, and I thought that this man's testimony would go but a very little way against so many applicants. Nevertheless, I thought I would try it. The manner of finding out this friend of my father's was a kind of mystery; but I did find him, and he went with me to the managing owners; but all he could say was that he knew my father, and that he was a good man, and where you find the tree good you generally find the branches good; and so, to my great astonishment, I was accepted, and a note from the owner of a ship in which I had sailed as mate, confirmed the bargain in the face of all the sixty other applicants and their friends; and, young as I was, I gave much satisfaction for two years and five months, and then left of my own accord."

Our author gives the following by way of warning—which we fear is still greatly needed both by masters and men:—

"When in the port of Fagara, on the coast of Portugal, I had a very narrow escape from drowning. I was an ordinary seaman on board the vessel I was in. We were to load a cargo of salt for Newfoundland; and when we had discharged the ballast, all hands excepting the cook were sent on shore with the two boats to get the dunnage on which to put the salt; but when we got on shore, the dunnage not being ready to put into the boats, we went on board another ship that was near the shore, in which was an acquaintance of the mate's, and I was prevailed upon to drink some common wine which they had on board, and which had such an effect upon me, that I lost all command

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of myself. And as night came on before we got the dunnage into the boats, it was the more dangerous for us, as every one of the boat's crew was more or less drunk; and I, being in the worst condition, fell overboard into the river, in a strong tide. But Providence would have it, I caught hold of some vessel's chain, and was saved. I was so far gone that I knew nothing of it, only by being told the next day by those who were with me. This was not all the dangers; we loaded the long boat with such a pile of dunnage, that she became dangerous to move, but as the person in command had, in a great measure lost his senses as well as the rest, we went on with our load, and as far as I can remember, I was left in the loaded boat to steer her. Before we reached half way to the ship, the boat fell over on one side, and but for the timely falling off of the top weight with which she was burdened, she would have filled, and I and the dunnage must have gone over the bar together, as the tide was running out strong. The timely falling off of the top weight saved the boat and myself; so after a most eventful voyage we reached the ship with the boats, but very little of the dunnage which we went for. The affair passed off very quietly, as the captain was drunk as well as the crew, and what dunnage we did bring on board, we made answer the purpose. I took care never to get drunk on common wine again, which had brought me into such a position, as that I was saved only as by the skin of my teeth."

Many marvellous deliverances are recorded in our author's pages, and he devoutly acknowledges the good hand of the Lord in scenes of danger. He says,

"On a voyage to New York, we had a very narrow escape. At 8 p.m. we had lower and topmast studding sails set, leaving all right on deck, with the mate in charge, I went comfortably to bed. I lay for some time trying to sleep, but could not, and my mind grew very uneasy as to the quantity of sail set. I did not feel satisfied, and went on deck, the mate reported all was going on right, the wind had not increased, and I went below again. I grew more uneasy, however, and went on deck again, and began to shorten sail, to the astonishment and annoyance of the watch on deck. About half-an-hour after we had shortened sail to the two close-reefed topsails, and a small stay-sail, it was blowing a fearful hurricane, with torrents of rain, and we had the greatest difficulty to keep the ship before the wind, by the action of which, I found that we were in the centre of a cyclone, and to get out of it, we should have to put the ship's head to the southward. This I dared not do, as the sea was so fearfully heavy, and the ship being light in ballast, I was afraid she would capsize. I saw that the only chance of safety was in our keeping the ship before the wind; but this was most difficult, as the blinding rain had such an effect on our eyes and the glass of the binnacle, that we could scarcely see how the ship's head was; and the vane at the mast-head was our best guide. But we struggled on at a fearful rate; the ship appeared to fly when on the top of the sea. She being an easy ship to steer, was all in our favour

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but what I feared most was the moment of the wind shifting to the opposite point after the centre had passed over us; but as nothing more could be done that prudence could suggest, we waited in suspense and as well prepared as we could. By-and-bye it lulled suddenly, which indicates the approach of the centre; so we immediately clewed up the fore-top-sail and braced the after-yards forward as the wind began to veer, and before the fore-top-sail was fully clewed up, the wind had shifted to the opposite point, and was blowing as hard as before; now this was the time I most feared, as it would throw the ship broad-side on to the tremendous sea that was then running (which was under the lee) and very likely shift the ballast; which would have been fatal I had hope that she would keep her deck clear of water, as she would then be safe. I had some confidence in the safety of the ballast; and it so happened that she dipped her rail under water a few inches only once, and safely rode out the hurricane, without losing a yard of canvas or breaking a rope. I said that I had confidence in the safety of the ballast, but to this I was also indebted to a kind Providence; for in London I was partly ballasting the ship up with shingle, but my mind was uneasy about its nature and liability to shift, although I might have secured it in a manner, with shifting boards, but was not satisfied, and so decided on going down the river and taking the remainder of my ballast from the loam-ballast wharf; and as this loam gets almost as solid as clay, it kept the shingle safe from shifting, and so all passed off well, (through the goodness of God to us), for had the ballast shifted in the least, it must have proved fatal."

We feel sure this little book will be read with interest and profit by many who go down to the sea in ships; and we know not a more useful employment of time, than for not a few others who have now retired from the active duties of a sailor's life, to write down from memory's log an account of their deliverances, for the benefit of younger men.

WRECK OF THE 'ALCESTE.'*

"The shore look'd wild, without a trace of man,
And girt by formidable waves; but they
Were mad for land, and thus their course they ran,
Though right ahead the roaring breakers lay:
A reef between them also now began
To show its boiling surf and bounding spray,
But finding no place for a landing better,
They ran the boat for shore."—BYRON.

TOWARDS the close of the year 1815, the English Government determined to send an embassy to the Court of Pekin, with the view of inducing the Chinese

* From "Famous Ships of the British Navy."

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Government to remove some of the restrictions which impeded commercial enterprise, and pressed heavily upon European traders. This delicate and important mission was entrusted to Lord Amherst, and the 46-gun frigate, the 'Alceste,' of 900 tons and with 218 men, was commissioned by Captain Murray Maxwell for the reception of the Ambassador and his suite. The 'Alceste' sailed from Spithead on the 9th of February, 1816, and arrived in the China seas in the July following. Lord Amherst duly carried out the objects of his embassy, and having satisfactorily carried out his negotiations with the court of Pekin, left China on his return to England on the 9th of January, 1817. The 'Alceste' arrived at Manilla on the 3rd of February, and finally sailed for home on the 9th.

At that time of the year the passage through the Straits of Gaspar is considered preferable to that of the Straits of Banca, from its greater width and depth of water. Thither, therefore, Captain Maxwell directed the 'Alceste' and on the morning of the 13th of February she made Gaspar Island, and soon afterwards came in sight of Pulo Leat, or Middle Island. A gentle wind was blowing from the north-west: the sea was smooth and tranquil; but as the waters were much discoloured by a quantity of fish-spawn, great care was used in steering the frigate to prevent her running on any hidden rock. Captain Maxwell, the master, and his officers were all on deck, and there seemed no cause for apprehension, as the soundings corresponded exactly with the charts, when the ship, about half-past seven, struck with a terrible crash on a sunken reef, and remained immovable!

All hands were set to work at the pumps, but it soon became evident that no exertions could keep the water under, and in a very few minutes it rose above the orlop deck. The boats were therefore hoisted out, and Captain Maxwell attended to the safety of Lord Amherst and his suite, who, with a guard of marines for their protection, were dispatched as quickly as possible to the island of Pulo Leat, then distant between three and four miles. There it was hoped a supply of fresh water and tropical fruits might be procured.

Meanwhile, Captain Maxwell and his men were strenuously exerting themselves to obtain from the submerged hold a supply of provisions; but experienced no slight difficulty in the attempt, from the force and depth of the water. The boats returned from Pulo Leat in the afternoon, but their report was a gloomy one; there were no signs of food or water on the island, and the approach to the island was much impeded by the mangrove trees, which grew out to a considerable distance. No other recourse, however, presented itself, and by eight o'clock that evening, all the crew were landed but one division, who, with the captain, first lieutenant, and some other officers, remained that night on board the wreck. And a perilous and stormy night it proved! Happily, the ship remained stationary on the reef, and the wind moderating towards morning, no catastrophe occurred. About six o'clock, the

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boats returned, and Captain Maxwell pushed off to Pulo Leat to consult with Lord Amherst upon his future movements. Mr. Hick, the first lieutenant remained in charge of the wreck, and a boat was stationed there to receive him and his men, if any danger arose.

Captain Maxwell arrived at the island near noon, and found the Ambassador, his suite, and the officers and crew of the 'Alceste' in a position of considerable discomfort. They had landed on a most noxious salt water marsh, whence the tropic sun drew up a cloud of pestilential vapour. Few of the party—not even the Ambassador himself—had on other attire than a shirt and a pair of trousers, while all around, and on the neighbouring trees, fluttered a curious heterogeneous assemblage of mandarin robes, gay Chinese shawls, court dresses, tarry shirts, canvas trousers, and check shirts. Captain Maxwell's primary object was to insure Lord Amherst's safety; and he therefore determined, with his lordship's assent, to send the members of the embassy to Batavia in the barge and cutter, under escort of a party of marines, to protect the boats from the piratical Malays. It was arranged that on their arrival at Batavia, Mr. Ellis, the Ambassador's secretary, should charter a vessel, and return to the island for the crew and officers of the 'Alceste.'

"A small quantity of provisions," says Mr. Gilly, whose concise account we have closely followed, "and nine gallons of water was all that could be spared from their scanty store; but at sunset every heart was exhilarated by hope and sympathetic courage, on seeing the Ambassador strip, and wade off to the boats with as much cheerfulness as if he had stepped into them under a salute. At seven o'clock, the barge, under the charge of Lieutenant Hoppner, and the cutter, commanded by Mr. Mayne, the master, containing in all 47 persons, took their departure for Batavia, accompanied by the anxious thoughts and good wishes of their fellow-sufferers who were left to encounter new dangers."

A party was now told off to dig for water. But a small supply had been obtained from the wreck, and each man, for the last two days, had been limited to a pint apiece. Another was set to work to cut a path to the summit of the hill, where Captain Maxwell resolved to establish his encampment; and a third was employed to remove thither the scanty provisions. These labourers, under a tropical sun, half fed and half clothed, suffered severely from thirst. But about midnight, descended a heavy shower, affording a delightful relief. The men caught it by spreading out their table-cloths and garments, and when these were thoroughly wetted, wrung their delicious contents into their parched mouths. Shortly afterwards, the well-diggers announced that they had found water—an announcement which was received with enthusiastic cheers. During the following day, it supplied each person with a pint of water, and as it savoured something of a milky taste, the men added a little rum, and then declared that it formed most delectable milk-punch.

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On Friday, the 21st, the party engaged in rescuing from the wreck what stores they could get at, descried a number of armed Malay proas, bearing down upon them. Unprovided with weapons they could only leap into their boats, and push off with all speed to Pulo Leat. The pirates closely pursued them, until two boats put out to sea to the assistance of their comrades. The Malays then returned to the wreck, and took possession of it.

These circumstances instantly aroused the whole settlement to action. "The order was given," says Mr. McLeod, "for every man to arm himself in the best manner he could, and it was obeyed with the utmost promptitude and alacrity. Rude pike-staves were formed by cutting down young trees; small swords, dirks, knives, chisels, and even large spike-nails sharpened, were firmly fixed to the ends of these poles, and those who could find nothing better, hardened the end of the wood in the fire, and bringing it to a sharp point, formed a tolerable weapon. There were perhaps, a dozen cutlasses; the marines had about thirty muskets and bayonets; but we could muster no more than seventy-five ball cartridges among the whole party.

"We had fortunately preserved some loose powder, drawn from the upper-deck guns after the ship had struck (for the magazines were under water in five minutes), and the marines, by hammering their buttons round, and by rolling up pieces of broken bottles in cartridges, did their best to supply themselves with a sort of shot that would have some effect at close quarters, and strict orders were given not to throw away a single discharge, until sure of their aim.

"Mr. Cheffy, the carpenter, and his crew, under the direction of the captain, were busied in forming a sort of abattis by felling trees, and enclosing in a circular shape the ground we occupied; and by interweaving loose branches with the stakes driven in among these, a breastwork was constructed, which afforded us some cover, and must naturally impede the progress of any enemy unsupplied with artillery.

"Even the boys managed to make fast table-knives on the ends of sticks for their defence. One of them, who had been severely bruised by the falling of the masts, and was slung in his hammock between two trees, had been observed carefully fixing, with two sticks and a rope-yarn, the blade of an old razor. On being asked what he meant to do with it, he replied, 'You know I cannot stand, but if any of these fellows come within reach of my hammock, *I'll* mark them!'"

The officers and men were divided into companies; sentries were stationed at suitable points, and regularly relieved; the boats hauled up to the landing-place, and a guard appointed; and other defensive measures concerted and adopted.

An attempt was made, on the 22nd, to enter into a peaceable arrangement with the Malays, and at first they seemed to respond to the overtures of the English. This favourable disposition did not last. Mr. Hay, the second-lieutenant, was, therefore, ordered to proceed to the ship with three of the

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boats, and drive off the pirates by force. When they saw the boats approach the 'Alceste,' they quickly abandoned it; but not before they had set fire to the wreck. This act, however, proved of advantage to the English, for the upper works and decks burning down to the water's edge, everything buoyant floated up, and was easily laid hold of.

During the night an incident occurred which may amuse the reader, though it startled the hero. "A sentry, surprised by the approach of a very suspicious personage, who was making towards him, levelled his musket and fired. In an instant the whole camp was alive with excitement, supposing they were attacked by the savages, when, behold, the enemy turned out to be a large baboon, one of a race that abounded in the Island. These creatures became very troublesome: they were most audacious thieves, and even carried away several ducks which had been saved from the wreck; till at last the poor birds were so frightened that they left their little enclosure and voluntarily sought for safety and protection amongst the people."

From Sunday morning, the 23rd, till Wednesday, the 26th, the men were engaged in rescuing what stores and provisions they could from the hull of the wreck; and it was with no ordinary pleasure they secured between fifty and sixty boarding-pikes, and eighteen muskets, all of which would be serviceable against their piratical foes. But as provisions began to fail, and no succour had yet arrived from Batavia, Captain Maxwell ordered the launch to be repaired, and a raft to be constructed, that his people might quit the Island before reduced to the extremities of famine.

The Malays now began to make preparations for an intended attack. They occupied a small islet, about two miles distant, and every day brought them reinforcements. On Sunday, the 2nd of March, their demonstrations were so formidable that Captain Maxwell kept all his men under arms, and believing that an attack would be made during the night, he addressed them in a spirited harangue. "I do not wish to deceive you," he said, "as to the means of resistance in our power. When we were first thrown together on shore we were almost defenceless; seventy-five ball-cartridges only could be mustered; we have now sixteen hundred. They cannot, I believe, send up more than five hundred men, but with two hundred such as now stand around me, I do not fear a thousand—nay, fifteen hundred of them! I have the fullest confidence that we shall beat them. The pikemen standing firm, we can give them such a volley of musketry as they will be little prepared for, and when we find they are thrown into confusion, we'll sally out among them, chase them into the water, and ten to one but we secure their vessels. Let every man, therefore, be on the alert with his arms in his hands; and should these barbarians this night attempt our hill, I trust we shall convince them that they are dealing with Britons!" To this hearty address the crew of the 'Alceste' replied with three enthusiastic cheers.

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The night, however, passed in tranquillity; and the morning showed the pirates assembled to the number of six hundred. In this perilous position the men of the 'Alceste' displayed all the best qualities of British seamen, and preserved as rigid a discipline as if they were on board ship. They were soon rewarded for their heroic patience. In the afternoon, an officer who had ascended one of the tallest trees, thought he descried a sail at a great distance. Closer examination proved that he was in the right, and before the day closed the brig 'Ternate,' which Lord Amherst had dispatched to their relief, approached near enough to communicate with the shore. The Malays immediately took to flight, but not without a farewell volley from the 'Alceste's' people.

On Friday, the 7th of March, they were all embarked on board the 'Ternate,' and on the 9th, they arrived at Batavia, where they were most kindly welcomed by Lord Amherst, and their comfort sedulously studied. They were afterwards sent home to England. Captain Maxwell, on the route, touched at St. Helena, and was favoured by the Emperor Napoleon with an interview. The Emperor reminded him of the capture of the 'Pomone,' and said, "Vous étiez très méchant. Eh bien! Your Government must not blame you for the loss of the 'Alceste,' for did you not capture one of my frigates?"

Amongst the many narratives which testify to the calm cool courage and patient endurance of the British sailor, there is not one, we think, which more vividly illustrates those qualities than that of the shipwreck of the 'Alceste.'

From these pages may our youthful readers gather not only amusement, but instruction; and learn to imitate, while they reverence, those manly virtues which a Blake and a Nelson, a Collingwood and a Howe, displayed! And, above all, may they take to their hearts the great lesson of duty, in whatever position and under whatever circumstances, remembering the noble lines of the poet—

"Not once or twice in our rough island-story,
The path of duty was the way to glory:
He that walks it, only thirsting
For the right, and learns to deaden
Love of self, before his journey closes,
He shall find the stubborn thistle bursting
Into glossy purples, which out-redden
All voluptuous garden-roses.
Not once or twice in our fair island-story,
The path of duty was the way to glory:
He, that ever following her commands,
On with toil of heart and knees and hands,
Through the long gorge to the far light has won
His path upwards, and prevailed,
Shall find the toppling crags of duty scaled,
Are close upon the shining table-lands,
To which our God Himself is moon and sun." TENNYSON.

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OCEAN CURRENTS.

During the last three years Dr, Carpenter, F.R.S. has made important discoveries by deep sea soundings, and the long-accepted belief in the agency of the gulf-stream as a potent carrier of heat from tropical regions to the north-western shores of Europe, has been rudely shaken by his explorations. The hypothesis in question has always presented to the public a certain character of inadequacy, and has recently been rendered almost ludicrous, by the American proposal to divert equatorial water into the Pacific through a Panama canal, and thus to leave Europe generally, and England more particularly, "out in the cold," in a very literal and unpleasant sense. Captain Silas Bent assured an enthusiastic Transatlantic audience, in December, 1868, that nothing but an expenditure of two or three hundred millions of dollars would be required in order to bring the whole of Europe at once to what he was pleased to call its "normal climatic condition," in which France and Austria would have the climate of Canada; and England, Germany, and Northern Europe would become a frozen wilderness. Apart from the scientific interest of the question, there is, therefore, a certain degree of mental satisfaction to be derived from any evidence which tends to show that we are not quite dependent upon the forbearance of American engineers and capitalists for our temperate seasons and our bounteous harvests. Such evidence Dr. Carpenter claims to bring into court, and has made it the subject of a communication to the Royal Geographical Society. It is fair to say that the data which he has obtained are not yet sufficient for the absolute settlement of the question, and that his conclusions based upon them have been disputed. Notwithstanding this, the balance of probability seems at present to be greatly in his favour, and his work has at least laid the foundation for further researches, by which the points at issue may be soon and definitely determined.

In a lecture delivered in Manchester, Dr. Carpenter says, "Our first expedition was a very short one. We had bad weather in a very stormy region, between the North of Scotland and the Faroe Islands, and we were not able to make many soundings or many dredgings, and yet by an extraordinary piece of good fortune, the temperatures of the soundings that we obtained were more curious than any we have obtained since, and they suggested to me a general doctrine in regard to oceanic circulation that all our subsequent researches have tended to confirm.

"All around our islands, uniting Great Britain and Ireland, uniting also the Shetland Islands and the Orkneys, the Isle of Man and the Isle of Wight, uniting the British Isles with the continent of Europe, is a platform of not more than 100 fathoms below the surface. If there were an elevation of 600 feet, Great Britain and all these islands would be joined to the coast of Holland, Belgium, Norway, Denmark, and France; there would be no British

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Channel, or Irish Channel, or North Sea, for nowhere does the depth of water in those parts extend to more than 100 fathoms. But when we get outside this, the water deepens very rapidly. For instance, between the Faroe Islands and the Shetland Islands is a deep channel of about 600 fathoms, which is a depth nearly equal to the height of Snowdon. In our soundings on the first expedition, we found very low temperatures, such as 32 and 33 degrees. But at the like depth in another part of this channel, the soundings showed a temperature of 45 to 48 degrees. Here was a very marked and curious contrast; for within a short distance of each other, in one instance only 20 miles apart, we found two very different climates at the same depth."

The expedition in H.M.S. 'Lightning,' in 1868, and that in H.M.S. 'Porcupine' in 1869, enabled Dr. Carpenter to obtain proofs of the existence of a very remarkable deep current of cold water from the North Pole towards the equator, and led him to conceive the idea that this deep current and the surface flow of equatorial water northwards that necessarily attended it, were mainly due to the action of the cold of the Polar regions. The 'Porcupine' expedition of 1870, which was carried into the Mediterranean, led to further investigations into the character and speed of deep and superficial ocean currents.

"In our soundings on the coasts of Spain and Portugal," says Dr. Carpenter, "we came upon this fact: the surface temperature was very high, about 65 degrees; in the first 100 fathoms we lost about ten degrees of this, what we may call the super-heating of the surface, produced by the powerful rays of the midsummer sun. Then the temperature from a depth of 100 fathoms down to 800 fathoms lowered very slowly, so that at 800 fathoms it only got down to 49 degrees. But in the next 200 fathoms, between 800 and 1,000 fathoms, there was a loss of 9 degrees: the temperature had fallen to 40 degrees; in another 100 fathoms more it fell another degree, and over the deeper soundings which we took in the previous year, extending down to three miles, that is, 2,435 fathoms, a depth about equal to the height of Mont Blanc, we got a temperature as low as 35 or 36 degrees, and still lower temperatures have been obtained elsewhere, even under the equator. Thus a temperature of about that was obtained three years ago in the Arabian Gulf, when soundings were being taken preparatory to laying the cable connecting the Red Sea, Aden and Bombay.

"Now let us inquire what account can be given of this remarkable phenomenon. Here we have in the deep oceanic basins this layer of water more than a mile deep, water which has been obviously derived from the Polar area. What account can we give of it? How does it come to be there? and how does it come to retain its low temperature? Now I think it may be said with perfect certainty that it could not retain its low temperature, unless it was continually supplied from the Polar area; and water cannot be always flowing out

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of the Polar basin, without water from some other source flowing into it; and it is perfectly certain that if there is a circulation of water in this great oceanic basin, that circulation must be maintained by a constant movement of surface-water towards the Pole. While the *deeper* water is coming *from* the Pole, there must be *surface* water going *towards* the Pole.

"I was able, at a recent meeting of the Geographical Society, where I explained it, to exhibit an illustrative experiment, which was considered extremely satisfactory; and I think I can explain it in such a manner that you will very easily see the applicability of it, and the satisfactory nature of the result. We had a trough, with plate-glass sides, about six feet long, and a foot deep, and the sides not more than one inch from each other. At one end of this trough a piece of ice was wedged in between the two sides; that represented the polar area; at the other end we applied heat at the surface, not at the bottom, to imitate the exact conditions of the case, the heat being applied by a bar of metal, which was laid on the surface of the water and then carried over the end of the trough, and heated by a spirit lamp. Now you will see that that represents the conditions of the two extremes as it were, of a pond of water, extending from the polar to the equatorial basin; at one end cold was applied at the surface, and at the other end heat. Then we put in some colouring matter, red at the warm end, and blue at the cold end. What happened? The water tinged with blue put in at the surface of the polar area, being subject to a cold atmospheric temperature, immediately fell down to the bottom; it then crept slowly along the bottom of the trough, and at the warm end it gradually rose towards the surface; and having done so, it gradually returned along the surface to the point from which it started. The red followed the same course as the blue, but starting from a different point. It fell to the bottom, just as the blue had done, and formed another stratum, creeping along the bottom and coming again to the surface. Each colour made a distinct circulation during the half-hour in which the audience had this experiment in view. Now that was a very beautiful experiment; and I can myself see no flaw in the application of the argument, that what is true on a small scale in this trough is true of a mass of water extending from the equatorial to the polar area.

"You have all heard of the Gulf Stream. There is a great mass of water ssuing from the channel between the peninsula of Florida, and the Bahama Islands, which is flowing in a north-easterly direction. That very powerful current, issuing from that narrow channel, flows at the rate of five miles an hour in a north-easterly direction, first towards the banks of Newfoundland and the Azores; and then it is popularly believed to flow on towards the northern coast of the British Isles, and thence to Spitzbergen, Iceland, and even Nova Zembla. Now, I have every reason to believe, from careful inquiries lately made, that this Gulf Stream really has not much to do with the phenomena

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of which I have been telling you, and that the influence of the Gulf Stream pretty much ceases not far to the eastward of the banks of Newfoundland. The Gulf Stream is part of the *horizontal* circulation. Now, I think you will easily understand the difference between a horizontal circulation and a vertical circulation. Look at the wind ruffling the surface of a pond. Well, the wind blows the water in a particular direction, and produces little ripples. If it blows away the water, of course water must come in to fill up its place from the other part of the pond. That is a horizontal circulation; and that horizontal circulation in the Atlantic is produced in this way. The trade-winds are always blowing between the tropics from east to west; they move along an enormous mass of water, driving it into the Gulf of Mexico; it circulates there, and is excessively heated by the action of the sun; and comes out from this channel in the way I have spoken of, as a rapid current, passing in a north-easterly direction. But that rapid current, I have strong reason to believe, is not a deep current; I believe that it is not more than a surface current, and that the heat it carries has been very much over-estimated. About half of it, when it comes to the Azores, or Western Islands, turns round again, goes near the African coast, and returns into the Equatorial current, completing therefore that circulation I have spoken of. The other half goes on past the banks of Newfoundland; there it meets the surface of the Arctic stream, and breaks it up or "inter-digitates" with it—this word expressing an action like that of passing one set of fingers through another. I admit that a portion of the Gulf Stream goes North, but the greatest part is stopped and cooled by this Polar current coming down. It is known that the Polar water lies underneath the Gulf Stream, for if you send the thermometer sufficiently deep you will find the polar water running beneath this extraordinary surface current. A forcible illustration of this current was found in the fact, that the lost buoy of the Atlantic cable of 1865 was found about ten degrees (700 miles) south of the spot where it had been placed, and in a direction opposite to the flow of the Gulf Stream.

"I have adverted to the Gulf Stream, because I want to show the important influence of this upper movement of warm water, of which I have spoken, which is quite independent of the Gulf Stream. Suppose that the narrow peninsula of Mexico, or the narrowest part of it, which is the Isthmus of Panama, were broken through—which it will be in the course of ages by the action of the sea—so that there was a free course given to this Equatorial current, it would go right through into the Pacific Ocean, and we should have no Gulf Stream at all. Even in that case I believe our climate would not suffer so much as most persons believe; because, though we should lose a large portion of our warm south-westerly winds, this constant flow of warm water which is taking place in the whole mass of the north Atlantic will

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supply its place; and I am very strongly convinced that the amelioration of the climate of the Polar area is due, not so much as is commonly supposed, and quite recently very ably argued, to the Gulf Stream, but to this great mass of water moving northwards in this slow and uniform progression, carrying a temperature which, taken together, is very much greater than that of the Gulf Stream."

Under the old belief that the deep-sea temperature was everywhere about thirty-nine degrees, the Stream furnished a plausible explanation of the warm surface-current then known to exist. But now that the deep-sea temperature has been ascertained to sink progressively to about the freezing point of fresh water, and also to sink almost suddenly at the position of a "stratum of intermixture," physical geographers find themselves confronted by a problem more complex in its conditions than they had previously supposed, and incapable of being solved by the aid of any cause that can easily be shown to have a limited operation. The Gulf Stream, however, still retains adherents; and the *Times* expresses the hope that our Navy, by temperature soundings in all latitudes, will shortly furnish the simple data which may be expected to set the question absolutely at rest.

THE SAILOR EARL.

In the month of January, 1870, the good ship 'Hera' a three-masted schooner, Kent master, bound from Boston, U.S., to Australia and China, while crossing the Gulf Stream, encountered the full force of an Atlantic gale. One morning, while the fury of the storm was at its height, and just after the middle watch had been relieved, all hands, with the exception of the captain, answered the call to shorten sail. George Osborne, the first mate, and a seaman named Scott, were hauling at the down-haul of the mainsail, standing on the bight of the rope which was secured to the ship's side, when suddenly the vessel gave a heavy roll, slackening the down-haul, and then rolled heavily back as suddenly drawing it taut again. Scott saved himself by throwing himself on the deck, but Osborne, less fortunate, was, by the returning tension of the rope swept into the sea, which, under the force of the gale, was running mountains high. For a few moments his head, by the light of a brilliant moon was seen above the waters, and he was heard to cry out to the men on deck to lower the boat and call the captain. These were the last words Osborne was ever heard to utter. Planks and ropes were thrown to him but owing either to the confusion arising from the suddenness of the catastrophe, or, what is more probable, owing to the evident impossibility of a boat living in such a sea, the first of these orders was not carried out, and George Osborne like many another gallant seaman in similar circumstances, disappeared from sight. The

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relentless waves closed over his head, and the 'Hera' whose crew, from the state of the weather, were powerless to render their shipmate further assistance, proceeded on her voyage, minus her second in command, whose excellent qualities of head and heart had endeared him to all on board.

As to the accuracy of the facts set forth in the foregoing short narrative no doubt could possibly arise. Just, however, at the time when a still pending *cause célèbre*, likewise involving a question of personal identity, was beginning to attract a vast amount of popular attention—and as if in illustration of the old adage that, in serious matters as in trifles, "it never rains but it pours"—it began to be rumoured that the unfortunate first officer of the 'Hera' instead of being an obscure individual was a youth of high station and ancient lineage, being, in short, no other than the descendant and representative of the Scottish nobleman whose high attainments a brother peer has recorded for the benefit of posterity as distinguishing "the travelled Thane, Athenian Aberdeen." That George Gordon, Earl of Aberdeen, sailed from Liverpool in January, 1866, on a visit to the United States, of uncertain duration, is a fact as incontestable as the loss, at sea of George Osborne. Whether the earl and the sailor were, in fact, one and the same person, as asserted by the former's next surviving brother, was, however, a point which could only be decided by the judgment of a court of law. Application was made by the last-named gentleman, the Hon. John Campbell Gordon, to the Chancery Court in Edinburgh to have it declared that he was entitled to be served heir to his deceased brother, George Gordon, who was lost at sea under the assumed name of George Osborne. The learned Sheriff in Chancery, after having minutely studied the evidence collected by Mr. Harry Smith, an eminent member of the Scotch bar, who proceeded to America as a commissioner in the cause, has decided, as we think rightly, in favour of the petitioner.

The chief points which presented themselves to the consideration of the Sheriff in Chancery, and upon which, in fact, the case principally turned, were two in number. First, the identity of George H. Osborne with the Earl of Aberdeen; and secondly, the death at sea of the person thus identified. Transposing the discussion of these points as considered by the learned Sheriff, we may take the second of these questions to have been proved on the incontestable evidence of those who were eye-witnesses of Osborne's death. As regards the first point, we shall avail ourselves of the admirable interlocutory judgment which the Sheriff has pronounced in the case, and which satisfactorily shows, that, although differing in their nature, the two classes of evidence adduced in support of the points in question, are equally clear and conclusive. The identity of George Osborne with George Gordon is established by three distinct, and in a manner, independent sources of evidence—1. Photographs; 2. Handwriting; and 3. by a "Comparison of the various incidents of Osborne's life during the years 1866 to 1870, with those described

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in Lord Aberdeen's letters, as having happened to himself." As regards the photographic evidence, it is sufficient to state, that while more than thirty witnesses recognised the photographs alleged to be portraits of George Osborne, photographs of Lord Aberdeen, taken before his departure from Scotland, were also recognised as accurate representations of the first mate of the 'Hera,' by the master of that vessel, and three of the crew who saw the unfortunate man swept overboard, by the managing partner and shipping clerk of the charterers of the 'Hera,' by the pilot who took her out of harbour, and by a variety of other persons who saw and spoke to "George Osborne" before he set out on his ill-fated voyage. It is also worthy of remark that perfectly unsuccessful attempts were made to confuse the witnesses as to the identity of the photographs, by mixing these up with portraits of other young men of similar age and standing. The whole series of photographs were also submitted for the purpose of independent comparison to two distinguished Scottish academicians, Messrs. Herdman and Hutchison, who were unanimous in holding that the portraits of Gordon and Osborne were those of one and the same person.

The evidence depending on the handwriting was equally conclusive. It was deduced from a voluminous mass of letters, memoranda, business communications, and, what was of greater importance, the log-books of three vessels kept by Osborne, as master and mate. A comparison of these documents completely bore out the theory that they were written by the same hand. Before proceeding to the consideration of the comparisons existing between the events in the lives of Gordon and Osborne, as disclosed to a great extent by the documentary evidence, it is worthy of remark, that while for reasons, the exact nature of which it is now difficult to discover, Lord Aberdeen was anxious to maintain a strict *incognito*, he so far defeated the object he had in view, by keeping up a correspondence with his mother, written in his usual handwriting, although after the assumption of his *incognito* these letters were simply signed George, a signature applicable either to his real, or to his assumed name.

In the month of February, 1866, Lord Aberdeen sailed from Liverpool for New Brunswick, and the month following, Lady Aberdeen received a letter from her son dated 8th April, stating that he was then on a visit to his uncle at Fredericton, the Hon. Arthur Gordon, the present governor of the Mauritius, at that time governor of New Brunswick. The next letter (not dated) states the writer's intention of accompanying Lord Gosford and Mr. Peterkin to Boston; and accordingly, in the register of arrivals kept at the Revere House, at Boston, there is an entry on the 28th, of April, 1866, recording the arrival at that hotel of Lord Aberdeen and his fellow travellers. On the 2nd May, Lord Aberdeen left Boston by steamer and rail for New York, being followed after an interval of two days by Lord Gosford

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and Mr. Peterkin. These gentlemen saw Lord Aberdeen at New York from time to time up to the 15th May, when his lordship left alone, saying he was going to Niagara, and then back to his uncle at Fredericton. That this intention was carried out, there does not appear to be any evidence; but on the 22nd of May, the name of George H. Osborne occurs, in the arrival book at the Revere Hotel at Boston, the identity between which person and Lord Aberdeen being apparently established by the evidence of a Mr. Bingham, who is "under the impression" that he found his lordship to be at the hotel under an assumed name, and more conclusively by the fact, that Lady Aberdeen received two letters from her son from Boston, dated respectively, the 24th of May, and the 18th June, 1866.

It is from this point in the narrative that the assumption of an *incognito*, if such assumption there was, must be dated. Henceforth we have to deal with the adventures of George H. Osborne as seaman, ship's officer, and master respectively, over which we may cast a hurried glance, merely stopping to note those incidents in the career of Osborne which are narrated with a similarity of detail amounting to more than a coincidence in the letters which Lady Aberdeen received from time to time from her son. Further, there is this to be noted in these letters, that while voyages and places are accurately described, the actors in events related are simply indicated by their designations, as "captain," "French cook," "mate," &c. Before starting from Haddo House, the young earl told his tutor, who tried to dissuade him from his purpose, that he was going to sea for a while. In the same month in which Lord Aberdeen was proved to have been at the Revere House, at Boston, George H. Osborne, described by competent witnesses as a well-educated man, sailed from that port as a common seaman in the ship 'R. Wylie.' A messmate named Hawkins gave an account of two voyages made by this vessel, the particulars of which tally exactly with the accounts contained in two letters received by Lady Aberdeen. The second letter is in this respect the most remarkable of the two. The writer speaks of a "parrot overboard," of the "capture of a shark," and of his being employed in painting the yards, when the bucket fell and "spattered the captain." All these events are spoken to by Osborne's messmate, as having occurred on board the 'R. Wylie.' From October, 1866, to February, 1867, Osborne studied navigation at Boston and New York, and official certificates granted him by the Nautical College were found among his effects after death on board the 'Hera.' These studies, as well as accounts of short journeys from Boston and New York, are circumstantially alluded to in George's letters to Lady Aberdeen. Osborne's next voyage was to Galveston, Texas, in the brig 'William Malory,' Wilben, master, the latter's account of what took place during their voyage coinciding exactly with events as related in letters written home. Our space will not permit us to follow Osborne through the

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whole of his comparatively brief though sufficiently eventful and throughout honourable career as a seaman. Nevertheless, though "George's" correspondence with Lady Aberdeen ceased about a year previously to Osborne's death, there is little difficulty in identifying the drowned first mate of the 'Hera' with the Osborne known by Wilben, Hawkins, and others. At one period of his career George Osborne was master of the schooner 'Walton,' and Smith, the second mate of the 'Hera,' deposed, "I knew Osborne in 1869. He was then captain of the 'Walton.' . . . He joined the 'Hera' on the 14th of January, 1870, and entered on the duties of first mate." Sheriff M'Laren disposes of the question of identity in a manner which must be equally satisfactory to the public as to the Gordon family, though to the latter in a mournful degree. In every particular regarding his personal appearance and moral qualities, the latter of which appear to have been of that high order which has for generations distinguished the family to which "George H. Osborne" presumably belonged, the identity between Osborne and Gordon is conclusively established by the sworn testimony of perfectly disinterested, though, we may well believe, in one sense, most unwilling witnesses.

Greatly as the public confidence may have been lately shaken in the reliability of apparently conclusive evidence as to the actual decease of persons long since presumed to have passed out of existence, we fear that there is little chance of such a resurrection, until that day when the sea shall give up her dead, being possible in the case of the unfortunate though gallant George Osborne, before whom so honourable and brilliant a career, in a sphere more suited to his station, if not to his tastes, had so recently opened. As to the reasons which led young Lord Aberdeen to abandon a life of ease and leisure for the hard duties of the merchant service, it would be as impertinent as it is probably futile to inquire. That, looking to the high integrity as well as to the strong religious feelings which characterised the deceased nobleman, they were founded upon loftier motives than a mere reckless love of adventure may be safely presumed. That such abandonment was only of a temporary nature may also be assumed from the fact that throughout the whole period of his assumed *incognito* Lord Aberdeen was careful to keep his "memory green" in the hearts of those who had known him and loved him, evidently with the intention of some day resuming his place in society, head and heart fortified with the experience gained in the fulfilment of the humble though useful and arduous duties for which he had shown himself so well adapted. His assumed profession, if humble, was an honourable one; his death, as had been his life, a noble one. Years must pass, before the name of George Gordon, Earl of Aberdeen, will be forgotten by those who mourn his loss as a relative, or by those to whom, voluntarily deprived of those accidental adjuncts which too often make less worthy men honoured by their fellows, he had endeared himself as shipmate and commanding officer.—*Standard.*

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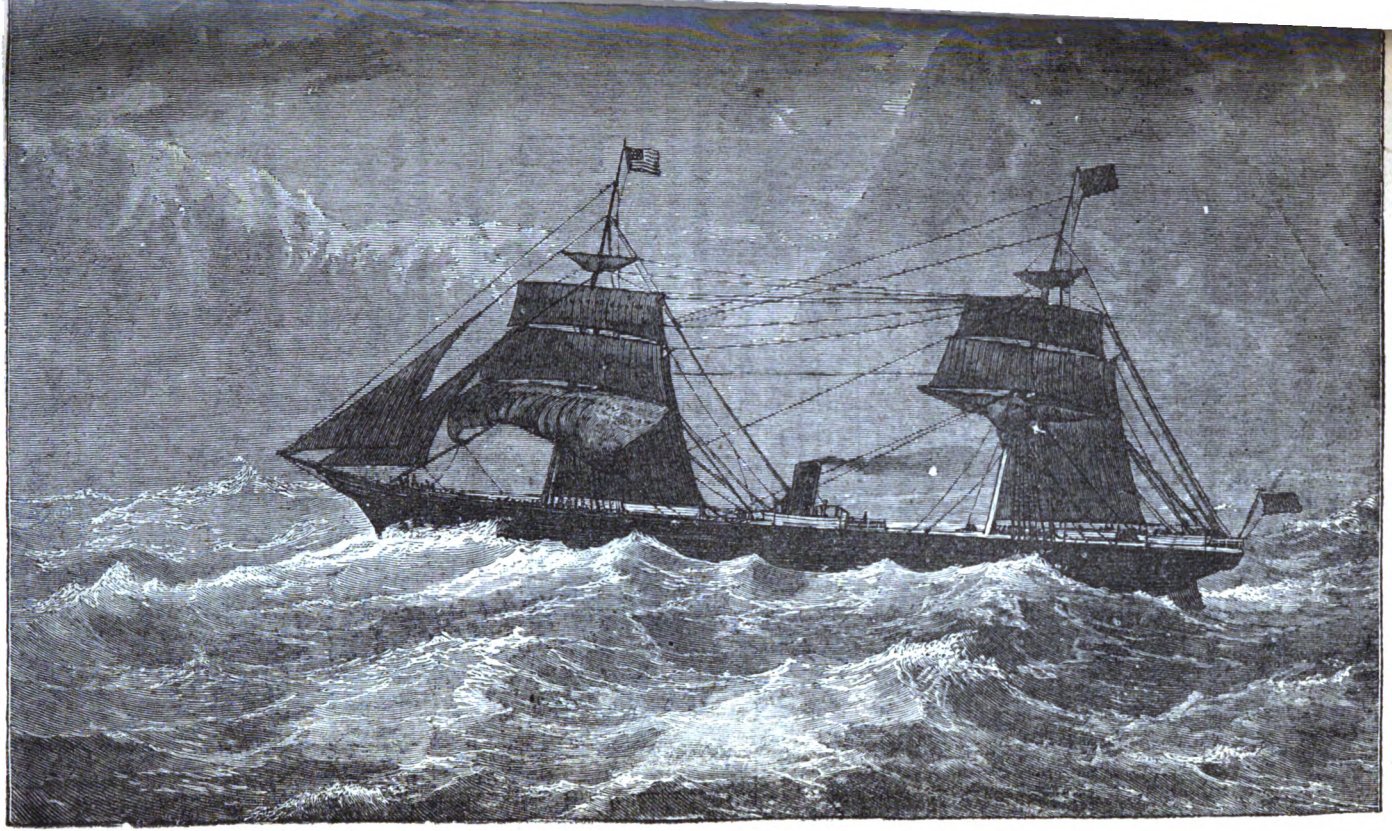
We may add that the "Sailor Earl" was the eldest son of the fifth Earl of Aberdeen, better known in the Christian and philanthropic world as Lord Haddo, who for many years took a hearty and lively interest in the "Ship-wrecked Mariners' Society." as a member of the Committee, and presiding at one of its Annual Meetings.

OUR OCEAN STEAMERS.

THE dangers of an Atlantic voyage are often great in the early months of summer. The ice-floes break up, and icebergs are detached from the great Greenland glaciers crowding out from the land in the early summer of one season; and as they require about a year for their twelve or fifteen hundred miles' voyage, they do not reach the track of the ocean steamers until the early summer of the next. They drift very slowly at last, and melt very gradually under the feeble radiation of even June and July suns in the latitude of Labrador. Some portions both of the floes and of the icebergs reach as far south as the banks of Newfoundland, but few go much further south than this. Their advance ceases here, partly because the force of the current by which they are brought down becomes well-nigh exhausted, and partly because the masses of ice become by this time so diminished and so weakened by the increasing heat, both of the latitude and the season, that they are easily beaten to pieces by the waves, and dissolved. Sometimes, however, mountains of ice come down of such prodigious size that it is long before they entirely disappear. Captain Price (of the "Guion" line) says, that on one of his voyages he passed two immense icebergs, and on his return voyage, after sailing nearly 1,500 miles, to and fro, and making the usual stay in port, he passed them again. They had drifted during the interim about forty miles. They had diminished somewhat in size, but they were of such magnitude still, and their forms were so peculiar, that their identity could not be mistaken.

When we consider the dangers and difficulties resulting from all these causes which beset these seas, the iron-bound coasts, the shoals and submerged rocks which encumber the shores, the fogs, the ice, the tremendous gales characteristic of these latitudes, and the enormous magnitude and force of the billows which are produced by them, we shall perhaps conclude that the work of producing a structure which will contain one or two thousand beings, and convey them safely—dancing on its way over and through all these terrific commotions—and arrive safely at its destined port, is a very great exploit for so comparatively frail and diminutive a creature as man to perform. And yet the "Cunard" Company have been sending a constant succession of such steamers between Liverpool and New York now for nearly thirty years, having intrusted to them, during that time, the conveyance of many

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THE 'WISCONSIN.'

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hundreds of thousands of passengers, and without the loss thus far of a single life, through any failure or fault on their part, from the exposures and hazards which they have thus encountered. The accomplishment of this result is perhaps to be regarded as the greatest triumph of human science and skill over the forces of nature, that the whole history of the dealings of man with the material world records.

The 'Wisconsin' is one of a fleet of eight fine steamers belonging to Messrs. Guion, and we learn that several more steamers will be shortly added to the line. For the engraving of the 'Wisconsin' we are indebted to the Editor of the *Traveller*, an International Journal, published under the auspices of the *International Land and Labour Agency*, which was organised by the noted Elihu Burritt, when United States' Consul at Birmingham. It has been the means of introducing to new homes and opportunities in the great land of the West many individuals and families, whose prospects were not very bright in England's over-crowded labour market.

MISCELLANEOUS.

FLAG OF THE SHIPWRECKED MARINERS' SOCIETY.



What mean the letters S. F. M. and S. ?
No shipwreck'd Mariner is left to guess.
Poor Fishermen and Sailors wreck'd at sea,
Have but to tell to this Society
Their pressing wants;—then instantly they find
That British hearts are ever true and kind.
This flag denotes an agent now is near,
Relief to give and downcast hearts to cheer.

[The flag is white, with a red St. George's cross, and quartered with the red letters S. F. M. S.; the No. 1839 is the year the Society was instituted.]

THE GREENOCK LIFEBOAT.

WE sing of the Ocean, wide, wealthy, and deep,
And all who afloat constant vigilance keep;
Of Jesus in storm, in tempest asleep,
Awaking to hush it to rest at His feet.

We sing of the Lifeboat, alive on the wave,
With crew of bold watermen ready to save
The shipwreck'd, the noble, the mariner brave,
To snatch them with haste from a watery grave.

Kind Sinclair, kind Sinclair, for ever be blest,
For ever in Jesus may God give thee rest;
Her pity for sailors—her generous behest,
For deeds of such grace may she ever have zest.

The lecture on Lifeboats affected her heart,
In true, Christ-like pity she acted her part;
Good Ballantyne cheer'd—to his cause gave a start,
And set the boatbuilders afresh to their art.

The 'Mary,' the 'Mary,' her mission's divine,
Her object is gloriously good and sublime:

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The saving of life a while longer in time
May prove their salvation, in heaven to shine.

The saving of life may prove life evermore;
Deliverance to them will be hope to some more;
Results such as these have been often before,
And many through them may our Jesus adore.

The homeward-bound sailor with joy hails the land,
And hopes soon with gladness to leap on the strand;
But, alas! disappointments are ever at hand:
The wind dies away—they are brought to a stand.

Yea, contrary winds and terrible gales
Compel with reluctance to shorten their sails:
The good ship's laid down, the sea's o'er the 'wales:
The canvas is riven, the boat's o'er the rails.

Now on a lee shore, unable to clear
The dangerous rocks, so terribly near,
To which they are driving, awakes every fear,—
The dread of soon parting with all they hold dear.

A terrible wave, and the good ship's a wreck,
And every thing swept from the water-wash'd deck;
The sailors alone, standing up to the neck,
In anguish and sorrow, their hearts like to break.

With the deepest concern both captain and crew
Repent of their follies, seek mercy anew;
But prayers, tears, or promises, never will do,
For true peace comes only when Jesus they view.

But, look! hope revives—the Lifeboat appears,
And straight for the wreck she steadily steers;
The crowd strain their eyes, and watch as she nears
And ships her live cargo, which homeward she bears.

Hurrah for the Lifeboat! long may she succeed
Bringing sailors to shore with safety and speed;
Hurrah for the Mary! for Sinclair's good deed:
The friends of our seamen in times of such need.

The sailors! the sailors! we all wish them well,
Though oft we must bid them a long, sad farewell;
We pray for their safety in every gale,
And labour to bring them with Jesus to dwell.

From dangers on sea, and crimps on the shore,
Who robb'd and degraded them often before,
May the God of all grace, who has plenty in store,
Give them mercy, and peace, and life evermore. D. B.

The above lines were handed to us by Captain V. Budd, from Captain Donald Brotchie, our active friend and Hon. Agent of the Society at Greenock, to which port Mrs. Sinclair most benevolently presented a Lifeboat, called after her, the "Mary," and where a great work is being done for our seamen. Captain Brotchie writes:—"We have a Home with 77 bedrooms, and last year 2,014 seamen lodged in it. We have a reading-room, free to all seamen, open every day but Sabbath. We sent out 200 loan libraries in our ships last year, with 24 good books, including a Bible in each. We have a very nice chapel, seated for 350, in which we have Divine service every Lord's day,

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and good attendance, besides two weekly meetings. I have a boat with lug sail and jiger, in which I visit the ships in our roads; give them books, and preach on board as often as convenient. The Lord has owned our work, and many have been benefited. Our home, chapel, and reading-room are in the most convenient place in the middle of our Docks. We have no debt, the ground-rent is only £1, and we have it kindly given by our Town Council, for the good of seamen. Our Society is 51 years old, and the Committee is selected from the evangelical Churches, mostly shipowners and persons connected with shipping. I have been 21 years Chaplain; Mr. Ritchie is Superintendent in the Home, of which I have the oversight for the Committee, and we live and work in harmony."

A MODERN KING OF THE CANNIBAL ISLANDS.—Never did the most extravagant fancy conceive a wilder or more adventurous career than that of a sailor who arrived a short time ago at New York, and was found lodging as quietly in a boarding-house as though he had never exercised despotic power over thousands of bloodthirsty cannibals. This singular personage is a brown-bearded man of medium size, dark complexion, retiring manner, and a most perplexing accent. Anyone would pronounce him a foreigner, but no two would agree as to his nationality. He has never permitted himself to be tattoed, but bears his credentials in the shape of a round hole in his forehead, made by the point of a javelin, which he struck up with his club in time to prevent its piercing his breast. He asserts that he has never tasted human flesh, although his savage Marquesas subjects feast upon it every week with the utmost relish! "Is it possible? and whom do they eat?" "Oh, prisoners of war mostly, and any strangers they can catch." "And can't you stop it?" "Not a bit? I can save white men, but not natives." Owing to his knowledge of their many dialects, and his familiarity with their customs, he is either obeyed or feared in many different island groups, but the special seat of his power is on Oitahu, one of the Marquesas Islands. There a white man, named Butcher, was chief when Jack first landed, and there Butcher's skull is still preserved. There Jack reigns in naked and native dignity, with his *tappa* girdle and his feather head-dress. There he makes laws for 2,000 islanders, and plans raids upon the Typee savages of Dominica, another of the Marquesas Islands, with whose natives he is ceaselessly at war. There are his double war canoes, made of boards sewed together with cocoa-nut sennet, and propelled fourteen miles an hour by 300 rowers, who not only keep stroke to the sound of a war song, but vary the exercise every few moments by flinging their paddles in the air and catching them as they fall with military precision. It is utterly impossible to give within a column any just idea of the wild life of this white chief of Oitahu.

On one occasion he and a Typee king of Dominica were rival suitors for a young princess; Jack finding his suit likely to fail, ran off with the girl, who was only about twelve years old, but was caught, bound, and turned adrift in a canoe. Regaining the shore he climbed a hill, saw a native coming up the other side with a musket and another man's leg over his shoulder, and hastily scrambled up a tree. The savage laid down his ugly burden under the same tree, and went after a cocoa-nut. Jack slipped down, got the gun, and pointed it at the native, who fled for dear life from the white man who was drowned the day before. In trying to pass the towns of his enemies, in order to reach a part of the island friendly to him, he stumbled into a "taboo ground," or cemetery, a place full of skulls which were walking around and nodding to each other in the most extraordinary manner, and examination showed that each skull was

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tenanted by a young crab of the kind called *oo-oo* by the natives. This little chapter in his life ended with setting fire to a village, by which means he decoyed the warriors out of a fort which guarded the only pass leading to the friendly territory, and then made his escape directly through the deserted fortress.

Jack is evidently of a Christian turn of mind, does not swear, and takes pleasure in attending Divine service. Nevertheless, he does not like missionaries, will not allow them on his island, and declares that Father Damon at Honolulu, and Mr. Brown on one of the Navigator Islands, are the only ones who have done the natives any real good. The Rev. Mr. Damon, usually called Father Damon, is a devoted servant of the New York Seamen's Society, and has laboured for twenty-five years among the islands. Last year he visited Europe and the Holy Land, and preached to seamen in the South Bethel, Liverpool, on his return home.

Two years ago his longing to revisit his native land became so intense that he shipped in the only craft he could find, a German brig for Hamburg, went thence to Liverpool, lost all his money, sailed for San Francisco, thence to New York, as a common sailor, on board the 'Volunteer.' After visiting New Bedford to see some whaling captains of his acquaintance, he hoped to get funds enough to buy some tools, ammunition, and old "newspapers with stories in them," and doubtless ere this he has arrived at his kingdom again.

He possesses a marvellous memory, and careful inquiry into his history shows that about 32 years ago there lived in Rochester a tough little chap, who was the youngest son in an American family of four boys and four girls. Born in a small village in that vicinity, he made his home, upon the death of his parents, with an elder sister, who resided in the city. This excellent young woman sent him to school, and switched him so faithfully when he played truant, as he often did, that he ran away at the tender age of nine years, and succeeded in making his way across York State to Mystic, on Long Island Sound. Here, in his zeal to see the strange sights of a seaport town, he boarded a ship which was just on the point of sailing for Havre, and was carried off before he could regain the shore. He made himself as useful as he could, and on arriving in the French port, immediately ran away again, lest the captain, who had learned his story, should send him back to Rochester. Getting on a Seine steamer, he made two or three trips between Havre and Rouen; but one day, in emptying the hot water out of a "dog-basket," he unluckily pitched a lot of plates and spoons overboard, whereupon the wrathy steward kicked the poor little fellow so soundly with his wooden shoes that he was glad to scamper ashore. Then the mate of a Scotch schooner took pity on him, and he tried to repay the mate's kindness by helping to weigh the schooner's anchor. By some mishap it slipped, and its whole weight dragged a rope through his hands so swiftly as to actually rasp the flesh from the bones. In the meanwhile the young adventurer got his hurts dressed, fell into the hands of a good-natured old Frenchman, who took excellent care of him, and at last shipped on a Swedish ship for a cruise in the Baltic. Near Dantzic he ran away again, because the mate threatened to beat him for dealing out too much coffee to the men. For two days he lived on green wheat, and tried to catch storks. The second night he crept cautiously on board, and was just slipping into his berth when the captain called him into the cabin, perched him on the transom lockers with nothing on but his shirt, lectured him roundly on the folly of running away, and finally shut him up in the empty hold till noon the next day. After visiting Cronstadt and other ports,

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he sailed in a Russian brig to the north of England. Thence he went in a swift-sailing "fruiter" upon a Mediterranean cruise, then back to England again; from there to St. John's after a cargo of codfish, and from St. John's to New York. In New York he shipped as a steerage boy on the whaler 'Shepherdess' for the Sandwich Islands. From Honolulu he went in another whaler to the Sea of Okhotsk, thence to Kodiak and New Zealand, and then to the Marquesas Islands. Here he found the man Butcher, with whom he soon became intimate, and from that time for many years, his life was mainly spent with the savages of the Marquesas, Society, Friendly, and Navigator Islands, among whom he gained an ascendency that fairly entitles him to the high-sounding appellation of the "King of the Cannibal Islands."

THE LARGEST BIBLE IN THE WORLD.—A copy of Macklin's splendid edition of the Bible, profusely illustrated with about 11,000 engravings and drawings, comprising specimens of every school and style, was sold last week by Messrs. Puttick and Simpson, of Leicester-square, for £165. This valuable collection of pictorial art was formed by the late Mr. John Gray Bell, of Manchester, and was handsomely bound in 63 large folio volumes.

THE CHANNEL AND MEDITERRANEAN SQUADRONS.—On the evening of Friday the 23rd June, a tea-meeting was held in the recreation-room of the 74th Regiment, at Gibraltar, under the direction of the Temperance Society of her Majesty's ship 'Agincourt.' At six o'clock a large party of blue-jackets reached the spot under the escort of eight pipers, who had led them over the rock and through the caves and galleries. Every ship of the squadron sent its representatives to the entertainment, and over 250 sat down to a bountiful repast of tea, bread, and cakes. After Tea the chair was taken by the Rev. G. Victor Macdona, of her Majesty's ship 'Agincourt,' secretary of the Society, the meeting being opened with prayer by the Rev. Mr. Coventry, Presbyterian minister, and speeches were delivered by the Rev. Mr. Robinson, her Majesty's ship 'Northumberland,' Rev. Mr. Lythe, Wesleyan minister, and others of the Army and Navy. Those who remember the habits of men-of-war's men when in harbour only a few years ago, will recognise the change which has taken place at Malta, where in the month of July last, 486 soldiers and seamen voluntarily attended the Bible classes and other meetings held by the naval Scripture reader on shore, exclusive of his work on board the fifteen ships of war in harbour. There were 240 seamen and marines of the Mediterranean squadron who regularly attended the reader's Bible classes, &c., when not prevented by duty. This is all the more encouraging that nearly all who attended these gatherings two years ago have returned to England and been drafted to other parts of the world.

STATIONS OF HER MAJESTY'S NAVY. (From the Navy List for September.)—The 'Hippopotamus' on an iceberg; the 'Armadillo' on Goodwin Sands; the 'Argonaut' on Table Rock; the 'Castor and Pollux' on Melita; the 'Thunderer' on Land's End; the 'Inextinguishable' on Cape Clear; the 'Indomitable' on Eel Pie Island; the 'Inexhaustible' on the Kyles of Bute; the 'Wombat' on Staten Island; the 'Bison' on the Nore Light; the 'Mammoth' on a Kraken; the 'Megatherium' on Margate Pier; the 'Visigoth' on the Isle of Serpents; the 'Astrolabe' on an eyot; the 'Ark' on Ararat.—*Punch.* Notwithstanding our facetious contemporary, the late Admiral Lord Lyons was in the habit of saying that he would always look with a lenient eye upon officers who got their ships on shore when attempting to accomplish an object, and further adding, that it would

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be a sorrowful day for England's Navy when commanding officers were deterred from trying to perform dashing acts for fear of their ships taking the ground. We revive this anecdote *à propos* of the accidents which have lately befallen some of her Majesty's vessels.

THE 'CAPTAIN' RELIEF FUND.—The Committee of the fund raised for the relief of the widows and families of the officers and men lost in Her Majesty's ship 'Captain' is about to be dissolved, arrangements having been made to close the accounts, and for the transfer of the fund to the Royal Commissioners of the Patriotic Fund for distribution. The amount stated to have been received up to the present time slightly exceeds £56,000.

ROGERS' LIFE SAVING APPARATUS.—At a Meeting held at the Office of the Shipwrecked Mariners' Society, Captain the Hon. Francis Maude, R.N., in the Chair, the following proposition was moved, seconded, and carried unanimously: "That this meeting, considering the number of seamen employed in the commerce of this great maritime country, and the constant risk of life by shipwreck to which they are exposed, are of opinion that Mr. Rogers is entitled to all the encouragement that can be given to him for his laudable and practical invention to aid in communicating with a vessel wrecked or foundering on the high seas. It is, therefore, resolved that a subscription list be opened for the purpose of making a full-sized apparatus, and defraying the expenses of experimenting with the same on various parts of the coast, with a view of obtaining a fair comparison with the existing means for the like purposes, and also to defray the expenses he has necessarily incurred in bringing his invention to its present state of perfection." A full-sized apparatus is to be made and exhibited at certain places along the coast, to test its usefulness in communicating to and from the shore. The Mortar, Anchor, and double line were tried at Cowes last August, and a testimonial —signed by the Commodore, the Earl of Wilton, *Palatine;* Allen Young, Esq., *Zara*; Colonel Henry, *Armytage*; the Right Hon. Thos. Milner Gibson, *Resolute;* Count Batthyany, *Flying Cloud;* and the Secretary, Richard Grant, Esq. —was presented to Mr. Rogers in favour of his apparatus. The subscription is intended to provide funds to pay for a carriage, mortar, and anchor, and to remunerate the inventor. Subscriptions will be thankfully acknowledged by Francis Lean, Esq., R.N. Up to the present time, £144 16s. have been received, including £50 from the Society.

BOATBUILDERS' HOLIDAY. — FAIRLOP FRIDAY.—The evening of the 26th July is to the people in the east-end of London, along the Mile-end and Whitechapel Roads, what the evening of the Derby-day is to those on the south side, along the thoroughfares from Epsom. On the first Friday of July, every year, there is a festival called the "Boatbuilders' Holiday," which in its origin is of ancient date; on this day the holiday-makers, in boats fitted on wheels, and each boat drawn by four horses, drive out to where once the Fairlop oak stood, in the old Hainhault forest, some fifteen miles out in Essex. The return of these boats is watched and waited for by tens of thousands all along the route through the East-end. On such occasions the Open-air Mission, with its Agents, take advantage of the crowds, to preach the Gospel to many who seldom hear it. On the 7th of last month, upwards of a hundred of these devoted men went out, delivered more than two hundred addresses, and distributed 25,000 tracts; and while in former years they met with some rough usage, this year they were patiently, and in many cases, attentively listened to; and some anxious souls came forward to be spoken with. The Great-day will declare what good was accomplished.

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TWO DIFFERENT CAPTAINS.—Captain Basil Hall, R.N., in his Voyages and Travels, thus describes the effects produced on board ship by the different modes of government adopted by different commanders: "Whenever one of these commanding officers came on board the ship, after the absence of a day or two, and likewise when he made his periodical round of the decks after breakfast, his constant habit was to cast his eye about him, in order to discover what was wrong; to detect the smallest thing that was out of its place—in a word to find as many grounds for censure as possible. This constituted, in his opinion, the best preventive to neglect on the part of those under his command; and he acted in this severe way on principle.

"The attention of the other officer, on the contrary, appeared to be directed chiefly to those points which he could approve of. For instance, he would stop as he went along, from time to time, and say to the first Lieutenant, 'Now, these ropes are very nicely arranged; this mode of stowing the men's bags and mess-kids is just as I wish to see it.' While the officer first described would not only pass by these well-arranged things, which had cost hours of labour to put in order, quite unnoticed, but would not be easy till his eye had caught hold of some casual omission, which afforded an opening for disapprobation. One of these captains would remark to the first lieutenant, as he walked along, 'How white and clean you have got the decks to-day! I think you must have been at them all the morning, to have got them into such order.' The other, in similar circumstances, but eager to find fault, would say, even if the decks were as white and clean as drifted snow, 'I wish, sir, you would teach these sweepers to clear away that bundle of shakings!' pointing to a bit of rope-yarn, not half an inch long, left under the truck of a gun. It seemed, in short, as if nothing was more vexatious to one of these officers, than to discover things so correct as to afford him no good opportunity for finding fault; while to the other, the necessity of censuring really appeared a punishment to himself.

"Under the one, accordingly, we all worked with cheerfulness, from a conviction that nothing we did in a proper way would miss approbation. But our duty under the other, being performed in fear, seldom went on with much spirit. We had no personal satisfaction in doing things correctly, from the certainty of getting no commendation. The great chance, also, of being censured, even in those cases where we had laboured most industriously to merit approbation, broke the spring of all generous exertion, and, by teaching us to anticipate blame as a matter of course, defeated the very purpose of punishment when it fell upon us. The case being quite hopeless, the chastisement seldom conduced either to the amendment of an offender, or to the prevention of offences. But what seemed the oddest thing of all was, that these men were both as kind-hearted as could be, or if there were any difference, the fault-finder was the better natured, and in matters not professional, the more indulgent of the two.

"The desire of discovering that things are right, accompanied by a sincere wish to express that approbation, are habits which, in almost every situation in life, have the best possible effects in practice. They are vastly more agreeable certainly to the superior himself, whether he be the colonel of a regiment, the captain of a ship, or the head of a house; for the mere act of approving seldom fails to put a man's thoughts into that pleasant train, which predisposes him to be habitually pleased, and this frame of mind alone essentially helps the propagation of a similar cheerfulness amongst all those who are about him. It requires, indeed, but a very little experience of soldiers, or sailors, children, servants, or any other kind of dependants, or even of companions and superiors, to show that this good humour on the part of those

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whom we wish to influence, is the best possible coadjutor to our schemes of management, whatever they may be."

CHARMS OF THE SEA.—Motion upon water has a peculiar fascination. It is not the beauty of the swan, but its graceful movements, which have inspired the praise of poets, and tempted children to linger by the shores of the lake. Playful hands throw the waif upon the running stream, which is followed and watched with great delight, as it leaps the miniature falls and circles in the eddies. Almost every lad has his mimic ship, and joyfully launches it upon the waters. The piers of a great seaport are a favourite resort, where small craft, majestic sailing ships, flying ferries, and ponderous ocean steamers, are moving to and fro. No more beautiful object is presented to most sea-side visitors than a sailing vessel, with her white wings spread, gliding over the waves. In England there are none of those great rivers which require the floating palaces that ply for thousands of miles up and down the watery arteries of the American continent. The movements of these fairy-like vessels give an especial attraction to the residences situated upon the banks of those rivers. Like beautiful and well-trained coursers they follow the liquid track with marvellous speed, and gracefully halt at their appointed stations as if to take a moment's breath, and then dart forward impatient to reach the goal. Around the shores of England, and upon the rivers, are many small and unattractive steam-vessels engaged in the transportation of passengers and merchandise; but the ocean steamers are distinct from all others, and can hardly be understood except by those who have seen them and enjoyed the accommodations which they afford. Their size, strength, and almost resistless momentum peculiarly impress the beholder, as they noiselessly and by an unseen agency glide out into the open sea to defy waves and storms. The ease with which they seem to move and throw off the water from the bow, leads him to regard them as possessed of all-conquering power.

Within, the spacious, gilded, and elegantly furnished saloons, the tasty and convenient state-rooms, and the sumptuous tables, surpass a majority of the popular hotels. The great variety of provision and the different styles of preparation, together with the luxuries of all climes, the fruits, the nuts, the ices, convey the impression that the best of the world's markets are at hand, and that the epicurean theory, "man lives to eat," has been accepted as the true philosophy. If you are on board the steamer, the excitement begins as she crosses the bar, enters the open sea, and with a leap and a bound plunges into the short and spiteful chop.

Well out to sea, a peculiar impression as to the immensity of the ocean is experienced. At an average speed of 300 miles daily, the steamer presses forward, leaping the waves, and scattering the spray in her course. Day succeeds night and night succeeds day, and still there is the same stretch of waters, bounded only by the horizon. On and still on, for ten days or more, the vessel moves, till at last the green hills and towering cliffs give assurance that the waters have not again prevailed over all the earth. Occasionally a day passes with a seemingly smooth ocean, though even then there is a long, heavy roll of the waves, which verifies the description, "the troubled sea which cannot rest." Usually there is sufficient agitation to disturb a landsman, till he has become accustomed to it, and the ship rises and falls with a measured motion. Standing at the bow and looking down upon the water, the vessel seems to labour and struggle up the watery hill as if it were a herculean task. Having reached the summit, she takes the downward course, and one unfamiliar with the sight, imagines she must plunge beneath the coming billow and be for ever lost to

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view; but with a gallant, graceful movement she rises and falls on each succeeding wave, and pursues her trackless course.—*Traveller.*

THE DANGER OF DELAY.—It was a bright clear night in December, and the good ship 'Harriet,' under reefed topsails, was coming up the Channel before a stiff breeze. Every heart on board was glad, for, after a long and perilous voyage, she was "homeward bound." On the quarter-deck Captain Harrison and Edward Locksley, his first mate, were standing talking together. "We shall be in dock before Christmas, if this wind holds," Locksley said. "It is not well for a sailor to set his mind too much on anything, but I have set mine on being in the dear old home at Christmas this year. It is four years since we all met at home, and father and mother say it hasn't been half a Christmas without me." Captain Harrison listened to the young sailor's eager words; then, laying his hand kindly on his shoulder, said gravely, "I do not wonder at your wish, Edward. It is a great pleasure to get home, especially to such a happy home as yours is at Christmas time. But there is something I should like you to wish for still more than that. I want you to be sure that when the voyage of life is past, there remaineth for you a rest in the glorious home above

'Where all the ship's company meet,
Who sailed with their Saviour below.'"

Locksley was silent for a moment. At length, he turned and grasped the Captain's hand in his. "Captain Harrison, you have been a kind friend to me me ever since I can remember. If all Christians were like you, I can only say that I wish there were more of them. And, more than that, what you have so often said to me about religion has made me think very seriously. I really intend to serve Christ too, but not just yet." "And why not now, Locksley?" asked his friend. "I am afraid you will think me cowardly if I tell you Captain. The truth is, that our people always give a ball at Christmas, and it would be a terrible disappointment to them if I were to hold aloof. They would say I had turned Puritan and lost all spirits, and I don't know what else, and it would seem hard to give them pain just on first going home. So I have made up my mind to keep on as usual till after that. "Besides," he added, with the frankness of a true English sailor, "I expect it will be a right-down jolly time, and I'm not inclined to give it up on any account. But after Christmas, Captain, I will turn over a new leaf—see if I don't."

The Captain felt that human pleading would have little power to overturn the young man's purpose. In his anxiety he had recourse to prayer. Standing with uncovered head on the heaving deck, he prayed earnestly, though silently, to the Father in heaven, who could convince his young friend that now was the only certain "day of salvation." Locksley understood and felt the unspoken prayer, the words of which he could not hear. His head was bowed too, and his spirit deeply moved; but the tempter was at hand with the deadly suggestion that it was quite as safe, and far better, to wait awhile. As Captain Harrison bade him "good night," before turning in, he said, gaily, "Now, don't get anxious about me, Captain: Christmas will soon be here, and you have my promise after that." The Captain went below and left the brave young fellow on deck, bright and mirthful, and ready to quench every feeling of misgiving that the Captain's prayer had caused, by lively anticipations of his return home. Not ten minutes had passed, when the Captain heard hurried footsteps on the deck, then the sharp clear cry, "Man overboard!" When in another instant he had dashed up the companion ladder and looked round, he scarcely needed to ask, "Who is it?" for had it not been Locksley, he would have seen him at once foremost among the gallant

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fellows who were lowering the boats, ready to peril their own lives to rescue the man in danger. Yes, it was Locksley! Reaching over the quarter to clear an entangled log-line, he had lost his foothold and fallen overboard, and the ship went on her rapid way without him. Everything was done which stout arms and brave hearts could do. But all was vain. The men strained at the oars only to see him throw up his arms and sink. Christmas, with its mirth and festivity, came to others, but not to him; and he went down in the cold waters leaving hope and life behind him for ever.—*Tract Magazine.*

Our Ironclads.—British seamanship has unjustly been lightly spoken of lately. Cruel fate ordained that the 'Captain' calamity, and the 'Agincourt' and 'Megæra' groundings should successively happen under the Gladstone Ministry. But Admiral Rous's philippic notwithstanding, our Navy is as staunch and skilful, and our iron walls are as strong as ever. Vice-Admiral J. B. Sullivan rightly reminds Admiral Rous that, "About twenty years since, we heard the same outcry. Steam was destroying our seamanship." Yet, in 1854, Captain Watson's squadron of screw and paddle steamers could for months keep up the blockade of Sweaborg, with only twenty miles space of clear water, too deep to anchor in, the rocks too steep for the lead to be a guide, and no lights to aid them. Yet this was done through the dark and stormy weather of September and October, almost entirely under sail, and the steam being only up, I believe on two occasions, and without an accident.

Sir Charles Napier said "that he knew nothing throughout the old war equal to it, as blockading squadrons had then an open sea on one side of them.

"I am quite sure that there are 'as good fish in the sea' as ever, but with this difference. In Admiral Rous's day, fish of a certain colour were rst caught, whether good or bad eating; now a real effort is made to catch the best, without regard to colour."

Just such another reply would have risen to the lips of anyone who saw the combined Mediterranean and Channel fleets sailing from Queenstown Harbour, recently for Lisbon. The flagship, 'Lord Warden,' left her moorings first, and, after exchanging salutes with the guardship 'Mersey' and the Admiralty Office, steamed out to sea, followed by the 'Defence,' 'Prince Consort,' 'Caledonia,' 'Hercules,' 'Monarch,' 'Topaz,' 'Northumberland,' and 'Warrior.' As soon as the vessels cleared the lighthouse they set all sail. A large fleet of yachts and steamers accompanied the ships to the limits of the harbour, and gave them a hearty farewell.

The 'Minotaur' is a ship of 6,621 tons and 1,350 horse-power, with an armament of 26 guns, and built entirely of iron. She is a sister ship to the 'Agincourt' and 'Northumberland.' Next is the 'Lord Clyde, of 4,067 tons and 1,000 horse-power, and fights 24 guns. She is iron-plated on a wooden frame, and has proved herself, under all circumstances, a vessel of the first class. The 'Bellerophon' is the ship which has created so much interest and engaged so much of the public attention. Designed by Mr. E. J. Reed, late Chief Constructor of the Navy, she is a complete iron ship, and, with little boubt, one of the most perfect and formidable iron-clads afloat, She is 4,270 tons burden, 1,000 horse-power, and carries fourteen guns of the largest calibre. Both under steam and sail her performances have been admirable. The 'Warrior,' whose excellences for speed and beauty are so well known, is an iron ship, partially clad, of 6,109 tons and 1,250 horse-power, with an armament of forty guns, and a sister ship to the 'Black Prince.' The 'Achilles,' whose merits cannot be overrated, is a truly magnificent iron vessel, partially clad, of 6,121 tons, and 1,250-horse power, carrying twenty-six guns.

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COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.

For the Shipwrecked Mariners' Society.

	£	s.	d.
NORTH BERWICK.—Sermon in Parish Church, per Rev. Dr. Logie	9	2	0
MISTLEY.—Proceeds of a Grand Fête of the Manningtree and Mistley Odd Fellows and Foresters, held in Lawford Hall Park	25	0	0
WHITBY.—Sermon in Sneaton Church, per Rev. J. B. Broderick, M. A.	1	18	0
LEWES.—Harvest Thanksgiving after Sermon by Rev. R. N. Dennis, at East Blatchington Church	4	10	0
LONDON.—The Society has recently received the following liberal contribution, viz., Dublin Port Board (annual).	25	0	0
Mrs. Gamble of Gouroch ...	25	0	0

The following Legacies have also been announced or paid, viz :—

	£	s.	d.
Mrs. Jane Lane, of Exmouth	10	0	0
Mrs. Penelope Osborne, of Scarborough	50	0	0
Mrs. Elizabeth Mountain (1st Moiety)	50	0	0

REWARDS FOR SAVING LIFE ON THE COASTS.

The following are the rewards granted by the Royal National Lifeboat Institution during the past quarter, viz. :—

July 6th. Thomas Chapman, Esq., F.R.S., V.P., in the chair.

Various rewards were granted to the crews of lifeboats, for services rendered during the past month. The St. David's lifeboat brought ashore the crew of the schooner 'Mersey,' of Liverpool, which had been wrecked on the South Bishop Rock. The Lynmouth lifeboat had gone off in a gale and heavy sea, and saved a man who was in imminent peril; his boat, which was at anchor off Lynmouth, having been overtaken by the gale which had suddenly sprung up, and being in great danger of foundering or going on the rocks, no ordinary boat being able to go to his aid. It was the first service performed by the lifeboat on this station, her crew readily coming forward, and the boat being very quickly manned and launched. The Rhyl tubular lifeboat during a strong northerly wind went out to the distressed schooner 'Eleanor,' of New Quay, Cardiganshire, which had gone on the Constable Bank, and assisted her and her crew off the sands, and into a place of safety.

A reward of £2 was also granted to Mr. Edward M'Carron, assistant keeper at the Arranmore Island Lighthouse station, county Galway; also £1 each to Mr. Richard Stapleton, the principal light-keeper, and his wife and two daughters, for their laudable services to the crew of the distressed barque 'Tropic,' of London. When rescued from their perilous position they were in a most exhausted state, and suffering greatly from hunger, thirst, and exposure, and being unable to walk. However, they were all successfully hauled up the high cliff during the night and taken to the lightkeeper's dwelling, where they received every possible assistance, and eventually all of them recovered. Payments amounting to £1,500 were also made on different lifeboat establishments.

August 3rd, Mr. Thomas Chapman in the chair. Rewards amounting to £51 were granted to the crews of lifeboats for services rendered during the past month. The lifeboat at Bude Haven, proceeded out in reply to a signal from the yacht Hattie, of Cromer, during a strong wind from the N.N.W. Twice the lifeboat was beaten back by the rough seas, and one of the crew, whose heart failed him, had to be put ashore. His place was, however, readily supplied, and after nearly an hour's labour the breakers were passed and the yacht was reached, when her owner and crew of two men were taken out of the

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little vessel, which was towed in by the boat. The courageous owner of the little craft, Mr. Abel Tillett, spoke highly of the behaviour of the crew, and of the noble lifeboat, and gave the men £5 in addition to what they would receive from the Institution. The Fishguard lifeboat went off to the aid of a sailing boat which had drifted out to sea, having on board two lads, who were unable to manage it. The lifeboat on reaching the boat took in tow that boat and another which had come to its assistance and brought them safely ashore. The ChichesterHarbour lifeboat was launched on signals of distress being shown by a dismasted vessel, which proved to be the brig 'Hope,' of Portsmouth, during a very strong wind from S.W., and in a heavy sea. The lifeboat remained alongside until the weather moderated, and a steam-tug was enabled to take the vessel and crew into Portsmouth. The Kingsdown, North Deal, and Broadstairs lifeboats also proceeded out to the Goodwin Sands in readiness to aid vessels which had gone ashore there; but happily there was ultimately no necessity to call their services into requisition, the vessels being enabled to get away from their dangerous positions. Payments amounting to £1,228 were also made on different lifeboat establishments.

September 7th. Sir Edward Perrott, Bart., V.P., in the chair.

Rewards amounting to £73 were granted to the crews of different lifeboats for recent services on the occasion of shipwrecks on our coasts. The Arklow lifeboat went off through a very heavy sea to the stranded brigantine 'Jane,' of Barmouth, and was successful in saving her crew of five men. A few hours afterwards the same valuable lifeboat proceeded out again to another brigantine, the 'Roscius,' of Belfast, which had also gone on the Arklow sandbank. On reaching the vessel she was found to be abandoned, her crew having landed at Wicklow. Some of the lifeboat men then went on board, and, after prolonged exertions, the brigantine, having been lightened of some of her cargo of pig iron, was taken safely into Kingstown Harbour.

The Arbroath lifeboat, during a strong gale and a heavy cross sea, was the means on the occasion of the wreck of the schooner 'Ann,' of Inverness, of saving from an inevitable death, the vessel's crew of five men and the pilot, who belonged to Arbroath.

The Ramsey lifeboat went to the aid of the distressed schooner 'Rapid,' of Preston, her sails being torn away, and her anchor not holding, and brought her into harbour.

The Southport lifeboat was taken during a strong westerly gale to the stranded barque 'Times,' of Liverpool, and saved all on board, seventeen in number. The lifeboat was said to have behaved admirably in the heavy seas she had to encounter.

The Whitehaven lifeboat went off to the schooner 'Intrepid,' of Liverpool, in reply to signals of distress, and remained by her until a steam-tug arrived, when she was taken into port.

The Dundalk lifeboat also went to the aid of the dismasted brigantine 'Zoe,' of that port, which was in a dangerous position, and had all her boats destroyed. At the urgent request of the vessel's crew, the lifeboat stayed by her all night, and until she was taken to a safe position the next day.

The Fraserburgh lifeboat also succeeded a short time since in bringing to land the crews, numbering eleven men, of two fishing boats, which were in great danger of being wrecked near the lifeboat station during N.N. westerly gale. Payments amounting to £670 were also made on different lifeboat stations. It was stated that the safety fishing-boat improvements introduced by the Institution had been adopted in the majority of the fishing-boats on the Scotch coast, and that few boats are now built without being partly decked. The proceedings then terminated.

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RELIEF TO FISHERMEN AND MARINERS, THEIR WIDOWS, ORPHANS, &c.

"LEAVE THY FATHERLESS CHILDREN, I WILL PRESERVE THEM ALIVE; AND LET THY WIDOWS TRUST IN ME."—JEREMIAH XLIX. 11.

Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans, and aged Parents of the Drowned, &c., between the 1st June, and 31st August, 1871.

NOTE.—In the following tables M stands for mariner, whether of the Royal Navy, Transport, or Merchant Service; MM master mariner; A apprentice; F fisherman; PB pilot and boatman; W widow; O orphan; AP aged parent. The figures following signify the amount of relief, and Agency where it was given :—

	£	s.	d.	
10 M, 2 W, 4 O ...	37	15	0	*London.*
2 M, 6 W, 5 O, 1 AP	39	15	0	*Aberdeen.*
1 W, 3 O	7	2	6	*Aberystwith*
2 W, 7 O.....	14	18	9	*Appledore.*
2 F, 4 PB	8	7	0	*Barra.*
1 M, 1 MM, 3 W, 7 O	29	17	6	*Blyth.*
1 M.....	3	2	6	*Braunton.*
1 W.....	8	0	0	*Bridlington*
1 W.....	3	5	0	*Bristol.*
1 AP, 1 F	4	15	0	*Brixham.*
2 W, 6 O, 1 AP, 3 F	26	5	0	*Buckie.*
1 F	0	18	6	*Burravoe*
1 W, 2 O.....	4	10	0	*Cockenzie*
2 M.....	2	16	9	*Cork*
1 W, 1 O.....	5	12	6	*Cowes.*
1 F	2	8	0	*Cullen.*
1 W, 2 O.....	4	10	0	*Deal.*
2 M, 1 MM.....	7	15	0	*Dinas Cross.*
2 W, 5 O.....	18	18	9	*Douglas.*
1 W, 1 O.....	5	0	0	*Dover.*
1 M.....	1	12	6	*Dublin.*
1 M, 3 W, 3 O ...	29	12	6	*Dundee.*
1 W, 6 O.....	20	0	0	*Eastbourne.*
1 AP	4	15	0	*East Yell.*
2 O, 1 AP	17	0	0	*Elie.*
1 W, 1 O.....	11	10	0	*Emsworth*
1 M.....	2	0	0	*Exmouth.*
1 M, 1 MM.....	5	5	0	*Faversham.*
1 AP	3	15	0	*Fearn.*
1 M.....	3	15	0	*Fishguard.*
1 W, 1 AP.....	15	0	0	*Folkestone.*
2 W, 2 O	12	10	0	*Fowey.*
1 M, 1 MM.....	6	0	0	*Framilode.*
1 M.....	1	0	0	*Frazerburgh*
6 M.....	9	14	0	*Glasgow.*
1 MM	1	12	6	*Gloucester.*
1 M, 1 W.....	12	0	0	*Greenock.*
2 W, 2 O.....	11	17	6	*Grimsby.*
1 AP	3	5	0	*Guernsey.*
7 M, 1 MM, 2 W, 2 O	45	1	6	*Hartlepool.*
1 W, 1 O.....	3	15	0	*Harwich.*
1 M, 8 W, 11 O ...	66	17	6	*Hull.*
1 W, 2 O.....	5	12	6	*Ipswich.*
8 M, 4 MM, 7 W, 10 O	67	6	6	*Jersey.*
1 AP	3	5	0	*John o' Groats.*
2 M.....	3	10	0	*Leith.*
2 W, 7 O, 2 AP ...	30	6	3	*Lerwick.*
1 O	10	0	0	*Limekilns.*
2 W, 5 O.....	16	15	0	*Littlehampton*
4 M, 5 W, 13 O, 1 AP	45	6	3	*Liverpool.*
2 W.....	15	15	0	*Lynn.*
1 W, 1 O.....	7	10	0	*Lytham.*
1 MM	2	0	0	*Mistley.*
5 M, 1 AP	19	16	6	*Montrose.*
1 F	1	10	0	*Mousehole.*
2 W, 7 O.....	27	7	0	*Newcastle.*
1 W, 5 O, 1 AP ...	16	15	0	*Newport, Mon.*
1 M, 1 MM.....	4	17	6	*New Quay (W)*
16 M, 1 MM, 5 W, 6 O, 1 AP	88	10	6	*N. Shields.*
1 W, 2 O.....	6	15	0	*Nottingham*
1 M, 1 MM, 1 W..	13	12	6	*Peterhead.*
3 M, 2 MM, 2 W, 3 O	32	17	6	*Plymouth.*
1 M.....	2	5	0	*Poole.*
1 M, 1 MM.....	3	12	6	*Port Dinorwic*
1 M, 1 MM.....	4	0	0	*Portinllaen.*
3 O	7	8	9	*Port Isaac.*
1 W.....	8	0	0	*Portmadoc.*
1 W, 1 O.....	10	0	0	*Portsoy.*
1 W, 1 O.....	4	7	6	*Port Talbot.*
1 M, 1 W, 6 O ...	10	2	6	*Port William.*
1 AP	4	15	0	*Reawick.*
1 M.....	1	15	0	*R. H. Bay.*
2 W, 3 O.....	18	6	3	*Rye.*
1 W, 3 O.....	13	2	6	*Salcombe.*

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	£	s.	d.		£	s.	d.	
1 AP	6	10	0	*Scalloway.*	1 F	2	5	0	*Southwold.*
1 M, 1 MM, 1 W, 1 O	7	7	6	*Scarboro'*	1 W, 9 F	23	4	6	*Staithes.*
1 W	8	0	0	*Seaham.*	1 M	0	12	6	*Stiffkey.*
1 MM	3	17	6	*Selby.*	1 W	3	0	0	*Stockton.*
1 W, 1 O	7	10	0	*Selsey.*	1 W	5	0	0	*Swansea.*
2 F	5	0	0	*Shoreham.*	21 M, 1 MM, 14 W, 22 O, 1 AP	192	6	6	*Sunderland*
1 O, 1 AP	7	10	0	*Solva.*	2 W, 6 O	21	12	6	*Teignmouth*
1 W, 4 O	10	0	0	*Southampton.*	2 F	5	17	6	*Voe.*
21 M, 1 MM, 9 W, 5 O, 1 AP, 7 PB.	166	2	6	*S. Shields.*	1 MM	8	0	0	*Wainfleet.*
					2 AP	8	15	0	*Warkworth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 472; Orphans, 893; Aged Parents, 23; Master Mariners, 21; Mariners and Apprentices, 129; Fishermen, 23; Pilots and Boatmen, 11; Shipwrecked persons—Subscribers, 138, and Non-Subscribers, 218, in all 1,928 persons relieved, at an expense, inclusive of that in the succeeding tables, of say £3,512 18s, 1d.!

ORIGIN OF REFLECTING LIGHTHOUSES.—In the last century, at a meeting of the Society of Mathematicians at Liverpool, one of the members proposed to lay a wager that he would read a paragraph of a newspaper at ten yards distance, with the light of a farthing candle. The wager was laid, and the proposer, having covered the inside of a wooden dish with pieces of looking-glass, fastened in with glazier's putty, placed his reflector by the candle, and won his wager. One of the company marked this experiment with a philosophic eye. This was Captain Hutchinson, the dockmaster, with whom originated the reflecting lighthouses—erected at Liverpool in 1763.

SOME BLESSINGS LEFT.—A Christian sailor, who lost one of his legs at the Battle of Trafalgar, said that he could very often measure the faith of the people who conversed with him, by the way in which they alluded to his misfortune. Nine out of ten would exclaim,—"What a pity that you lost your leg!" and only one in ten, "What a blessing that the other was preserved!"

When God comes into the family and takes away one child, instead of complaining because He has taken one, it would be wiser to thank Him that He has left the rest. Or He may crush a man's business, and strip him of all his worldly wealth, and yet leave untouched and uninvaded what is dearer than all—the cradle of his only child. Would it not be nobler for such a man to be thankful for what God left, than to murmur for what He took away?

"The Lord giveth, and the Lord taketh away," but He always gives more than He takes away. If God robs a man of his riches, He may leave him his health, which is better than riches. If He takes health, He may leave wealth If He takes both, He may leave friends. And if He takes all these—house and home and worldly goods—God's providence is not yet exhausted, and He can make blessings out of other things which remain. He never strips a man entirely bare. A man may be left a beggar upon the highway and yet be able to give increasing testimony to God's goodness and grace.—*Beecher.*

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RELIEF TO SHIPWRECKED CREWS.

"THERE IS SORROW ON THE SEA."—JEREMIAH XLIX. 23.

The Crews of the following Vessels wrecked on various parts of the Coast, or foundered at sea, have been boarded, lodged, clothed, and forwarded to their homes by the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," *between the* 1st *June and* 31st *August*, 1871.

Vessel's Name.	Port.	Amount of relief. £ s. d.	Vessel's Name.	Port.	Amount of relief. £ s. d.
Anna Rose	Fraserburgh	0 12 0	Infanta	Carnarvon	2 9 0
Augusta	Plymouth	1 8 0	Isabella	N. Shields	1 3 0
Aber	Sunderland	0 5 0	Illimani	Liverpool	1 0 0
Amazon	London	1 12 6	Index	Newhaven	4 3 0
Bucton Castle	S. Shields	13 7 0	John Spear	—	0 12 0
Barton	Dundee	1 7 6	John	Scarborough	2 5 6
Challenger	London	1 7 0	Jane	Drogheda	3 5 0
Countess of Eglinton	Ardrossan	1 4 0	J. W. Rhodes	Liverpool	0 8 0
Cynthia	Montrose	1 11 6	Katherine	Middlesboro'	1 8 0
*Catherine Apcar	Calcutta	17 5 10	Lady Anne	Sunderland	3 2 0
Catherine	Wick	0 1 6	Lawson	S. Shields	0 16 0
Don	Glasgow	1 5 6	Lebanon	N. Shields	0 1 6
Elizabeth	Workington	1 5 0	Mersey	Liverpool	0 14 0
Eburn	Boston	1 17 0	Marchioness of Bute	Portsmouth	1 1 0
Eden	Nantes	0 4 0	Moldavia	Blyth	1 8 6
Ella	Southampton	4 15 0	Merchant	Newcastle	0 12 6
Gannet	Cork	26 1 6	Northumberland	Whitby	0 10 0
Gambia	London	1 12 6	Pursuit	Llanelly	3 0 0
Houghton	Sunderland	0 13 0	Perseverance	Aberdeen	8 6 0
Holywood	Hartlepool	0 1 6	Prospero	London	4 0 0
Heroine	Sunderland	3 13 0	†Petrel	Thurso	2 8 0

* The captain states that the 'Catherine Apcar,' of Calcutta, from London in ballast, bound for Shields, whilst under easy steam in thick weather at 9·45 a.m., August 9th, Flamborough Head bearing N.W. distant ten miles, was run into full speed by the 'Dispatch' of London, from Shields bound for London, on the port broadside, cutting through into her main hold. The 'Dispatch' stopped her engines, and the 'Catherine Apcar' filled and sunk within ten minutes. Her crew consisted of twenty-five hands: nine of them scrambled on board the 'Dispatch,' and sixteen were picked up out of the water by the boats in a more or less exhausted state, two of them remaining unconscious for an hour. The crew was afterwards transhipped on board the s.s. 'Newburn' from Shields to London, which having observed the disaster, bore down to the place: she laid by the 'Dispatch' to the mouth of the Humber, and then put back the crew of the sunken ship on board the 'Dispatch,' which, having been brought up in Grimsby Roads, they were landed in boats about six p.m. Four, however, remained on the 'Newburn,' and were taken to London. The remaining twenty-one were quartered in Grimsby for the night, and provided with necessary food and clothing, by the honorary agent of the Society.

† A SHIP ON FIRE—GALLANT RESCUE.—It is to be feared that the list of casualties causedby the gale at the end of August is not yet exhausted. To those already reported is to be added the loss of the schooner 'Petrel' of Thurso, the crew of which were landed at Dunbar on Wednesday forenoon by the fishing smack 'Edouard Auguste' No. 44, of Ostend, Louis Vantomme, master, and six of a crew. Donald Brander, the master of the lost vessel, reports that the 'Petrel' left Sunderland on Tuesday for Thurso, with a cargo of lime shell. All went well until Thursday night, when the vessel was caught in the gale about twenty miles to the north of Kinnaird's Head, and blown right out to sea. About midnight the heavy seas which were continually breaking over the vessel ignited the cargo, and set the schooner on fire. To add to the distress of the crew, the small boat had been stove in by the violence of the storm, and was made quite useless. During Friday the gale continued to blow with great violence, and the vessel to burn, and nothing was left for the crew but to remain in the doomed ship. During the height of the storm on Friday a brig was sighted, and signals of distress made, but such was the violence of the gale, and the fury of the sea, that the brig was driven helplessly before them, and could render the schooner no assistance. Friday night was passed in the burning vessel, the crew expecting every moment to fall victims either to the sea or the flames. On Saturday morning, however, the storm abated somewhat, and the perilous position of the crew was observed by the smack 'Edouarde Auguste.' The smack bore down upon the vessel, and though there was still a tremendous sea running, the master, Vantomme, put off with several of his men, and succeeded, after great difficulty, in rescuing the whole of the crew of the 'Petrel.' The 'Petrel's' crew are somewhat scalded about the legs and arms, but not seriously, and have lost all except the clothes they wore. They were treated with great kindness on board the Belgian smack. The cabin was given up for their use, and everything possible done to promote their comfort and convenience. The smack had been seven weeks out, and was short of provisions, and, after getting the crew on board, sail was made for the mouth of the Firth, where the crew, four in number, were landed at Dunbar. The 'Petrel,' which belonged to Mr. Robert Miller, Thurso, was left burning off the Dogger Bank. Messrs. Barclay and Co., Belgian consuls, took charge of the smack, and the crew of the 'Petrel' were forwarded to their homes by the Hon. agent of the Society. This is the second time that Vantomme has rescued a crew from a similar position, and his services will doubtless not go unrewarded.

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RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of relief. £ s. d.	Vessel's Name.	Port.	Amount of relief. £ s. d.
Pearl	Teignmouth	0 14 6	Star of the West	—	8 12 0
Philorth	Frazerburgh	0 10 0	Simon	Carnarvon	2 2 6
Percy	Blyth	4 2 6	Staffa	Arbroath	0 10 6
Pioneer	Cardiff	8 1 0	Superior	Hayle	1 8 0
Queen of the Thames	London	6 6 6	Triumph	Hull	2 2 6
Rio Grande	—	0 3 6	Thomas Snowden	Middlesboro'	2 2 6
Rubina	—	0 2 0	The Compeer	Newcastle	3 10 0
Royal Victoria	Hull	1 0 6	Thelum	Liverpool	2 1 6
Rubenis	—	0 2 0	Ullswater	Guernsey	0 8 0
Rose and Elizabeth	Yarmouth	1 1 0	Westmoreland	London	13 10 0
Rose Hill	Newcastle	3 0 0	Whim	Jersey	0 6 0
Suomi	Finland	1 0 0	Wonder	Blyth	3 0 0
Sea Dog	Swansea	1 5 0	Yenes	Spain	0 1 6

DIFFICULT TO CONVINCE.—A Sailor was once shown a picture containing only six figures, which he objected could not be a picture of the twelve Apostles,—Jack was answered by his messmate, "Why, you would not have them all on deck at once, would you.?"

MELTING OF A WATCH BY LIGHTNING.—During a violent thunder-storm in 1844, a fishing-boat belonging to one of the Shetland Islands, was struck by lightning. The electric fluid came down the mast, which it tore into shivers, and melted a watch in the pocket of a man who was sitting close by the side of the mast, without injuring him. Not only was the man altogether unhurt, but his clothes also were uninjured; and he was not aware of what had taken place, until, on taking out his watch, he found it was fused into a mass!

RATE OF BALLOON TRAVELLING.—Mr. Green relates some singular experiences of the variety of currents in our atmosphere, influencing the rate of his aërial travelling. He has found that at a great elevation, the north-west current generally prevails throughout the year, without reference to the direction of the wind near the earth; this constant current being at an elevation of from 13,000 to 14,000 feet. This upper current carries his balloon at the rate of six miles an hour, whilst the lower current wafts it at the rate of thirty miles an hour. He states, that in one of his ascents from Liverpool, he entered the constant current at an elevation of 14,000 feet, and descended into a lower south-east current at the height of 12,000 feet; the former carrying his balloon at the rate of five miles, and the latter at the rate of eighty miles an hour. He has travelled ninety-seven miles in fifty-eight minutes, and his speed has often been from sixty to eighty miles an hour.

SIR ISAAC NEWTON'S MAGNET.—The smallest natural magnets generally possess the greatest proportion of attractive power. Sir Isaac Newton wore in his ring, a magnet which weighed only three grains, yet it was able to take up 746 grains, or nearly 250 times its own weight; whereas, magnets weighing above two pounds, seldom lift more than five or six times their own weight.

THE WORLD IN A DROP OF WATER.—The microscope has shown that a drop of water, though it may appear to the naked eye to be perfectly clear, is swarming with living beings. According to Ehrenberg, a cubic inch of water may contain more than 800,000 millions of these beings, estimating them only to occupy one-fourth of the space; and a single drop, placed under the microscope, will be seen to hold 500 millions, an amount, perhaps, nearly equal to half the number of human beings on the surface of our globe.

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ANNUAL GRANTS TO WIDOWS AND ORPHANS.

"WE ARE ORPHANS AND FATHERLESS, OUR MOTHERS ARE AS WIDOWS." LAM. V. 3.

Statement of the number of Widows and Orphans relieved in July, who were also relieved at the time of the death of their Husbands, but who are permitted to apply annually for further Relief while they have Children under Fourteen Years of Age, or are themselves above Sixty years of Age, and without Children.

Widows.	Orphans.	Agency.	Amount.	Widows.	Orphans.	Agency.	Amount.
Seven	Nineteen	London	£17 10 0	Fourteen	Twenty-eight	Hartlepool	£32 8 0
Six	Ten	Aberdeen	12 0 0	Eleven	Twenty-seven	Hull	29 7 0
One	Three	Appledore	2 12 0	Three	Five	Inverkeithing	7 0 0
One	Two	Bangor, Ireland	1 8 0	Five	Five	Inverness	4 17 0
One	One	Baltasound	1 12 0	Two	Two	Ipswich	2 6 0
Two	Ten	Barra	5 8 0	Two	One	John o'Groats	2 10 0
One	Three	Beer	2 1 0	One	None	Johnshaven	1 5 0
One	Three	Berwick	1 12 0	Two	Five	Kincardine	2 13 0
One	None	Blakeney	1 0 0	Two	Nine	Knottingley	4 9 0
Four	Eleven	Blyth	10 10 0	Four	Seven	Leith	8 6 0
One	Three	Boston	2 19 0	Four	Nineteen	Lerwick	8 7 0
One	Five	Bridgwater	3 14 0	Eight	None	Liverpool	15 6 0
One	Two	Bridport	2 18 0	Three	Three	Lynn	5 2 0
One	Two	Bristol	1 12 0	One	None	Macduff	1 6 0
Five	Ten	Brixham	9 19 0	Four	Eight	Maryport	9 4 0
Fifteen	Thirty-six	Buckie	31 15 0	One	Four	Milford	2 12 0
Two	Eight	Burravoe	5 13 0	Three	Seven	Mousehole	3 15 0
One	Three	Cardiff	1 15 0	Two	Four	Newcastle	5 6 0
One	One	Carnarvon	1 8 0	One	One	Newlyn	1 9 0
One	Four	Devoran	4 0 0	Seven	Nine	New Quay, Wales	14 14 0
One	Seven	Dinas Cross	7 1 0	Thirty-two	Fifty-five	North Shields	76 17 0
One	Two	Donaghadee	2 5 0	One	One	Penzance	1 15 0
Four	Eleven	Dundee	10 2 0	Two	Seven	Plymouth	5 0 0
One	One	East Yell	2 10 0	Two	None	Poole	2 14 0
Five	Ten	Exmouth	10 2 0	Four	Eight	Pwllheli	7 18 0
Three	Six	Falmouth	7 0 0	Two	Five	Ramsgate	3 12 0
One	One	Faversham	1 14 0	Two	Five	Reawick	4 8 0
Two	Four	Fishguard	3 7 0	One	Five	Rochester	3 14 0
One	Three	Flint	2 8 0	One	Three	Sandwich	2 12 0
Two	Two	Folkestone	2 17 0	One	Three	Scalloway	2 14 0
Three	Seven	Gerrans	8 10 0	Five	Even	Scarboro'	13 19 0
One	One	Gravesend	1 11 0	Three	Seven	Seaham	3 16 0
Two	Three	Guernsey	3 6 0	One	Four	Selsey	2 10 0

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One	Five	Shoreham	2	11	0	One	Two	Wells, Norfolk	1	19	0
Twenty-nine	Seventy-five	South Shields	90	2	0	One	Three	Weymouth	1	6	0
One	Two	South Uist	1	18	0	Ten	Twenty-three	Whitby	23	17	0
Five	Eleven	Staithes	12	2	0	One	Two	Whitehaven	1	13	0
Two	Nine	Stiffkey	6	11	0	One	One	Wick	2	0	0
One	One	Stromness	2	10	0	One	None	Wigton	1	3	0
Forty-four	Eighty-six	Sunderland	101	6	0	Two	Three	Wivenhoe	3	16	0
One	One	Stornoway	1	15	0	Eleven	Thirteen	Yarmouth	21	8	0
One	Two	Swansea	1	17	0	One	None	Youghal	1	5	0
One	None	Thurso	1	17	0						

NOTE.—Three hundred and thirty-eight Widows, a list of whom appeared in our Seventieth number, page 114, Vol XVIII, were also relieved in January, making, with the above, a total of six hundred and sixty-six Widows, and fourteen hundred and forty-eight Orphans of drowned Fishermen or Mariners, who are thus receiving *Annual Grants* to the amount of £1,373 8s. yearly, to help to pay the rents of their cottages; the interest of the funded property of the "Shipwrecked Mariners' Society" being set apart in aid of this benevolent purpose.

TEMPERANCE IN THE NAVY.—As a sign of the times we can state that the Royal Naval Temperance Society consists at present of nearly 1,000 officers and men. Rear-Admiral Sir W. King Hall is the president, and about a month since the secretary reported that amongst its members were, on board the 'Agincourt' 100 men, 'Minotaur' 32 men, 'Hercules' 51 men, 'Northumberland' 43 men, 'Warrior' 20 men, 'Glasgow' 45 men, 'Dido' 21 men, 'Orontes' 30 men, 'Hector' 50 men, 'Duke of Wellington' 30 men, 'Excellent' 40 men, Royal Marines, 50 men, Royal Marine Artillery, 100 men, and 'Avon' 44 men. There are many others in small ships, where there are from 3 to 9 or 10 men in each.

A SEA MESSENGER.—A very useful invention has been brought under the notice of the Admiralty by Mr. Julius Vandenberg, of Portsmouth, who has patented a "sea messenger," which, in the opinion of many nautical men, might with great advantage be introduced into the Navy and the Mercantile Marine. The "Messenger" is intended for use in the event of shipwreck or other catastrophe. Valuable documents and information respecting the position and other circumstances of a ship could be deposited therein and then thrown overboard, and by this means the mystery which too often enshrouds the fate of a ship and her passengers and crew might be solved, and the hopes or fears of friends set at rest, while, by this agency, assistance might be sent to a ship in peril, which might otherwise be left to her fate. As the cost of the "messenger" is very small, it is difficult to understand why it has not been introduced into the Navy, and especially the troopships. It may be mentioned that the "messenger" is now being used by several foreign powers, and that the inventor has recently been awarded a medal at the Marine Exhibition at Naples.

A NOVEL INVENTION.—Captain Hall, of the 'Polaris,' says an American paper, was the recipient of many presents prior to the departure of his expedition. One of these was a tin can carefully sealed, labelled, "not to be opened until the 'Polaris' has reached the Arctic seas." But on its passage to the Navy yard, for being shipped, it met with an accident, and the secret leaked out. It was a can of patent axle grease, with which Captain Hall or his survivors were affectionately requested by letter to lubricate the axle of this slow-going world, if found at the pole.

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Portfolio.

THE TELESCOPE.*

"Nevertheless we, according to His promise, look for new heavens and a new earth, wherein dwelleth righteousness."—2 Peter iii. 13.

CAN nothing aid the seaman in penetrating that curtain of mist, and in making out the dim outlines of the shore? Yes; fetch the telescope. Apply it to the eye. It confirms the joyous reality! Masts and trees, and houses and spires loom through the fog. There is no doubt left that the shore is at hand.

Faith is the Christian's telescope. With it he pierces the thickest veil of sense, and descries the towers of the Celestial City, and the tree of Life on either side of the river. Spiritual voyager! use your telescope. Be on the out-look for "the city which hath foundations." Think often of it. Speak often of it. John saw it in vision, "*a holy city*," "coming down out of heaven." God, its "builder and maker," is a *holy* God. Angels, the keepers of its gates, are *holy* beings. And remember, "without *holiness*," no man can see God, or the city of God. We know little else of its scenery and character; but this we *do* know, "therein dwelleth *righteousness*." "*Open ye the gates that the* RIGHTEOUS *which keepeth the truth may enter in.*"

THE DYING CHRISTIAN'S STRAIT.

PHILIPPIANS i. 21—23.

I KNOW not which to choose—whether to live
A little longer here, or to depart—
That would be sweet: to be at rest, to toil
No more: no more feel pain, to have no griefs,
No anxious fears, nor for myself nor others—
That would be sweet. And sweeter still to have,
For sin no more affection or desire:
But to be near and feel that nearness—near
Unto my Lord: to have a thrilling sense
Of blessedness, the certainty of joy
At hand yet greater: safe, for ever safe.
So to be resting would be sweet: and yet
To live for Christ—to live to do His pleasure—
To fight the fight, clad in His panoply,
Knowing that He looks on the while and smiles,
By love unfathomable ever moved;
To go and tell to others of His grace,
The bliss unutterable of the life
That is in Him—
Surely a life so spent is blessedness,
And all too little to repay His love,
The love of His most costly sacrifice!
Which shall I choose—living, to live to Christ,
Or dying, die to Him—which shall I choose?
Whichever of the twain shall to Thy glory be,
That, Lord, I pray, Thou wilt appoint for me!

[The above lines were written, during his final illness, by the Rev. H. H. Swinny, who was a son of one of the most active Hon. Agents of the Shipwrecked Mariners' Society.]

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* "The Sailor's Text Book." Nisbet & Co., London.

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THE SHIPWRECKED MARINER

No. LXXIII. JANUARY, 1872. Vol. XIX.

DISTINGUISHED ADMIRALS.

SIR CHARLES NAPIER.*

THE year 1835—after unsuccessfully contesting the borough of Portsmouth—Captain Napier spent in writing the "History of the War of Succession in Portugal," and in country pursuits at Merchiston Hall, an estate he had purchased in Hants, and called after his father's residence in Scotland; "living at once," says a writer, "like a prince, an admiral, and an old English country gentleman, and occasionally driving his 'four-in-hand' with all the spirit of former days. In his home and hall did the weary soldier and sailor ever find a friendly welcome, nor ever departed the wayfarer from his door without a hearty meal, or with an empty hand." In March, 1836, he was reinstated on the list of Captains, R.N. In stating his case to the First Lord of the Admiralty for a restoration of his Greenwich out-pension, he says, "My right thigh was broken by a cannon-shot, the bone perforated the flesh, and it is nearly two inches shorter than the other. I was again wounded in the same leg, and have a musket ball in my neck, and received neither a year's pay nor pension. Were my right thigh to be broken again, and shortened two inches more, I should receive a pension; but were my left thigh broken and shortened two inches, I should be further from a pension than ever, because I should be upon an even keel, and turn out both my toes instead of one: such an accomplishment my dancing-master never could teach me."

* Continued from page 184, No. LXXII—Vol. XVIII.

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He was very much opposed to impressment, which he considered as the most infamous, oppressive, and abominable of all measures.

In 1837, he was defeated in a contest for Greenwich, and he was thus sketched in the newspapers:—"Captain Napier is a stout man, with an intelligent face, the head poked rather forward, and with dark hair, now becoming grey. On the occasion of his election, he appeared in an old blue frock-coat, with brass navy buttons; duck trousers, not rivalling the snow in whiteness; shoes patched, but very easy, and white cotton socks, carefully, if not comfortably darned. On his left breast dangled a profusion of orders, blazing in their brilliancy, yet serving only to render more striking the *tout ensemble* of seediness, which this true 'British Tar' presented to the admiring crowd of the beauty and fashion of Greenwich and Deptford. The whole was crowned by a round hat of most *manageable* brim, of whose colour the only adequate description must be given in the language of the Latin poet:—

'Quis color albus erat, nunc est contrarius albo.'"

Soon after this he left for Lisbon, to adjust in person his own claims, and those of his officers, and their widows and orphans, in which he succeeded, and then returned to England.

On 1st January, 1839, Captain Napier obtained command of the 'Powerful,' 84, and on the 30th June sailed for the Mediterranean, arriving at Malta 24th July, when orders were sent to the English and French fleets to proceed to the coast of Syria, under Admiral the Hon. Sir Robt. Stopford, to endeavour to prevent a collision between the Turkish and Egyptian fleets, where Ibrahim Pasha had already defeated the Turkish army at Nizib. The Turkish Capudan Pasha, however, upon the death of Sultan Mahmoud, took his fleet to Alexandria, and handed it over to Mehemet Ali. On the 5th August, the English fleet, consisting of 7,630 men, and 925 guns, arrived at Besika-Bay, where they were joined by the French fleet with 6,775 men and 740 guns, under Admiral Lalande, from whence they removed to Vourla Bay and Smyrna for the winter. In July, 1840, the 'Powerful,' with a portion of the fleet, started for the coast of Syria, the Egyptian fleet having previously landed an army of 15,000 men at Beyrout. On the 10th August, Captain Napier was ordered to hoist a broad blue pendant as Commodore. On 15th July, 1840, a convention was signed in London on behalf of England, Austria, Russia, and Prussia—France alone refusing—in which measures were adopted to coerce Mehemet Ali to renew his allegiance to the Porte, the Pasha of

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Egypt having at this time between 70,000 and 80,000 troops in Syria. On the 8th September, Sir Robert Stopford joined the Commodore at Beyrout, where was then assembled a fleet of twenty-three British, three Austrian, and five Turkish men-of-war, besides about twenty transports full of troops; and the Commodore was sent with a powerful detachment, and an army of 7,000 men to establish a camp at Djournie, near the mountains of Lebanon, and effected a landing with 1,500 Turks and marines; and among the mountains of Beyrout, where he led the British tars, riding an ass, covered with a straw hat, wielding a huge stick, and, followed by his dog Pow, he raised many a laugh. In this, his first important operation, in which he is said to have worked in his shirt-sleeves in the trenches, he displayed such indefatigable zeal and activity, as to elicit the particular praise of his Admiral.

In the course of the same month he defeated a body of the enemy at Kelbson, taking 400 or 500 prisoners; and on the 27th, in the execution of a judicious and excellent plan he had formed previously, he bombarded and stormed successfully, with a force of not more than 900 allies and 500 Turks, the strong town of Sidon, protected by a fort and a citadel, and a line of wall defended by 2,700 men, all of whom were made prisoners. On that occasion, leading the storming party at the head of the British marines, he broke into the enemy's barracks, and then obtained possession of the castle. While the sailors were engaged in their perilous task of landing the troops, the Commodore, in one of the 'Gorgon's' boats, got under the breach, and was nearly up to his arm-pits in water, making a scaling-ladder of the shoulders of his boat's crew. On the 24th of September, Admiral Baldwin Walker, with the Turkish fleet and the 'Castor' and 'Pique,' appeared before Tyre, and on the 26th, summoned and took it, with 560 captives. On the 9th of the following October, he had the fortune utterly to rout an Egyptian force located under Ibrahim Pasha, in a strong position on the mountains of Boharseh, near Beyrout. The result of the forward movement which had immediately preceded this success was the surrender of Beyrout itself to the allies, and the effect of the victory, the entire disorganisation and surrender of the army of Soliman Pasha. Thus, within one month from the date of the Commodore's original debarkation, nearly the whole of Lebanon had been freed from its invaders, and notwithstanding that the small body of men with which he had at first landed, had from time to time decreased to half the number of which it had then consisted, he had contrived to make

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about 10,000 prisoners, and to gain over almost as many deserters, distributed between 20,000 and 30,000 stand of arms amongst the mountaineers, and taught them to cast off a hated and oppressive yoke. He now resigned his military command to Colonel Sir C. Smith, R.E.

The narrative of the capture of Acre we gave in our memoir of Sir Robert Stopford, Vol. XVII., page 175. One characteristic anecdote of Napier's doings on that day we may, however, mention here. The 'Powerful' having been assigned to lead the fleet, the Commodore said to Mr. Pearn, the Master (his old friend in the action off the coast of Portugal), "You will take care to anchor the ship so close that no one will have water inside of us." The reply was, "Did I place your ship close enough, sir, on the 5th of July?" His only answer was a laugh. After the attack upon St. Jean D'Acre, he proceeded to take charge of a squadron off Alexandria, when he landed, and concluded a convention with Mahomet Ali, with whom he was on terms of intimacy, in which he was to be reinstated by the Sultan, as hereditary Governor of Egypt, his troops to evacuate Syria, and the Ottoman fleet restored to the Sublime Porte. Although this convention, thus entered into on his own responsibility, caused a great commotion, yet it was generally approved in England, and he was ordered to hoist his broad pendant as Commodore of the first class.

In acknowledgment of the distinguished part he had borne throughout the campaign, he was created a K.C.B. on the 4th of December, 1840; he was also included in the thanks of Parliament, and was presented by the Emperors of Austria and Russia, the King of Prussia, and the Sultan of Turkey, with the cross of the order of Maria Theresa of Austria, the cross of the order of St. George of Russia, the insignia of the second class of the order of the Red Eagle of Prussia, and a Sword of Honour and the Turkish "Nishan," or decoration. In the spring of 1841 he returned to England, and was placed on half-pay at his own request, having been chosen M.P. for Marylebone, and on the 30th of November in that year was appointed a Naval Aide-de-Camp to Her Majesty. He had been awarded on the 1st January, 1837, the Captains' Good Service Pension. He was also permitted to build a war steamer, the 'Sidon,' of 560 horse-power, after his own plans.

In 1846 he attained the rank of Rear-Admiral, and was appointed the following spring to command the Channel Fleet, with his flag in the 'St. Vincent,' and proceeded to Lisbon in August, 1847. On the 20th December he had the misfortune to lose his adopted son, Captain

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Charles Elers Napier, when in command of the 'Avenger' steam frigate, which was totally lost near the Island of Galita, in the Mediterranean, when all except four souls met a watery grave. The Admiral returned to Ireland with his squadron in March, 1848, it being then in a very stormy and disturbed state, where he occupied his men in every kind of drill, and remained until tranquillity was established, when he was ordered to Spithead; but the calm was deceptive, and he had to return with his squadron to Cork in July, but the storm again passing away, he returned to Portsmouth in November, and in December he sailed with his squadron to punish the pirates for their depredations on English ships on the coast of Morocco. In April he returned to Spithead, and struck his flag. He was offered the command at Cork, but declined. In the year 1850, he published some letters on "The State of the Navy," for which he was accused of "want of discretion" by Sir Francis Baring, First Lord of the Admiralty, and Lord John Russell; but he spurned the discretion which would counsel him to be silent when the interests of his country and the Navy were concerned. In July, 1853, the Admirals' good service pension was conferred upon him.

In February, 1854, war with Russia being apprehended, he was appointed to the command of the Baltic Fleet, with his flag as Vice-Admiral in the 'Duke of Wellington,' 180 guns, having under him Admirals Chads, Corry, and Plumridge, and arrived at Wingo Sound with his squadron of eight line-of-battle ships, four frigates, and three steamers, with very indifferent crews, and undermanned, and no gunboats. The Russian fleet in the Gulf of Finland numbered twenty-seven sail of the line, eight or ten frigates, seven corvettes and brigs, nine paddle-steamers, fifteen schooners, and 180 gunboats, and fifty more building; in all, 3,160 guns, manned by 28,000 men. The British squadron arrived at Kiel on the 27th, and the Admiralty advised him to fill up the complement of his ships with Norwegian, Danish, and Swedish seamen! His orders were to feel his way and advance to the edge of the Gulf of Finland, then to establish a close blockade, but not to allow any Russian men-of-war to get in his rear. On 1st April, four more sail of the line and steamers joined him, but he was cautioned by the Admiralty to be very discreet, and not to knock his head against stone walls prematurely, or risk the loss of his fleet, and the First Lord was constantly urging caution upon him. At one time they appeared to think he was going *too slow*, but when he passed the Belt they thought he was going *too fast*. Nevertheless, then

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long unheeded his demand for gunboats, troops, mortar-vessels, rockets, and steamers. On the 14th May the fleet was in considerable danger, by being caught in a fog in a very narrow and dangerous passage, but providentially escaped. He was joined off Hango Head by the French fleet under Admiral Parseval-Deschenes with 2,000 troops, when several dashing cutting-out expeditions were successfully carried out by detachments of his fleet.

He appeared before Cronstadt with a much smaller force than the Russian, in order to decoy their fleet out of port, but they were not to be so enticed, and did not dare to show a ship in their own waters. The cholera having broken out in the combined fleets, and upwards of 100 men carried off, the allied Admirals resolved to retire to Baro Sound, near Sweaborg. The time was employed in exercising the men in sham fights and evolutions until they reached a respectable state of efficiency. In July, a French military force of 10,000 men, under General Baraguay d'Hilliers, was despatched to the Baltic, and General Jones, R.E., was appointed to command the British land-forces. On the 8th August General Baraguay effected a landing at Bomarsund, one of the Aland Isles, with 12,000 men, including 2,000 French marines, a battalion of our marines, and 90 British sappers and miners under General Jones. Some heavy guns were disembarked under the orders of Rear-Admiral Chads, the blue-jackets having to drag the guns, barefooted, over nearly five miles of execrable ground. The block-ships and steamers united in the attack, and the fortress, which mounted 100 guns, surrendered on the 16th, and was afterwards destroyed, and the garrison of 2,255 men sent to England as prisoners of war.

The fleets were now ordered to return home, as it was considered by a council of war too late in the season to commence an attack on Sweaborg, especially without rockets or gunboats. Notwithstanding which, he received orders and counter-orders to make an effort before leaving the Baltic to attack this stronghold, but after a good deal of recrimination between Sir Charles and the Admiralty, who seemed to wish to make him the scapegoat for the clamour of the people at home, who had expected him to do impossibilities, he did not get his final orders to return to England till the 4th of December. He anchored at Spithead on the 16th, with the whole of the Baltic fleet, and to his credit be it said, at this season of the year, without a single loss, when he was ordered to strike his flag by the Admiralty, who appeared to have extolled him in private letters, whilst they condemned him publicly. He applied for a court-martial, which was refused, and finding he could get no redress from the Government, he peti-

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tioned Parliament, but the matter remained in abeyance until he was returned M.P. for Southwark, and he was enabled to state his own case before the House of Commons. A change of Government taking place, the new first Lord recommended Her Majesty to promote him to a G.C.B., which however he refused to accept, stating his reasons to the Prince Consort, the Grand Master of the order, that, after a service of fifty-five years, he had been grossly insulted by the Admiralty, degraded and dismissed from the command of the fleet, which he had thoroughly organized, and conducted safely to and from the Baltic, and in conjunction with the French took and destroyed the western bulwark of Russia, and, because he would not attempt impossibilities, suggested by an English Brigadier-General, and recommended by the Admiralty, though disapproved of by himself, his Admirals, by the French Marshal, and by the French Admirals, he received insulting letters, and was deprived of his command, whereas, if he had followed their suggestions, the allied army would have been made prisoners, and the greater part of H.M. fleet lost. His cousin Sir William Napier thus summed up his accomplishments in the Baltic:—"He caused the thirty sail composing the powerful Russian fleet to shrink like rats into their holes; he took Bomarsund, caused Hango to be blown up, interrupted the Russian commerce, and for six months kept in a state of inaction certainly 80,000 or 90,000 troops." He afterwards had the opportunity most effectually to clear his character in the eyes of his countrymen, in the course of two long debates, which took place on the subject in the House of Commons. There can be no question, however, that he carried his attacks on the Admiralty too far, and rendered his suggestions of doubtful value, through the personality of his style. It is not wise in an Admiral who hopes for employment to accuse one Minister of effrontery, to sneer at another as a fool, and to treat them all with asperity.

His health failing from the persecutions and annoyances to which he had been subjected, he made a voyage to St. Petersburg and Cronstadt, in 1856, and satisfied himself that the latter fortress was unassailable with the force then under his command. Parliamentary affairs, especially on Naval reforms and abuses, and agricultural pursuits now occupied the veteran's time. He was emphatically the sailor's friend, and one of the wards, in the "Home" at Portsea, was named after him. March 6th, 1858, his 72nd birthday, he was promoted to Admiral of the Blue; the following year we find him in correspondence with Garibaldi, offering his advice and help in restoring the kingdom of Naples to Italy; but his iron consti-

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tution now began sensibly to decline, and on the 6th November, 1860, the brave old Admiral fired his last gun, at his seat at Merchiston, and was carried to his last resting-place, in Catherington Churchyard, by British sailors. By express order of the King, the Portuguese Navy went into mourning for eight days, and as a further mark of respect, a vessel of war, then recently launched, was also by order of the King, named the 'Admiral Napier,' while the seamen of H. M. fleet subscribed a day's pay to erect a monument to his memory.

THE WRECK CHART AND THE SHIPWRECKED MARINERS' SOCIETY.

THE appeal made by Lord Teignmouth, at the De Grey Rooms in November last, on behalf of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, was, writes the *Yorkshire Chronicle*, a somewhat novel one for an inland district; but few, if any associations in the land, have more striking claims on the sympathy of the British people of all classes. The wise monarch of old said, "the king himself is served by the land"—that is, by the tillage of the soil; but it is also true of our days and of our people, that they are served by those who plough the waters. From the Queen on the throne to the peasant in his humble cottage, all reap some comfort or some advantage from the labour of those "who go down to the sea in ships," though few know anything practically of the toils and privations of a mariner's life—of its many cares and ever-ready temptations when the peril of the voyage is over. Of all other occupations, it may be said that philosophy or precaution are gradually working out the means of saving life or of preventing loss, and this indeed is also true of the occupation of the mariner. Still, danger and hardship and hazard must always be elements in *his* life. The thousand risks of the sea may be modified, though they never can be controlled. Never can we hope to avert storms, though we may obtain some means of riding safely through them; but till that prophetic era, when "there shall be no more sea," we must look for a repetition of the story of disaster and shipwreck, of gloomy loss, and hazardous exposure. The phrase itself indeed implies as much as is contained in a record of the "Shipwrecked Mariners' Association." The prophet employs the sea as an emblem of unrest and relentlessly devouring passion, and as it was in his day, when "the world was young," so it is now, and shall be, till a time, of which we can only have a measure in welcome dreams.

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each other. And the question naturally arises, how do we treat the men who are the mainstay of the nation in the hour of danger? It is easy to read the answer of how they should treat themselves by the light of political economy, but nature is sometimes stronger than political economy, and this fact is never more forcibly shown than in the example of mariners. Their occupation, which exposes them to continual risks, makes them reckless. Contrary to the ordinary phrase, they do not "carry their lives in their hands." Their lives are out of their own hands. They are, humanly speaking, at the power of the restless and remorseless winds and waves, or the mercy of a careless ship-owner, or perhaps an idle ship-carpenter. No occupation is so much exposed to casualty and risk, and why should we wonder that the men whose adventurous nature tempts them to the sea, should be still more adventurous, if not frequently reckless, when they come to think upon the dangers which beset them. So far as national interests are concerned, the question resolves itself into this form, How much do we care for our seamen? They are one of the chief mainstays of the country. They have added imperishable laurels to its renown. More and more their occupation becomes a necessity to us, whilst none of its risks and hazards are lessened, and our countrymen ought seriously to ask themselves whether they are doing their duty to their seamen.

The Board of Trade has recently published the *Wreck Register* of the United Kingdom for the past year. As usual, it is a most interesting document, conveying much useful information on a subject of national importance.

We find that the number of wrecks, casualties, and collisions from all causes on and near the coasts of the United Kingdom and in the surrounding seas, reported in 1870, is 1,502, or 612 less than the number reported in 1869, and less than the number reported in any year since 1864, and is 360 below the average of the last five years. The site of every one of the disasters can be clearly traced on the *Wreck Chart*, which also shows the stations of the 231 life-boats which the National Life-boat Institution has happily been enabled, through the munificence of the public, to place all round our coasts wherever it is practicable to plant one, and which assists every year in the saving of about 800 lives. The Board of Trade also maintains in a state of complete efficiency about 290 sets of the rocket and mortar apparatus, which are mainly worked by the coastguard, whose principal duties, in these peaceable times, consist in helping to save life from shipwreck. Again, our coast boatmen and fishermen are ever ready, in their own frail boats, to do nobly their part in the same sacred work.

The month in which the greatest number of shipping disasters occurred was October, when 399 vessels came to grief. The number of ships lost or damaged in the 1,502 wrecks, casualties, and collisions reported as having occurred on and near the coasts of the United Kingdom in 1870 was 1,865, representing a

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registered tonnage of upwards of 404,000 tons, and having on board crews numbering 16,848 men and boys. The number of ships in 1870 is less than the number in 1869 by 729. The number of ships reported is, as has been formerly stated, in excess of the number of casualties reported, because in cases of collision two or more ships are involved in one casualty. It will be seen from the Register that, during the past ten years, 8,168 lives have been lost on our coasts from 1,778 of the wrecked vessels; while in the case of the remaining vessels, totally or partially lost in the same period, reaching the very large number of 19,014, it is gratifying to know that no loss of life resulted therefrom.

As usual, the greatest number of wrecks occurred on the East Coast. We also learn that westerly gales continue to be far more destructive than easterly gales—the most destructive being from south-west. We have thus attempted to extract briefly from this important *Wreck Register*, and we have seen that death levies a heavy toll on our journeys on the sea. Every one is now familiar with what is done by our noble fleet of Life-boats, the Life-preserving Apparatus of the Board of Trade, and various other means, to diminish the havoc of the stormy waves, and to give safety to the 4,000 or 5,000 poor creatures who suffer from shipwrecks every year on our coasts. It is true that no man can quite triumph over the elements. It is inevitable that shipwrecks will occur, from various causes in our seas and on our coasts; but we nevertheless maintain firmly that skill and precaution can to a large extent successfully battle with the heaviest storms.

"One of the means by which most welcome and ready assistance can be rendered is the Society for the help of Shipwrecked Fishermen and Mariners, whose claims Lord Teignmouth advocated at York. It is to the glory of the nation that associations of this kind are supported by voluntary contributions, but the contributions flag sometimes until a great disaster on our shores brings them in, and then they are too late for their direct purpose. It is to provide against this mischance that the humane crusade of the Society is now begun. In plain words, they want money, because the demands against them are so great. Up to the end of last year they had assisted 23,097 widows of mariners and fishermen, had given help to 44,424 orphans of the same class, and had aided 3,586 aged parents who had been rendered helpless by disasters at sea. Of shipwrecked persons, including mariners, fishermen, pilots, and boatmen, for loss of clothes or boats, they had assisted 132,680, and this is a splendid record of humane action, which hardly another association in the kingdom can parallel. Besides this, the Society has rewarded hundreds who have been conspicuous in gallantry by saving life at sea, and, in commercial phraseology, all this action requires means which only the public can supply. This association begins its work, we ought to say, where the National Lifeboat Institution drop their splendid and humane efforts. Shipwrecked people, as

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a rule are far from home. As a rule also, they bring nothing with them from the wreck. They are helpless, homeless, and destitute, and it is the office of the SHIPWRECKED MARINERS' SOCIETY to aid and comfort them under their affliction. We have abundant evidence of the beneficence of the Association in our own county. They have spent more money in it than they have got from it, and, as no more truly Christian work can be undertaken, we cordially recommend it to the sympathies and attention of the county of York. The names of those who have taken a deep interest in the Association afford a guarantee that the funds of the Society are most beneficially applied, but, far beyond this assurance, the purpose of the Association must commend itself to every one of British blood, by whom the "blue jackets" are always esteemed."

ELECTRICAL FISH.

ALL fish of the Ray kind are broad, cartilaginous, swimming flat on the water and having spines on different parts of their body, or at their tail. They all have their eyes and mouth placed quite under the body, with apertures for breathing either about or near them. They all have teeth, or a rough bone, which answers the same purpose. The tail is very differently shaped from that of other fishes, and at first sight more resembling that of a quadruped, being narrow, and ending either in a bunch or a point.

Eight species of true Rays are found on the coasts of this country, four of which have the snout more or less elongated or sharp, and four have blunt noses, two of the latter being furnished with numerous sharp spines on various parts of the surface of the body. The rough Ray has its spines spread indiscriminately over the whole back. The Thornback has its spines disposed in three rows upon the back. The Fireflare has but one spine, but that indeed is a terrible one. This dangerous weapon is placed on the tail about four inches from the body, and is not less than five inches long. It is of a flinty hardness, the sides thin, sharp-pointed, and closely and sharply bearded the whole way. The Torpedo has no spines that can wound; but in the place of them it is possessed of one of the most potent and extraordinary faculties in nature.

Of all the larger fish of the sea, these are the most numerous, and they owe their numbers to their size. Except the white shark and cachalot alone, there is no other fish that has a swallow large enough to take them in; and their spines make them a still more dangerous morsel. Yet the size of some is such that even the shark himself is unable to devour them; we have seen some of them in England weigh above two hundred pounds: but that is nothing to

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their enormous bulk in other parts of the world. Labat tells us of a prodigious Ray that was speared by the negroes at Guadaloupe, which was thirteen feet eight inches broad, and above ten feet to the insertion of the tail. The tail itself was in proportion, for it was no less than fifteen feet long, twenty inches broad at its insertion, and tapering to a point. The body was two feet in depth; the skin as thick as leather, and marked with spots; which spots, in all of this kind, are only glands, that supply a mucus to lubricate and soften the skin. This enormous fish was utterly unfit to be eaten by Europeans, but the negroes chose out some of the nicest bits, and carefully salted them up as a most favourite provision.

The Torpedo is one of the most formidable and wonderful of the inhabitants of the deep, and yet the manner of its operating is to this hour a mystery to mankind. The body of this fish is almost circular, and thicker than others of the Ray kind; the skin is soft, smooth, and of a yellowish colour, marked, as all the kind, with large, annular spots; the eyes very small, the tail tapering to a point, and the weight of the fish from a quarter to fifteen pounds. Redi found one twenty-four pounds weight, and Mr. Buckland describes one caught off the Cornish coast in 1868 as weighing thirty-five pounds. To all outward appearance it is furnished with no extraordinary powers; it has no muscles formed for particularly great exertions, no internal conformation perceptibly differing from the rest of its kind; yet such is that unaccountable power it possesses, that the instant it is touched, it numbs not only the hand and arm, but sometimes also the whole body. The shock received by all accounts most resembles the stroke of an electrical machine—sudden, tingling, and painful. "The instant," says Kenipfer, "I touched it with my hand, I felt a terrible numbness in my arm, and as far as the shoulder. Even if one treads upon it with the shoe on, it affects not only the leg, but the whole thigh upwards. Those who touch it with the foot are seized with a stronger palpitation than even those who touch it with the hand. This numbness bears no resemblance to that which we feel when a nerve is a long time pressed, and the foot is said to be asleep; it rather appears like a sudden vapour, which, passing through the pores in an instant, penetrates to the very springs of life, from whence it diffuses itself over the whole body, and gives real pain. The nerves are so affected, that the person struck imagines all the bones of his body, and particularly those of the limb that received the blow, are driven out of joint. All this is accompanied with a universal tremor, a sickness of the stomach, a general convulsion, and a total suspension of the faculties of the mind. In short, such is the pain, that all the force of our promises and authority could not prevail upon a seaman to undergo the shock a second time. A negro, indeed, that was standing by, readily undertook to touch the torpedo, and was seen to handle it without feeling any of its effects. He informed us, that his whole secret consisted in keeping in his breath; and we found, upon trial, that

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this method answered with ourselves. When we held in our breath, the torpedo was harmless; but when we breathed ever so little, its efficacy took place."

Kenipfer has very well described the effects of this animal's shock; but succeeding experience has proved that holding in the breath no way guards against its violence. Those, therefore, who, depending on that receipt, should play with a Torpedo, would soon find themselves painfully undeceived; not but this fish may be many times touched with perfect security, for it is not upon every occasion that it exerts its potency.

Reaumur, who made several trials upon this animal, has at least convinced the world that it is not necessarily, but by an effort, that the Torpedo numbs the hand of him that touches it. He tried several times, and could easily tell when the fish intended the stroke, and when it was about to continue harmless. Always before the fish intended the stroke, it flattened the back, raised the head and tail, and then, by a violent contraction in the opposite direction, struck with its back against the pressing finger, and the body, which before was flat, became humped and round.

Others have described its effects to a tremulous motion which this animal is found to possess, somewhat resembling that of a horse's skin, when stung by a fly. Certain it is the powers of the animal seem to decline with its vigour; for as its strength ceases, the force of the shock seems to diminish; till, at last, when the fish is dead, the whole power is destroyed, and it may be handled and eaten with perfect security.

"I cannot determine in my own mind," says Mr. Frank Buckland, in *Land and Water*, January, 1869, "the exact economy and mode of action of the complicated electrical machinery of the Torpedo. Does the brain create the electricity and transmit it to the cells for storage, as in a Leyden jar? or do the cells both secrete the electricity and store it? If the latter be the case, why do we find such large nerves going to the brain? This may appear, at first sight, a trivial point, but the human brain and nervous system being *the* most complicated of all mammalia, we are tempted to reason as to the mode of their operations, by comparing them with the same machinery of nerves and brain as found in lower forms of animal life. I do not know of any mammal which has the power of secreting electricity. This power is confined to this class of fish alone. These fish are enabled to emit a certain number of shocks only; then require rest for the accumulation of more electricity. In this sense, we human beings are like fish; we can work with our brains or with our muscles a certain number of hours, nature then demands rest. The exhausted nervous system sleeps for awhile; it wakes up re-charged. Can this re-charging power be electricity? If not, what is it?"

The electric powers of the Torpedo have been tested by many good observers, and the results of investigations of philosophers are, that the

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upper and lower surfaces of the electric organs are in an opposite state of electricity, for if touched with *one* hand, the fish communicates a very slight shock; but if touched with both hands at the same time, one being applied to the upper and the other to the under surface of the body, a shock will be received, similar to that which is occasioned by the Leyden jar. This same electricity is also conducted by metals, such as an iron rod, and it is capable of being passed through animal tissues, for if several people hold hands together, so as to form a circle, the shock emitted by the fish will be felt by all at the same time. No electric spark was ever yet obtained from the Torpedo. This is most curious. The firing-off of the electric shock is said to be accompanied by the depression of the eyes of the fish, as if there was a certain amount of effort to produce the effect.

No human being knows why it has pleased the Creator to give the Torpedo this electric power. Dr. Carpenter gives a summary of all the theories as to its use. 1st.—It does not seem altogether probable that the fish kills its prey by means of these electric organs. A Gymnotus killed a great many fish but ate but few of them. Young Torpedoes, kept by Dr. Davie for five months, ate nothing, though they killed fish. 2nd.—Electric action may assist respiration when the fish is concealed in the mud. This I doubt, because many fish which live in the mud have no electrical apparatus. 3rd.—The electric force may be auxiliary to digestion. 4th.—Dr. Roget thinks that it may act as a kind of barometer, giving the fish conceptions of electrical states and changes of the surrounding bodies. "My own idea," continues Mr. Buckland, "is that this power is given to the fish to kill its prey. I can see no other way that the poor thing is to procure its living. As is usual with all rare fish, there was nothing whatever in the stomach of my specimen to inform me what its food is. Its teeth are also exceedingly small, and certainly not suited to the capture of any vigorous or lively prey; the appearance of the fish is that of a skulking rascal; his coat is almost mud colour. He is probably too lazy to hunt much after his own food, and doubtless remains half-asleep in the mud till something worth eating walks upon him or swims over him; he then 'lets fly,' and gets his dinner without much difficulty.

"It is a most interesting and curious thought, that the marvellous fluid electricity which we human beings call into existence by means of complicated arrangements of acids and metals, should be generated by an animal structure composed of the most delicate nerve, fibres, and tissues; this arrangement, moreover, being found in the back of a fish which lives at the bottom of the sea. We pride ourselves much upon our telegraph across the bottom of the Atlantic, little thinking that living electric batteries have been in existence for hundreds of years before electricity was ever discovered, much less applied to purposes of social economy.

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"The structure of the Torpedo is an answer to those who dispute the wisdom and design exhibited in created things. How is it possible that any number of years, or any other causes, could have produced an electrical apparatus so exceedingly perfect, and so complicated in itself that although man may investigate its ultimate structure, yet he is perfectly ignorant of its operations? No! the same great Power that orders the lightning to shine from east to west in the wide heavens, or the aurora borealis to illuminate the sky of the ice-bound regions of the Arctic circle, has thought fit to apply this same mysterious agency to the use and benefit of a humble fish. The lesson we should learn from the Torpedo is, that we men, with all our boasted intellect, stand but upon the shores of an ocean of knowledge, the profound depths of which human understanding in its present condition will never be able to fathom."

Humboldt, in his "Personal Narrative," gives an interesting account of the Gymnotus, or Electric Eel.

"The Gymnoti, or Electric Eels, which resemble large water-serpents, inhabit several streams of South America, and abound also in the Oronoko, the Amazon, and the Meta, but the strength of the current, and the depth of the water in these large rivers, prevent their being caught by the Indians. They seek these fish less frequently than they feel electric shocks from them, when swimming or bathing in the river. To catch the Gymnoti with nets is very difficult, on account of the extreme agility of the fish, which bury themselves in the mud, like serpents. Roots are sometimes thrown into the water to intoxicate or benumb these animals, but we would not employ these means, as they would have enfeebled the Gymnoti: the Indians therefore told us, that they would 'fish with horses.' We found it difficult to form an idea of this extraordinary manner of fishing; but we soon saw our guides return from the Savannah, which they had been scouring for wild horses and mules. They brought about thirty with them, which they forced to enter the pool.

"The extraordinary noise caused by the horses' hoofs, makes the fish issue from the mud, and excites them to combat; they swim on the surface of the water, and crowd under the bellies of the horses and mules. A contest between animals of so different an organisation, furnishes a very striking spectacle. The Indians, provided with harpoons and long slender reeds, surround the pool closely; and some climb upon the trees, the branches of which extend horizontally over the surface of the water. By their wild cries and the length of their reeds, they prevent the horses from running away, and reaching the bank of the pool. The Eels, stunned by the noise, defend themselves by the repeated discharge of their electric power, and during a long time they seem to prove victorious. Several horses sink beneath the violence of the invisible strokes, which they receive from all sides, and stunned by the force and frequency of the shocks disappear under the water.

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Others panting, with manes erect, and haggard eyes, expressing anguish, raise themselves, and endeavour to flee from the storm by which they are overtaken. They are driven back by the Indians into the middle of the water; but a small number succeed in eluding the active vigilance of the fishermen. These regain the shore, stumbling at every step, and stretch themselves on the sand, exhausted with fatigue, and their limbs benumbed by the electric shocks of the Gymnoti. In less than five minutes two horses were drowned. The Eel being five feet long, and pressing itself against the belly of the horses, makes a discharge along the whole extent of its electric organ. The horses are probably only stunned not killed, but they are drowned from the impossibility of rising, amid the prolonged struggles between the other horses and eels.

"We had little doubt that the fishing would terminate by killing successively all the animals engaged, but by degrees, the impetuosity of this unequal contest diminished, and the wearied Gymnoti dispersed. The mules and horses appeared less frightened, their manes no longer bristled, and their eyes expressed less dread. The Gymnoti, which require a long rest and abundant nourishment to repair what they have lost of galvanic force, approach timidly the edge of the marsh, where they are taken by means of small harpoons, fastened to long cords.

"The Gymnotus is the largest of electrical fishes; I measured some that were from five to five feet three inches long, and the Indians assert that they have seen still longer. We found that a fish of three feet ten inches long weighed twelve pounds, the transverse diameter of the body was three inches five lines. The Gymnoti of Cano de Bera are of a fine olive green: the under part of the head is yellow, mingled with red. Along the back are two rows of small yellow spots, from which exudes a slimy matter that spreads over the skin of the animal, and which, as Volta has proved, conducts electricity twenty or thirty times better than pure water. It is, in general, somewhat remarkable, that no electrical fish yet discovered in the different parts of the world, is covered with scales.

The gymnoti, which are objects of the most lively interest to the philosopher of Europe, are dreaded and detested by the natives. Their flesh furnishes pretty good food, but the electric organ fills the greater part of the body, and this being slimy and disagreeable to the taste, is carefully separated from the rest. The presence of the Gymnoti is also considered as the principal cause of the want of fish in the ponds and pools of the Llanos, where they kill many more fish than they devour. The Indians told us, that when they take the young Alligators and Gymnoti at the same time in very strong nets, the latter never display the slightest trace of a wound, because they disable the young Alligators before they are attacked by them. All the inhabitants of the water dread the Gymnoti; Lizards, Tortoises, and Frogs, seek the pools, where they

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are secure from their action. It became necessary to change the direction of a road, near Urituca, because these Electrical Eels were so numerous in one river, that they every year killed a great number of mules of burden as they forded the river.

"It would be temerity to expose ourselves to the first shocks of a very large and strongly-irritated Gymnotus. If by chance you receive a stroke before the fish is wounded or wearied by a long pursuit, the pain and numbness are so violent, that it is impossible to describe the nature of the feeling they excite. I do not remember having ever received from the discharge of an electrical machine, a more dreadful shock than that which I experienced by imprudently placing both my feet on a Gymnotus, just taken out of the water. I was affected the rest of the day with a violent pain in the knees, and in almost every joint."

In Pinkard's "Notes of the West Indies" we have the following anecdote:—The governor at New Amsterdam has a large Electric Eel, which he has kept for several years in a tub made for that purpose, placed under a small shed near to the house. This fish possesses strong electrical powers, and often causes scenes of diversion among the soldiers and sailors, who are struck with astonishment at its qualities, and believe it to be in league with some evil spirit. Two sailors, wholly unacquainted with the properties of the animal, were one day told to fetch an eel, which was lying in the tub in the yard, and give it to the cook to dress for dinner. It is a strong fish of seven or eight pounds weight, and gives a severe shock on being touched, particularly if at all irritated or enraged. The sailors had no sooner reached the shed, than one of them plunged his hand to the bottom of the tub to seize the eel; when he received a blow which benumbed his whole arm; without knowing what it was, he started from the tub, shaking his fingers, and holding his elbow with his other hand, crying out, "I say, Jack, what a thump he fetched me with his tail!" His messmate, laughing at such a foolish notion, next put down *his* hand to reach out the eel, but receiving a similar shock, he snapped his fingers likewise, and ran off, crying out, "Why, he did give you a thump! He's a fighting fellow, he has fetched me a broadside too! Let's both have a haul at him together, Jack; then we shall board his slippery carcase, spite of his rudder." Accordingly, they each plunged their hands into the tub, and seized the fish by a full grasp round the body. This was rougher treatment than he commonly experienced, and he returned it with a most violent shock, which soon caused them to quit their hold. For a moment they stood aghast, then, rubbing their arms, holding their elbows, and shaking their fingers, they capered about with pain and amazement, swearing that their arms were broken, and that it was the devil in the tub in the shape of an eel. They now perceived that it was not a simple blow with the tail which they had felt before; nor could they be prevailed upon to try again to take out the fish, but stole away, rubbing their elbows, and abusing "the trick about the cook and the eel.'

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"A MAN OVERBOARD!"

NEXT to the fearful alarm of "Fire" in a house on shore, with all its dread accompaniments, the rattling of engines, the tread of vast masses of men through the streets of a town, the cries of the terrified inmates of the house itself—there can be no sounds more alarming than the peculiar sharp click of the firing of the life-buoy at sea; the instinctive rush up the ladders of a ship in the depth of the night; the ominous whisper of, "What is it?" "Who is it?" (for in a well-regulated man-of-war the first sounds of alarm soon subside into a whisper). These questions appear always unanswerable; whether it be relative or friend, where or whence he has fallen none can tell; in short, there always is, and always will be, a certain degree of bewilderment attending a casualty of the kind.

It is unnecessary to dilate on a scene which has been so often and vividly described by many able pens, and which is familiar to the experience of so many. Let, however, two illustrations now suffice.

There was a strange neck-or-nothing fellow among the maintopmen of a ship to which I belonged, who, although a good seaman, was a great pickle, and seldom out of scrapes; he was, moreover, distinguished by the appellation of "Dusty Ray." Whence his title had its origin, is immaterial to the point in question. His activity aloft was, however, so great, that his spring out to the earing on the main-top sail yard with the topgallant studding halyards, was once compared, by a raw Scotch assistant-surgeon, in the height of his

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wonder at witnessing the process of reefing topsails for the first time, to the flight of a bird.

He was, however, unfortunately given to imbibe more than he could well carry; in short, this strange fish was given to drink like a fish, and consequently his activity sometimes failed him, his good luck never, as will be seen by the sequel. On one occasion, soon after the sails had been let fall to dry, a cry was raised aloft,—"Man overboard!" There was a rush to the boats, and the usual number of gapers on the gangways; oars, masts, and gratings flew about in all directions, when, to the unfeigned astonishment of all, cries of agony and woe commenced aloft, and were traced to the bunt of the mainsail, then hanging by the gear. The latter was coaxed down inch by inch, two or three gunners following it down, and feeling for their prize as they went, as for a fish in a net. In course of time out jumped the strange fish himself, in fact, no less a personage than "Dusty Ray," who had till then lay ensconced in the belly of the sail, like Jonah in that of the whale, and with a strange jumble of ideas as to the actual locality where he had so fortunately lighted.

On another occasion he fell overboard from the lee-earing at sea, and being somewhat the worse for liquor, his good genius had well-nigh forsaken him, although an excellent swimmer. He owed his safety chiefly to an officer of the ship, who, first throwing a chair out of the gun-room port, immediately followed it; and succeeded in supporting him until the arrival of rescue, when our old friend "Dusty Ray" was pulled out, three parts drunk and nearly whole drowned.

Persons on shore may naturally imagine that swimming being the grand essential of those who "go down to the sea in ships," is one of the tests to which all craving admission into the Naval service are subject. Although we know that this is not the case, there are probably few men or officers, above a certain standing, without a lurking objection to plead ignorance of what appears, at all events, a very essential qualification for a sailor.

Who is there that would not wish to earn for himself the honours, the heartfelt congratulations, and to indulge in the reflections, which followed the heroic efforts of the gallant Lord Exmouth, when, after having, by his own dauntless courage and powers as a swimmer, rescued the host of helpless strugglers from the wreck of the 'Dutton,' he may be supposed, before retiring to rest that night, to have burst into the pious ejaculations,—"Thank God, I can swim!"—*Casualties Afloat, by Captain Kynaston, R.N.*

THE objections by which men cavil against the truth, only resemble the foaming waves dashing against the deep rooted rock, which has for ages defied their unavailing fury. But though these can effect nothing more, they may beat off the poor shipwrecked mariner, who was about to ascend it, in hopes of deliverance from impending destruction. —*Rev. Thomas Scott.*

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He was very much opposed to impressment, which he considered as the most infamous, oppressive, and abominable of all measures.

In 1837, he was defeated in a contest for Greenwich, and he was thus sketched in the newspapers :—" Captain Napier is a stout man, with an intelligent face, the head poked rather forward, and with dark hair, now becoming grey. On the occasion of his election, he appeared in an old blue frock-coat, with brass navy buttons ; duck trousers, not rivalling the snow in whiteness ; shoes patched, but very easy, and white cotton socks, carefully, if not comfortably darned. On his left breast dangled a profusion of orders, blazing in their brilliancy, yet serving only to render more striking the *tout ensemble* of seediness, which this true ' British Tar ' presented to the admiring crowd of the beauty and fashion of Greenwich and Deptford. The whole was crowned by a round hat of most *manageable* brim, of whose colour the only adequate description must be given in the language of the Latin poet :—

'Quis color albus erat, nunc est contrarius albo.' "

Soon after this he left for Lisbon, to adjust in person his own claims, and those of his officers, and their widows and orphans, in which he succeeded, and then returned to England.

On 1st January, 1839, Captain Napier obtained command of the ' Powerful,' 84, and on the 30th June sailed for the Mediterranean, arriving at Malta 24th July, when orders were sent to the English and French fleets to proceed to the coast of Syria, under Admiral the Hon. Sir Robt. Stopford, to endeavour to prevent a collision between the Turkish and Egyptian fleets, where Ibrahim Pasha had already defeated the Turkish army at Nizib. The Turkish Capudan Pasha, however, upon the death of Sultan Mahmoud, took his fleet to Alexandria, and handed it over to Mehemet Ali. On the 5th August, the English fleet, consisting of 7,630 men, and 925 guns, arrived at Besika-Bay, where they were joined by the French fleet with 6,775 men and 740 guns, under Admiral Lalande, from whence they removed to Vourla Bay and Smyrna for the winter. In July, 1840, the ' Powerful,' with a portion of the fleet, started for the coast of Syria, the Egyptian fleet having previously landed an army of 15,000 men at Beyrout. On the 10th August, Captain Napier was ordered to hoist a broad blue pendant as Commodore. On 15th July, 1840, a convention was signed in London on behalf of England, Austria, Russia, and Prussia—France alone refusing—in which measures were adopted to coerce Mehemet Ali to renew his allegiance to the Porte, the Pasha of

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Egypt having at this time between 70,000 and 80,000 troops in Syria. On the 8th September, Sir Robert Stopford joined the Commodore at Beyrout, where was then assembled a fleet of twenty-three British, three Austrian, and five Turkish men-of-war, besides about twenty transports full of troops; and the Commodore was sent with a powerful detachment, and an army of 7,000 men to establish a camp at Djournie, near the mountains of Lebanon, and effected a landing with 1,500 Turks and marines; and among the mountains of Beyrout, where he led the British tars, riding an ass, covered with a straw hat, wielding a huge stick, and, followed by his dog Pow, he raised many a laugh. In this, his first important operation, in which he is said to have worked in his shirt-sleeves in the trenches, he displayed such indefatigable zeal and activity, as to elicit the particular praise of his Admiral.

In the course of the same month he defeated a body of the enemy at Kelbson, taking 400 or 500 prisoners; and on the 27th, in the execution of a judicious and excellent plan he had formed previously, he bombarded and stormed successfully, with a force of not more than 900 allies and 500 Turks, the strong town of Sidon, protected by a fort and a citadel, and a line of wall defended by 2,700 men, all of whom were made prisoners. On that occasion, leading the storming party at the head of the British marines, he broke into the enemy's barracks, and then obtained possession of the castle. While the sailors were engaged in their perilous task of landing the troops, the Commodore, in one of the 'Gorgon's' boats, got under the breach, and was nearly up to his arm-pits in water, making a scaling-ladder of the shoulders of his boat's crew. On the 24th of September, Admiral Baldwin Walker, with the Turkish fleet and the 'Castor' and 'Pique,' appeared before Tyre, and on the 26th, summoned and took it, with 560 captives. On the 9th of the following October, he had the fortune utterly to rout an Egyptian force located under Ibrahim Pasha, in a strong position on the mountains of Boharseh, near Beyrout. The result of the forward movement which had immediately preceded this success was the surrender of Beyrout itself to the allies, and the effect of the victory, the entire disorganisation and surrender of the army of Soliman Pasha. Thus, within one month from the date of the Commodore's original debarkation, nearly the whole of Lebanon had been freed from its invaders, and notwithstanding that the small body of men with which he had at first landed, had from time to time decreased to half the number of which it had then consisted, he had contrived to make

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about 10,000 prisoners, and to gain over almost as many deserters, distributed between 20,000 and 30,000 stand of arms amongst the mountaineers, and taught them to cast off a hated and oppressive yoke. He now resigned his military command to Colonel Sir C. Smith, R.E.

The narrative of the capture of Acre we gave in our memoir of Sir Robert Stopford, Vol. XVII., page 175. One characteristic anecdote of Napier's doings on that day we may, however, mention here. The 'Powerful' having been assigned to lead the fleet, the Commodore said to Mr. Pearn, the Master (his old friend in the action off the coast of Portugal), "You will take care to anchor the ship so close that no one will have water inside of us." The reply was, "Did I place your ship close enough, sir, on the 5th of July?" His only answer was a laugh. After the attack upon St. Jean D'Acre, he proceeded to take charge of a squadron off Alexandria, when he landed, and concluded a convention with Mahomet Ali, with whom he was on terms of intimacy, in which he was to be reinstated by the Sultan, as hereditary Governor of Egypt, his troops to evacuate Syria, and the Ottoman fleet restored to the Sublime Porte. Although this convention, thus entered into on his own responsibility, caused a great commotion, yet it was generally approved in England, and he was ordered to hoist his broad pendant as Commodore of the first class.

In acknowledgment of the distinguished part he had borne throughout the campaign, he was created a K.C.B. on the 4th of December, 1840; he was also included in the thanks of Parliament, and was presented by the Emperors of Austria and Russia, the King of Prussia, and the Sultan of Turkey, with the cross of the order of Maria Theresa of Austria, the cross of the order of St. George of Russia, the insignia of the second class of the order of the Red Eagle of Prussia, and a Sword of Honour and the Turkish "Nishan," or decoration. In the spring of 1841 he returned to England, and was placed on half-pay at his own request, having been chosen M.P. for Marylebone, and on the 30th of November in that year was appointed a Naval Aide-de-Camp to Her Majesty. He had been awarded on the 1st January, 1837, the Captains' Good Service Pension. He was also permitted to build a war steamer, the 'Sidon,' of 560 horse-power, after his own plans.

In 1846 he attained the rank of Rear-Admiral, and was appointed the following spring to command the Channel Fleet, with his flag in the 'St. Vincent,' and proceeded to Lisbon in August, 1847. On the 20th December he had the misfortune to lose his adopted son, Captain

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Charles Elers Napier, when in command of the 'Avenger' steam frigate, which was totally lost near the Island of Galita, in the Mediterranean, when all except four souls met a watery grave. The Admiral returned to Ireland with his squadron in March, 1848, it being then in a very stormy and disturbed state, where he occupied his men in every kind of drill, and remained until tranquillity was established, when he was ordered to Spithead; but the calm was deceptive, and he had to return with his squadron to Cork in July, but the storm again passing away, he returned to Portsmouth in November, and in December he sailed with his squadron to punish the pirates for their depredations on English ships on the coast of Morocco. In April he returned to Spithead, and struck his flag. He was offered the command at Cork, but declined. In the year 1850, he published some letters on "The State of the Navy," for which he was accused of "want of discretion" by Sir Francis Baring, First Lord of the Admiralty, and Lord John Russell; but he spurned the discretion which would counsel him to be silent when the interests of his country and the Navy were concerned. In July, 1853, the Admirals' good service pension was conferred upon him.

In February, 1854, war with Russia being apprehended, he was appointed to the command of the Baltic Fleet, with his flag as Vice-Admiral in the 'Duke of Wellington,' 180 guns, having under him Admirals Chads, Corry, and Plumridge, and arrived at Wingo Sound with his squadron of eight line-of-battle ships, four frigates, and three steamers, with very indifferent crews, and undermanned, and no gunboats. The Russian fleet in the Gulf of Finland numbered twenty-seven sail of the line, eight or ten frigates, seven corvettes and brigs, nine paddle-steamers, fifteen schooners, and 180 gunboats, and fifty more building; in all, 3,160 guns, manned by 28,000 men. The British squadron arrived at Kiel on the 27th, and the Admiralty advised him to fill up the complement of his ships with Norwegian, Danish, and Swedish seamen! His orders were to feel his way and advance to the edge of the Gulf of Finland, then to establish a close blockade, but not to allow any Russian men-of-war to get in his rear. On 1st April, four more sail of the line and steamers joined him, but he was cautioned by the Admiralty to be very discreet, and not to knock his head against stone walls prematurely, or risk the loss of his fleet, and the First Lord was constantly urging caution upon him. At one time they appeared to think he was going *too slow*, but when he passed the Belt they thought he was going *too fast*. Nevertheless, then

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long unheeded his demand for gunboats, troops, mortar-vessels, rockets, and steamers. On the 14th May the fleet was in considerable danger, by being caught in a fog in a very narrow and dangerous passage, but providentially escaped. He was joined off Hango Head by the French fleet under Admiral Parseval-Deschenes with 2,000 troops, when several dashing cutting-out expeditions were successfully carried out by detachments of his fleet.

He appeared before Cronstadt with a much smaller force than the Russian, in order to decoy their fleet out of port, but they were not to be so enticed, and did not dare to show a ship in their own waters. The cholera having broken out in the combined fleets, and upwards of 100 men carried off, the allied Admirals resolved to retire to Baro Sound, near Sweaborg. The time was employed in exercising the men in sham fights and evolutions until they reached a respectable state of efficiency. In July, a French military force of 10,000 men, under General Baraguay d'Hilliers, was despatched to the Baltic, and General Jones, R.E., was appointed to command the British land-forces. On the 8th August General Baraguay effected a landing at Bomarsund, one of the Aland Isles, with 12,000 men, including 2,000 French marines, a battalion of our marines, and 90 British sappers and miners under General Jones. Some heavy guns were disembarked under the orders of Rear-Admiral Chads, the blue-jackets having to drag the guns, barefooted, over nearly five miles of execrable ground. The block-ships and steamers united in the attack, and the fortress, which mounted 100 guns, surrendered on the 16th, and was afterwards destroyed, and the garrison of 2,255 men sent to England as prisoners of war.

The fleets were now ordered to return home, as it was considered by a council of war too late in the season to commence an attack on Sweaborg, especially without rockets or gunboats. Notwithstanding which, he received orders and counter-orders to make an effort before leaving the Baltic to attack this stronghold, but after a good deal of recrimination between Sir Charles and the Admiralty, who seemed to wish to make him the scapegoat for the clamour of the people at home, who had expected him to do impossibilities, he did not get his final orders to return to England till the 4th of December. He anchored at Spithead on the 16th, with the whole of the Baltic fleet, and to his credit be it said, at this season of the year, without a single loss, when he was ordered to strike his flag by the Admiralty, who appeared to have extolled him in private letters, whilst they condemned him publicly. He applied for a court-martial, which was refused, and finding he could get no redress from the Government, he peti-

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tioned Parliament, but the matter remained in abeyance until he was returned M.P. for Southwark, and he was enabled to state his own case before the House of Commons. A change of Government taking place, the new first Lord recommended Her Majesty to promote him to a G.C.B., which however he refused to accept, stating his reasons to the Prince Consort, the Grand Master of the order, that, after a service of fifty-five years, he had been grossly insulted by the Admiralty, degraded and dismissed from the command of the fleet, which he had thoroughly organized, and conducted safely to and from the Baltic, and in conjunction with the French took and destroyed the western bulwark of Russia, and, because he would not attempt impossibilities, suggested by an English Brigadier-General, and recommended by the Admiralty, though disapproved of by himself, his Admirals, by the French Marshal, and by the French Admirals, he received insulting letters, and was deprived of his command, whereas, if he had followed their suggestions, the allied army would have been made prisoners, and the greater part of H.M. fleet lost. His cousin Sir William Napier thus summed up his accomplishments in the Baltic:—"He caused the thirty sail composing the powerful Russian fleet to shrink like rats into their holes; he took Bomarsund, caused Hango to be blown up, interrupted the Russian commerce, and for six months kept in a state of inaction certainly 80,000 or 90,000 troops." He afterwards had the opportunity most effectually to clear his character in the eyes of his countrymen, in the course of two long debates, which took place on the subject in the House of Commons. There can be no question, however, that he carried his attacks on the Admiralty too far, and rendered his suggestions of doubtful value, through the personality of his style. It is not wise in an Admiral who hopes for employment to accuse one Minister of effrontery, to sneer at another as a fool, and to treat them all with asperity.

His health failing from the persecutions and annoyances to which he had been subjected, he made a voyage to St. Petersburg and Cronstadt, in 1856, and satisfied himself that the latter fortress was unassailable with the force then under his command. Parliamentary affairs, especially on Naval reforms and abuses, and agricultural pursuits now occupied the veteran's time. He was emphatically the sailor's friend, and one of the wards, in the "Home" at Portsea, was named after him. March 6th, 1858, his 72nd birthday, he was promoted to Admiral of the Blue; the following year we find him in correspondence with Garibaldi, offering his advice and help in restoring the kingdom of Naples to Italy; but his iron consti-

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tution now began sensibly to decline, and on the 6th November, 1860, the brave old Admiral fired his last gun, at his seat at Merchiston, and was carried to his last resting-place, in Catherington Churchyard, by British sailors. By express order of the King, the Portuguese Navy went into mourning for eight days, and as a further mark of respect, a vessel of war, then recently launched, was also by order of the King, named the 'Admiral Napier,' while the seamen of H. M. fleet subscribed a day's pay to erect a monument to his memory.

THE WRECK CHART AND THE SHIPWRECKED MARINERS' SOCIETY.

THE appeal made by Lord Teignmouth, at the De Grey Rooms in November last, on behalf of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, was, writes the *Yorkshire Chronicle*, a somewhat novel one for an inland district; but few, if any associations in the land, have more striking claims on the sympathy of the British people of all classes. The wise monarch of old said, "the king himself is served by the land"—that is, by the tillage of the soil; but it is also true of our days and of our people, that they are served by those who plough the waters. From the Queen on the throne to the peasant in his humble cottage, all reap some comfort or some advantage from the labour of those "who go down to the sea in ships," though few know anything practically of the toils and privations of a mariner's life—of its many cares and ever-ready temptations when the peril of the voyage is over. Of all other occupations, it may be said that philosophy or precaution are gradually working out the means of saving life or of preventing loss, and this indeed is also true of the occupation of the mariner. Still, danger and hardship and hazard must always be elements in *his* life. The thousand risks of the sea may be modified, though they never can be controlled. Never can we hope to avert storms, though we may obtain some means of riding safely through them; but till that prophetic era, when "there shall be no more sea," we must look for a repetition of the story of disaster and shipwreck, of gloomy loss, and hazardous exposure. The phrase itself indeed implies as much as is contained in a record of the "Shipwrecked Mariners' Association." The prophet employs the sea as an emblem of unrest and relentlessly devouring passion, and as it was in his day, when "the world was young," so it is now, and shall be, till a time, of which we can only have a measure in welcome dreams.

Yet it is upon the sea that the chief glory and strength of our empire rests. Without our mariners we should be like a household at war with and devouring

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each other. And the question naturally arises, how do we treat the men who are the mainstay of the nation in the hour of danger? It is easy to read the answer of how they should treat themselves by the light of political economy, but nature is sometimes stronger than political economy, and this fact is never more forcibly shown than in the example of mariners. Their occupation, which exposes them to continual risks, makes them reckless. Contrary to the ordinary phrase, they do not "carry their lives in their hands." Their lives are out of their own hands. They are, humanly speaking, at the power of the restless and remorseless winds and waves, or the mercy of a careless ship-owner, or perhaps an idle ship-carpenter. No occupation is so much exposed to casualty and risk, and why should we wonder that the men whose adventurous nature tempts them to the sea, should be still more adventurous, if not frequently reckless, when they come to think upon the dangers which beset them. So far as national interests are concerned, the question resolves itself into this form, How much do we care for our seamen? They are one of the chief mainstays of the country. They have added imperishable laurels to its renown. More and more their occupation becomes a necessity to us, whilst none of its risks and hazards are lessened, and our countrymen ought seriously to ask themselves whether they are doing their duty to their seamen.

The Board of Trade has recently published the *Wreck Register* of the United Kingdom for the past year. As usual, it is a most interesting document, conveying much useful information on a subject of national importance.

We find that the number of wrecks, casualties, and collisions from all causes on and near the coasts of the United Kingdom and in the surrounding seas, reported in 1870, is 1,502, or 612 less than the number reported in 1869, and less than the number reported in any year since 1864, and is 360 below the average of the last five years. The site of every one of the disasters can be clearly traced on the *Wreck Chart*, which also shows the stations of the 231 life-boats which the National Life-boat Institution has happily been enabled, through the munificence of the public, to place all round our coasts wherever it is practicable to plant one, and which assists every year in the saving of about 800 lives. The Board of Trade also maintains in a state of complete efficiency about 290 sets of the rocket and mortar apparatus, which are mainly worked by the coastguard, whose principal duties, in these peaceable times, consist in helping to save life from shipwreck. Again, our coast boatmen and fishermen are ever ready, in their own frail boats, to do nobly their part in the same sacred work.

The month in which the greatest number of shipping disasters occurred was October, when 399 vessels came to grief. The number of ships lost or damaged in the 1,502 wrecks, casualties, and collisions reported as having occurred on and near the coasts of the United Kingdom in 1870 was 1,865, representing a

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registered tonnage of upwards of 404,000 tons, and having on board crews numbering 16,848 men and boys. The number of ships in 1870 is less than the number in 1869 by 729. The number of ships reported is, as has been formerly stated, in excess of the number of casualties reported, because in cases of collision two or more ships are involved in one casualty. It will be seen from the Register that, during the past ten years, 8,168 lives have been lost on our coasts from 1,778 of the wrecked vessels; while in the case of the remaining vessels, totally or partially lost in the same period, reaching the very large number of 19,014, it is gratifying to know that no loss of life resulted therefrom.

As usual, the greatest number of wrecks occurred on the East Coast. We also learn that westerly gales continue to be far more destructive than easterly gales—the most destructive being from south-west. We have thus attempted to extract briefly from this important *Wreck Register*, and we have seen that death levies a heavy toll on our journeys on the sea. Every one is now familiar with what is done by our noble fleet of Life-boats, the Life-preserving Apparatus of the Board of Trade, and various other means, to diminish the havoc of the stormy waves, and to give safety to the 4,000 or 5,000 poor creatures who suffer from shipwrecks every year on our coasts. It is true that no man can quite triumph over the elements. It is inevitable that shipwrecks will occur, from various causes in our seas and on our coasts; but we nevertheless maintain firmly that skill and precaution can to a large extent successfully battle with the heaviest storms.

"One of the means by which most welcome and ready assistance can be rendered is the Society for the help of Shipwrecked Fishermen and Mariners, whose claims Lord Teignmouth advocated at York. It is to the glory of the nation that associations of this kind are supported by voluntary contributions, but the contributions flag sometimes until a great disaster on our shores brings them in, and then they are too late for their direct purpose. It is to provide against this mischance that the humane crusade of the Society is now began. In plain words, they want money, because the demands against them are so great. Up to the end of last year they had assisted 23,097 widows of mariners and fishermen, had given help to 44,424 orphans of the same class, and had aided 3,586 aged parents who had been rendered helpless by disasters at sea. Of shipwrecked persons, including mariners, fishermen, pilots, and boatmen, for loss of clothes or boats, they had assisted 132,680, and this is a splendid record of humane action, which hardly another association in the kingdom can parallel. Besides this, the Society has rewarded hundreds who have been conspicuous in gallantry by saving life at sea, and, in commercial phraseology, all this action requires means which only the public can supply. This association begins its work, we ought to say, where the National Lifeboat Institution drop their splendid and humane efforts. Shipwrecked people, as

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a rule are far from home. As a rule also, they bring nothing with them from the wreck. They are helpless, homeless, and destitute, and it is the office of the SHIPWRECKED MARINERS' SOCIETY to aid and comfort them under their affliction. We have abundant evidence of the beneficence of the Association in our own county. They have spent more money in it than they have got from it, and, as no more truly Christian work can be undertaken, we cordially recommend it to the sympathies and attention of the county of York. The names of those who have taken a deep interest in the Association afford a guarantee that the funds of the Society are most beneficially applied, but, far beyond this assurance, the purpose of the Association must commend itself to every one of British blood, by whom the "blue jackets" are always esteemed."

ELECTRICAL FISH.

ALL fish of the Ray kind are broad, cartilaginous, swimming flat on the water and having spines on different parts of their body, or at their tail. They all have their eyes and mouth placed quite under the body, with apertures for breathing either about or near them. They all have teeth, or a rough bone, which answers the same purpose. The tail is very differently shaped from that of other fishes, and at first sight more resembling that of a quadruped, being narrow, and ending either in a bunch or a point.

Eight species of true Rays are found on the coasts of this country, four of which have the snout more or less elongated or sharp, and four have blunt noses, two of the latter being furnished with numerous sharp spines on various parts of the surface of the body. The rough Ray has its spines spread indiscriminately over the whole back. The Thornback has its spines disposed in three rows upon the back. The Fireflare has but one spine, but that indeed is a terrible one. This dangerous weapon is placed on the tail about four inches from the body, and is not less than five inches long. It is of a flinty hardness, the sides thin, sharp-pointed, and closely and sharply bearded the whole way. The Torpedo has no spines that can wound; but in the place of them it is possessed of one of the most potent and extraordinary faculties in nature.

Of all the larger fish of the sea, these are the most numerous, and they owe their numbers to their size. Except the white shark and cachalot alone, there is no other fish that has a swallow large enough to take them in; and their spines make them a still more dangerous morsel. Yet the size of some is such that even the shark himself is unable to devour them; we have seen some of them in England weigh above two hundred pounds: but that is nothing to

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their enormous bulk in other parts of the world. Labat tells us of a prodigious Ray that was speared by the negroes at Guadaloupe, which was thirteen feet eight inches broad, and above ten feet to the insertion of the tail. The tail itself was in proportion, for it was no less than fifteen feet long, twenty inches broad at its insertion, and tapering to a point. The body was two feet in depth; the skin as thick as leather, and marked with spots; which spots, in all of this kind, are only glands, that supply a mucus to lubricate and soften the skin. This enormous fish was utterly unfit to be eaten by Europeans, but the negroes chose out some of the nicest bits, and carefully salted them up as a most favourite provision.

The Torpedo is one of the most formidable and wonderful of the inhabitants of the deep, and yet the manner of its operating is to this hour a mystery to mankind. The body of this fish is almost circular, and thicker than others of the Ray kind; the skin is soft, smooth, and of a yellowish colour, marked, as all the kind, with large, annular spots; the eyes very small, the tail tapering to a point, and the weight of the fish from a quarter to fifteen pounds. Redi found one twenty-four pounds weight, and Mr. Buckland describes one caught off the Cornish coast in 1868 as weighing thirty-five pounds. To all outward appearance it is furnished with no extraordinary powers; it has no muscles formed for particularly great exertions, no internal conformation perceptibly differing from the rest of its kind; yet such is that unaccountable power it possesses, that the instant it is touched, it numbs not only the hand and arm, but sometimes also the whole body. The shock received by all accounts most resembles the stroke of an electrical machine—sudden, tingling, and painful. "The instant," says Kenipfer, "I touched it with my hand, I felt a terrible numbness in my arm, and as far as the shoulder. Even if one treads upon it with the shoe on, it affects not only the leg, but the whole thigh upwards. Those who touch it with the foot are seized with a stronger palpitation than even those who touch it with the hand. This numbness bears no resemblance to that which we feel when a nerve is a long time pressed, and the foot is said to be asleep; it rather appears like a sudden vapour, which, passing through the pores in an instant, penetrates to the very springs of life, from whence it diffuses itself over the whole body, and gives real pain. The nerves are so affected, that the person struck imagines all the bones of his body, and particularly those of the limb that received the blow, are driven out of joint. All this is accompanied with a universal tremor, a sickness of the stomach, a general convulsion, and a total suspension of the faculties of the mind. In short, such is the pain, that all the force of our promises and authority could not prevail upon a seaman to undergo the shock a second time. A negro, indeed, that was standing by, readily undertook to touch the torpedo, and was seen to handle it without feeling any of its effects. He informed us, that his whole secret consisted in keeping in his breath; and we found, upon trial, that

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this method answered with ourselves. When we held in our breath, the torpedo was harmless; but when we breathed ever so little, its efficacy took place."

Kenipfer has very well described the effects of this animal's shock; but succeeding experience has proved that holding in the breath no way guards against its violence. Those, therefore, who, depending on that receipt, should play with a Torpedo, would soon find themselves painfully undeceived; not but this fish may be many times touched with perfect security, for it is not upon every occasion that it exerts its potency.

Reaumur, who made several trials upon this animal, has at least convinced the world that it is not necessarily, but by an effort, that the Torpedo numbs the hand of him that touches it. He tried several times, and could easily tell when the fish intended the stroke, and when it was about to continue harmless. Always before the fish intended the stroke, it flattened the back, raised the head and tail, and then, by a violent contraction in the opposite direction, struck with its back against the pressing finger, and the body, which before was flat, became humped and round.

Others have described its effects to a tremulous motion which this animal is found to possess, somewhat resembling that of a horse's skin, when stung by a fly. Certain it is the powers of the animal seem to decline with its vigour; for as its strength ceases, the force of the shock seems to diminish; till, at last, when the fish is dead, the whole power is destroyed, and it may be handled and eaten with perfect security.

"I cannot determine in my own mind," says Mr. Frank Buckland, in *Land and Water*, January, 1869, "the exact economy and mode of action of the complicated electrical machinery of the Torpedo. Does the brain create the electricity and transmit it to the cells for storage, as in a Leyden jar? or do the cells both secrete the electricity and store it? If the latter be the case, why do we find such large nerves going to the brain? This may appear, at first sight, a trivial point, but the human brain and nervous system being *the* most complicated of all mammalia, we are tempted to reason as to the mode of their operations, by comparing them with the same machinery of nerves and brain as found in lower forms of animal life. I do not know of any mammal which has the power of secreting electricity. This power is confined to this class of fish alone. These fish are enabled to emit a certain number of shocks only; then require rest for the accumulation of more electricity. In this sense, we human beings are like fish; we can work with our brains or with our muscles a certain number of hours, nature then demands rest. The exhausted nervous system sleeps for awhile; it wakes up re-charged. Can this re-charging power be electricity? If not, what is it?"

The electric powers of the Torpedo have been tested by many good observers, and the results of investigations of philosophers are, that the

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upper and lower surfaces of the electric organs are in an opposite state of electricity, for if touched with *one* hand, the fish communicates a very slight shock; but if touched with both hands at the same time, one being applied to the upper and the other to the under surface of the body, a shock will be received, similar to that which is occasioned by the Leyden jar. This same electricity is also conducted by metals, such as an iron rod, and it is capable of being passed through animal tissues, for if several people hold hands together, so as to form a circle, the shock emitted by the fish will be felt by all at the same time. No electric spark was ever yet obtained from the Torpedo. This is most curious. The firing-off of the electric shock is said to be accompanied by the depression of the eyes of the fish, as if there was a certain amount of effort to produce the effect.

No human being knows why it has pleased the Creator to give the Torpedo this electric power. Dr. Carpenter gives a summary of all the theories as to its use. 1st.—It does not seem altogether probable that the fish kills its prey by means of these electric organs. A Gymnotus killed a great many fish but ate but few of them. Young Torpedoes, kept by Dr. Davie for five months, ate nothing, though they killed fish. 2nd.—Electric action may assist respiration when the fish is concealed in the mud. This I doubt, because many fish which live in the mud have no electrical apparatus. 3rd.—The electric force may be auxiliary to digestion. 4th.—Dr. Roget thinks that it may act as a kind of barometer, giving the fish conceptions of electrical states and changes of the surrounding bodies. "My own idea," continues Mr. Buckland, "is that this power is given to the fish to kill its prey. I can see no other way that the poor thing is to procure its living. As is usual with all rare fish, there was nothing whatever in the stomach of my specimen to inform me what its food is. Its teeth are also exceedingly small, and certainly not suited to the capture of any vigorous or lively prey; the appearance of the fish is that of a skulking rascal; his coat is almost mud colour. He is probably too lazy to hunt much after his own food, and doubtless remains half-asleep in the mud till something worth eating walks upon him or swims over him; he then 'lets fly,' and gets his dinner without much difficulty.

"It is a most interesting and curious thought, that the marvellous fluid electricity which we human beings call into existence by means of complicated arrangements of acids and metals, should be generated by an animal structure composed of the most delicate nerve, fibres, and tissues; this arrangement, moreover, being found in the back of a fish which lives at the bottom of the sea. We pride ourselves much upon our telegraph across the bottom of the Atlantic, little thinking that living electric batteries have been in existence for hundreds of years before electricity was ever discovered, much less applied to purposes of social economy.

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"The structure of the Torpedo is an answer to those who dispute the wisdom and design exhibited in created things. How is it possible that any number of years, or any other causes, could have produced an electrical apparatus so exceedingly perfect, and so complicated in itself that although man may investigate its ultimate structure, yet he is perfectly ignorant of its operations? No! the same great Power that orders the lightning to shine from east to west in the wide heavens, or the aurora borealis to illuminate the sky of the ice-bound regions of the Arctic circle, has thought fit to apply this same mysterious agency to the use and benefit of a humble fish. The lesson we should learn from the Torpedo is, that we men, with all our boasted intellect, stand but upon the shores of an ocean of knowledge, the profound depths of which human understanding in its present condition will never be able to fathom."

Humboldt, in his "Personal Narrative," gives an interesting account of the Gymnotus, or Electric Eel.

"The Gymnoti, or Electric Eels, which resemble large water-serpents, inhabit several streams of South America, and abound also in the Oronoko, the Amazon, and the Meta, but the strength of the current, and the depth of the water in these large rivers, prevent their being caught by the Indians. They seek these fish less frequently than they feel electric shocks from them, when swimming or bathing in the river. To catch the Gymnoti with nets is very difficult, on account of the extreme agility of the fish, which bury themselves in the mud, like serpents. Roots are sometimes thrown into the water to intoxicate or benumb these animals, but we would not employ these means, as they would have enfeebled the Gymnoti: the Indians therefore told us, that they would 'fish with horses.' We found it difficult to form an idea of this extraordinary manner of fishing; but we soon saw our guides return from the Savannah, which they had been scouring for wild horses and mules. They brought about thirty with them, which they forced to enter the pool.

"The extraordinary noise caused by the horses' hoofs, makes the fish issue from the mud, and excites them to combat; they swim on the surface of the water, and crowd under the bellies of the horses and mules. A contest between animals of so different an organisation, furnishes a very striking spectacle. The Indians, provided with harpoons and long slender reeds, surround the pool closely; and some climb upon the trees, the branches of which extend horizontally over the surface of the water. By their wild cries and the length of their reeds, they prevent the horses from running away, and reaching the bank of the pool. The Eels, stunned by the noise, defend themselves by the repeated discharge of their electric power, and during a long time they seem to prove victorious. Several horses sink beneath the violence of the invisible strokes, which they receive from all sides, and stunned by the force and frequency of the shocks disappear under the water.

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Others panting, with manes erect, and haggard eyes, expressing anguish, raise themselves, and endeavour to flee from the storm by which they are overtaken. They are driven back by the Indians into the middle of the water; but a small number succeed in eluding the active vigilance of the fishermen. These regain the shore, stumbling at every step, and stretch themselves on the sand, exhausted with fatigue, and their limbs benumbed by the electric shocks of the Gymnoti. In less than five minutes two horses were drowned. The Eel being five feet long, and pressing itself against the belly of the horses, makes a discharge along the whole extent of its electric organ. The horses are probably only stunned not killed, but they are drowned from the impossibility of rising, amid the prolonged struggles between the other horses and eels.

"We had little doubt that the fishing would terminate by killing successively all the animals engaged, but by degrees, the impetuosity of this unequal contest diminished, and the wearied Gymnoti dispersed. The mules and horses appeared less frightened, their manes no longer bristled, and their eyes expressed less dread. The Gymnoti, which require a long rest and abundant nourishment to repair what they have lost of galvanic force, approach timidly the edge of the marsh, where they are taken by means of small harpoons, fastened to long cords.

"The Gymnotus is the largest of electrical fishes; I measured some that were from five to five feet three inches long, and the Indians assert that they have seen still longer. We found that a fish of three feet ten inches long weighed twelve pounds, the transverse diameter of the body was three inches five lines. The Gymnoti of Cano de Bera are of a fine olive green: the under part of the head is yellow, mingled with red. Along the back are two rows of small yellow spots, from which exudes a slimy matter that spreads over the skin of the animal, and which, as Volta has proved, conducts electricity twenty or thirty times better than pure water. It is, in general, somewhat remarkable, that no electrical fish yet discovered in the different parts of the world, is covered with scales.

The gymnoti, which are objects of the most lively interest to the philosopher of Europe, are dreaded and detested by the natives. Their flesh furnishes pretty good food, but the electric organ fills the greater part of the body, and this being slimy and disagreeable to the taste, is carefully separated from the rest. The presence of the Gymnoti is also considered as the principal cause of the want of fish in the ponds and pools of the Llanos, where they kill many more fish than they devour. The Indians told us, that when they take the young Alligators and Gymnoti at the same time in very strong nets, the latter never display the slightest trace of a wound, because they disable the young Alligators before they are attacked by them. All the inhabitants of the water dread the Gymnoti; Lizards, Tortoises, and Frogs, seek the pools, where they

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are secure from their action. It became necessary to change the direction of a road, near Urituca, because these Electrical Eels were so numerous in one river, that they every year killed a great number of mules of burden as they forded the river.

"It would be temerity to expose ourselves to the first shocks of a very large and strongly-irritated Gymnotus. If by chance you receive a stroke before the fish is wounded or wearied by a long pursuit, the pain and numbness are so violent, that it is impossible to describe the nature of the feeling they excite. I do not remember having ever received from the discharge of an electrical machine, a more dreadful shock than that which I experienced by imprudently placing both my feet on a Gymnotus, just taken out of the water. I was affected the rest of the day with a violent pain in the knees, and in almost every joint."

In Pinkard's "Notes of the West Indies" we have the following anecdote:—The governor at New Amsterdam has a large Electric Eel, which he has kept for several years in a tub made for that purpose, placed under a small shed near to the house. This fish possesses strong electrical powers, and often causes scenes of diversion among the soldiers and sailors, who are struck with astonishment at its qualities, and believe it to be in league with some evil spirit. Two sailors, wholly unacquainted with the properties of the animal, were one day told to fetch an eel, which was lying in the tub in the yard, and give it to the cook to dress for dinner. It is a strong fish of seven or eight pounds weight, and gives a severe shock on being touched, particularly if at all irritated or enraged. The sailors had no sooner reached the shed, than one of them plunged his hand to the bottom of the tub to seize the eel; when he received a blow which benumbed his whole arm; without knowing what it was, he started from the tub, shaking his fingers, and holding his elbow with his other hand, crying out, "I say, Jack, what a thump he fetched me with his tail!" His messmate, laughing at such a foolish notion, next put down *his* hand to reach out the eel, but receiving a similar shock, he snapped his fingers likewise, and ran off, crying out, "Why, he did give you a thump! He's a fighting fellow, he has fetched me a broadside too! Let's both have a haul at him together, Jack; then we shall board his slippery carcase, spite of his rudder." Accordingly, they each plunged their hands into the tub, and seized the fish by a full grasp round the body. This was rougher treatment than he commonly experienced, and he returned it with a most violent shock, which soon caused them to quit their hold. For a moment they stood aghast, then, rubbing their arms, holding their elbows, and shaking their fingers, they capered about with pain and amazement, swearing that their arms were broken, and that it was the devil in the tub in the shape of an eel. They now perceived that it was not a simple blow with the tail which they had felt before; nor could they be prevailed upon to try again to take out the fish, but stole away, rubbing their elbows, and abusing "the trick about the cook and the eel.'

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"A MAN OVERBOARD!"

NEXT to the fearful alarm of "Fire" in a house on shore, with all its dread accompaniments, the rattling of engines, the tread of vast masses of men through the streets of a town, the cries of the terrified inmates of the house itself—there can be no sounds more alarming than the peculiar sharp click of the firing of the life-buoy at sea; the instinctive rush up the ladders of a ship in the depth of the night; the ominous whisper of, "What is it?" "Who is it?" (for in a well-regulated man-of-war the first sounds of alarm soon subside into a whisper). These questions appear always unanswerable; whether it be relative or friend, where or whence he has fallen none can tell; in short, there always is, and always will be, a certain degree of bewilderment attending a casualty of the kind.

It is unnecessary to dilate on a scene which has been so often and vividly described by many able pens, and which is familiar to the experience of so many. Let, however, two illustrations now suffice.

There was a strange neck-or-nothing fellow among the maintopmen of a ship to which I belonged, who, although a good seaman, was a great pickle, and seldom out of scrapes; he was, moreover, distinguished by the appellation of "Dusty Ray." Whence his title had its origin, is immaterial to the point in question. His activity aloft was, however, so great, that his spring out to the earing on the main-top sail yard with the topgallant studding halyards, was once compared, by a raw Scotch assistant-surgeon, in the height of his

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wonder at witnessing the process of reefing topsails for the first time, to the flight of a bird.

He was, however, unfortunately given to imbibe more than he could well carry; in short, this strange fish was given to drink like a fish, and consequently his activity sometimes failed him, his good luck never, as will be seen by the sequel. On one occasion, soon after the sails had been let fall to dry, a cry was raised aloft,—"Man overboard!" There was a rush to the boats, and the usual number of gapers on the gangways; oars, masts, and gratings flew about in all directions, when, to the unfeigned astonishment of all, cries of agony and woe commenced aloft, and were traced to the bunt of the mainsail, then hanging by the gear. The latter was coaxed down inch by inch, two or three gunners following it down, and feeling for their prize as they went, as for a fish in a net. In course of time out jumped the strange fish himself, in fact, no less a personage than "Dusty Ray," who had till then lay ensconced in the belly of the sail, like Jonah in that of the whale, and with a strange jumble of ideas as to the actual locality where he had so fortunately lighted.

On another occasion he fell overboard from the lee-earing at sea, and being somewhat the worse for liquor, his good genius had well-nigh forsaken him, although an excellent swimmer. He owed his safety chiefly to an officer of the ship, who, first throwing a chair out of the gun-room port, immediately followed it; and succeeded in supporting him until the arrival of rescue, when our old friend "Dusty Ray" was pulled out, three parts drunk and nearly whole drowned.

Persons on shore may naturally imagine that swimming being the grand essential of those who "go down to the sea in ships," is one of the tests to which all craving admission into the Naval service are subject. Although we know that this is not the case, there are probably few men or officers, above a certain standing, without a lurking objection to plead ignorance of what appears, at all events, a very essential qualification for a sailor.

Who is there that would not wish to earn for himself the honours, the heartfelt congratulations, and to indulge in the reflections, which followed the heroic efforts of the gallant Lord Exmouth, when, after having, by his own dauntless courage and powers as a swimmer, rescued the host of helpless strugglers from the wreck of the 'Dutton,' he may be supposed, before retiring to rest that night, to have burst into the pious ejaculations,—"Thank God, I can swim!"—*Casualties Afloat, by Captain Kynaston, R.N.*

THE objections by which men cavil against the truth, only resemble the foaming waves dashing against the deep rooted rock, which has for ages defied their unavailing fury. But though these can effect nothing more, they may beat off the poor shipwrecked mariner, who was about to ascend it, in hopes of deliverance from impending destruction. —*Rev. Thomas Scott.*

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SUBMARINE ACHIEVEMENTS.

WHAT enormous wealth has been engulfed in the sea since man first embarked on its treacherous surface! Each year a further tribute is levied by the moving torrent of waters, which yields up, here and there, an insignificant portion of its spoils; but jealously guards the more precious treasures in its dark bosom. How could the faintest hope exist that the mighty ships laden with rich merchandise, which have sunk beneath the surface, could ever again be recovered. What man so daring as to attempt their extraction, piece by piece, from the ocean which hides them with such jealous care? Every such enterprise was considered for a long time merely chimerical. Even now, any attempt of the kind is, in most cases, impracticable; and in those instances where some hope of success may fairly be indulged, it is only by the exercise of much ingenuity, that our expectations are adequately realised.

The most celebrated among the divers of the East are those of Ceylon, who seek under the sea the pearl-oyster. Accustomed from their very infancy to sport amid the depths of the ocean, they have been known to descend under the waves as many as forty or fifty times in the course of one day. This labour is, however, so painful to them that, in returning to the surface of the sea, they often discharge from their mouth, nose, and ears, water mixed with blood. Sponges and pearls were long procured exclusively by the labour of slaves; and, on the coast of Persia, this painful and laborious occupation is carried on by negroes, or the poorest of the inhabitants. Divers not only run the risk of drowning, and of being devoured by sharks, but they are also in danger of being suffocated, in consequence of having to hold their breath for a protracted time. The most robust and healthy young men are chosen for this trade, but they seldom continue in it for more than five or six years. Their fibres stiffen, the pupils of their eyes become red, and they often die of consumption.

The exploration of the bottom of the sea made but little progress in ancient times, or in the middle ages. During many centuries the few attempts of which we hear are rather of a legendary than authentic character.

About the year 1665, William Phipps, a ship's carpenter, and son of a blacksmith in Boston, United States, invented a plan for recovering from the sandy bottom of the sea, the treasure out of a Spanish galleon lying off the coast of Hispaniola. Charles II. lent him a ship, and all that was necessary for his enterprise; but the matter did not turn out successfully, and William Phipps fell into a state of the greatest poverty. Notwithstanding this, nothing could discourage his ardour, and, to set himself afloat again, he opened a subscription list, to which the Earl of Albemarle contributed. In 1667, Phipps embarked

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in a ship of 200 tons burden, having undertaken beforehand to divide the profits between the twenty shareholders who represented the associated capital. At first starting, his search proved altogether unavailing, and he was just beginning to despair, when he succeeded in falling in with the golden vein. The fortunate diver returned to England with rescued property of the value of £300,000, of which sum he received about £20,000 for his own share, and no less a sum than £90,000 came to the Earl of Albemarle. In other ventures he was equally successful. He was afterwards knighted, became Sheriff of New England, and founded the present noble family represented by the Marquis of Normanby.

In 1538, two Greeks are said to have descended in an apparatus to the bottom of the sea in the presence of Charles V. It is, however, certainly to Halley, the celebrated astronomer of Greenwich Observatory, that the honour is justly due of having invented a machine for diving, constructed according to the principles of science. His machine was made of wood, and covered with lead. The air that was vitiated by respiration escaped from the chamber through an air-cock, and the pure element was supplied by barrels which descended and ascended alternately on both sides of the bell, like buckets in a well. These barrels, lined with lead, each contained about thirty-six gallons of condensed air, and acted in some measure like two lateral lungs for the diving-bell, with which they were connected by leather tubes. As soon as one of these air-casks was empty, they let down another. Halley himself relates that in 1721, by the aid of this engine, he was able to descend with four other persons into water nine or ten fathoms deep, and to remain there for an hour and a half.

The glory of having been the first to apply the diving-bell to the works of submarine architecture, is due, however, to Smeaton, the great engineer, whose name awakens so many echoes on the shores of Plymouth Sound. He it was who raised the famous Eddystone Lighthouse, on a solitary rock, fifteen miles out at sea. The celebrated Rennie made use of the diving-bell in his gigantic enterprise at Ramsgate Harbour, and the same machine played an important part on the Clyde, between Glasgow and Greenock, for, by its aid, rocks were removed which could not have been reached by any other means.

About the year 1830, another apparatus, more convenient, and at the same time less costly, came into operation. This invention gives the utmost possible liberty of movement. An impervious habit, made of cloth and metal, allows each individual a certain liberty of motion, which he cannot possibly have when enclosed in a bell. A pipe communicating with the interior of his clothing supplies him with the air necessary to respiration. This is supplied by a lift and force pump, placed on the bank or in a boat. This apparatus is of French origin.

Attempts of a different kind were made, at the end of the last century,

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by an inhabitant of Breslau. Mhurr also made attempts to improve the apparatus in France, but without superseding the original invention. In England some form of the apparatus was constantly used, and in 1830, the discovery of caoutchouc gave a great impulse to this industry, and improvements became more feasible, at the same time they were more necessary than ever. This was the state of affairs when two Frenchmen, M. Rouquayrol, a mining engineer, and M. Denayrouze, a naval lieutenant, solved this difficult problem. Their apparatus suffices for all the exigencies of subaqueous work. Whether the man be naked, or covered with impervious clothing, his respiration depends entirely on the exercise of his own will, and on the power of his lungs.

This result is obtained by means of an *artificial lung* or *supply-regulator*, which consists of a reservoir, made of steel or iron, capable of resisting very great pressure, and surmounted by a chamber so constructed as to regulate the afflux of air. The diver carries this apparatus on his back. A respiratory tube issues from this chamber, and is terminated by a mouth-piece composed of a piece of caoutchouc, which is held between the lips and teeth of the diver. This pipe is furnished with a valve which permits the expulsion of air, but opposes the entrance of water. It is obvious that the use of this apparatus renders the regular working of the air-pump unnecessary. In the description of this invention, we find the following remarkable example of a salvage effected by the help of this apparatus:—"The packet-boats, 'Ganges,' and 'l'Imperatrice came into collision in the outer port of Marseilles. The 'Imperatrice' had one of her wheels broken, and the officers' quarters damaged. One of the cabins contained a chest full of gold, which fell into the thick mud. It was important that this precious package should be recovered the next day. The sea was rough, and the exact spot where the accident occurred, unknown; the box was not strong, its colour was black. At the supposed spot, a plumb of sixty kilogrammes was sunk. The plumb carried two cords divided into meters; the two divers dragged them in separate directions, and taking each the knot corresponding to one meter, they described consecutive circles, examining the ground at each step. After seeking three hours, the gold was found and restored to the owner, who had watched the operations with intense anxiety. This salvage was effected on February 19th, 1867, by M. Barbotin, contractor for submarine work at Marseilles."—*The Bottom of the Sea*, by L. Sonrel.

MERCANTILE MARINE FUND.—The Light Dues received in the year 1870 amounted to £406,292; viz., £334,083 at the Trinity House, £47,191 at the northern lighthouses, and £25,017 Irish lighthouses; and the expenditure in the maintenance of the lighthouses, and light-vessels of the United Kingdom, with the cost of new works in building lighthouses, &c., amounted to £363,017. The expenditure on new works in Scotland exceeded £40,000.

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THE DUKE OF CLEVELAND ON THE NATIONAL MARINE.*

Few, if any, who have from time to time read the painful records of disasters at sea, and none who have witnessed anything of the sort, can withhold sympathy from the hardy race who navigate the seas in the name of England. "Britannia needs no bulwarks," wrote Campbell; "her march," he sang,

"Is on the mountain wave,
Her home is on the deep."

Poetical eloquence apart, Englishmen have, from time immemorial, been wont to express their pride in their sailors. From the rough days of Frobisher and Drake, down to the glorious epoch of Nelson and Dundonald, we have gloried in the prowess of our combatant and non-combatant Navies. A battle of the Nile, in the eyes of true Englishmen, is neither more nor less splendid than the Arctic voyage of a Franklin, or the foundering of a 'Sarah Sands.' It would, indeed, be hard to convince Englishmen, that their nautical supremacy is on the wane. Geographical position, and a thousand influences of tradition and feeling, make us cling to the laurels won by our sailors from the perilous surface of the deep. Those who go down to the sea in ships are the curled darlings of a people, nurtured, so to speak, within the echoes of breaking billows and piping winds. The British sailor is an institution who lords it with absolute freedom in our seaports, and is canonized as a sort of mythological deity on the boards of every theatre in every country town—whether seabound or inland. How much of our romance is associated with what Mr. Disraeli once styled the "melancholy ocean!" In that tender old ballad, "'Twas when the seas were roaring," the gentle Gay immortalised it; in his powerful lyric, "The Three Fishers," Charles Kingsley has clothed it with an awful beauty; and in many a song and legend, the wild, sad story of the sea has been reiterated a thousand times. A brave, hardy, and hearty race—somehow the continual association with the sublime in creation seems to widen their natures—our sailors must always command the sympathy of all who love what is gallant and true. When that odious Captain Crosstree made false love to Black-eyed Susan, did not the brave William drive him to confusion in the long-run, and vindicate the honour of a British Tar? Douglas Jerrold knew the English heart, and he wrote accordingly. To a great many people, we dare say, every sailor is a William, and every sailor's sweetheart a Black-eyed—or blue-eyed—Susan. Who, then, would not help a sailor when cast on a lee shore?

The Duke of Cleveland has shown alike his nationality and his kindliness by coming forward to plead for "poor Jack." The meeting held at Darlington, in aid of the Shipwrecked Fishermen and Mariners' Royal Benevolent

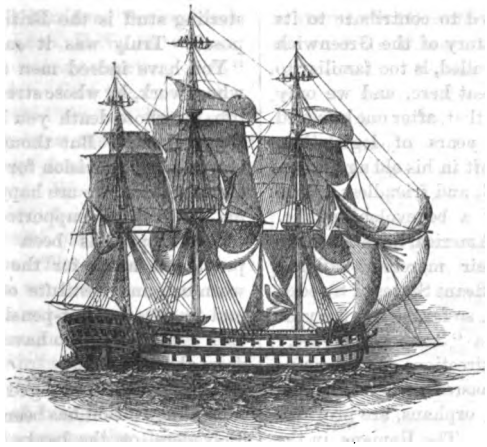
* From the *Darlington and Stockton Times.*

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Society, at which his Grace presided, might have been more numerously attended, but there can be no doubt of the earnestness which animated those concerned in it. The objects of the Society are truly catholic. They are to clothe, board, and lodge, and then to send to their homes, all shipwrecked English seamen and fishermen; to clothe, board, and lodge all foreign seamen, and then send them to the Consuls of their respective countries; to assist subscribers to the Society in replacing property lost at sea; and to give rewards to those who save lives in peril at sea. With the Duke of Cleveland, we are glad to know that the Society is in part self-supporting. This fact supplies the strongest possible reason for helping its funds. By all means let us endeavour to help those who help themselves. We trust, therefore, that the public may display no niggardly spirit in contributing to the means of this excellent Society. But the Duke of Cleveland made some sensible remarks upon the condition of our Royal and Mercantile Navies, conceived on the principle that prevention is better than cure. His Grace referred to the cases of the 'Megæra' and the 'Agincourt,' and, after expressing an opinion that the wrecks of these vessels had not been satisfactorily explained, suggested that much might be done by means of training-ships to improve the efficiency of our sailors. The Duke gave due praise to the press for their efforts in this direction, and proposed that the wooden ships belonging to the nation, now superseded by ironclads, might appropriately be employed as training ships. We fully concur in the hint, and hope to see the principle which underlies it acted upon by the Government. For ourselves, we do not believe that our sailors are deteriorating; yet we do think that much might be done to improve their quality. After all, England must always rely greatly upon the Navy for national independence. Army manœuvres in Hampshire are undoubtedly an admirable preparation for our armies, in view of the possibility of an invasion. But England has a strange aversion to the idea of any foreign infringement on her shores; and she looks confidently to her Navy to prevent such a calamity.

Let us, then, on the lowest possible ground, do all we can to foster our marine. Assuredly none can say that seafaring men—though, perhaps, sometimes a little improvident—are unwilling to work, and work hard, for their living. Their claims, therefore, to assistance in the hour of distress are all the more weighty. As the Duke of Cleveland said, the whole country is bound up in its commerce, and the whole commerce of the country is largely beholden to our marine for its development and safety. They are brave men who carry its bold footsteps across the pathless seas, and, as brave men, they must command our sympathy and respect. There is a large amount of benevolence afloat in this country, eager to find suitable objects for assistance; we have the greatest possible pleasure, therefore, in impressing upon all benevolent persons the claims of the Shipwrecked Mariners' Society.

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MISCELLANEOUS.

SAD INCIDENT ON CROSSING THE LINE.

It was on the eve of a line-of-battle ship's crossing the Equator, on her outward voyage, when Neptune—having announced to the British Admiral his dread intention of honouring his crew with a visit on the following day:

"A custom
More honoured in the breach than in the observance,"—

had been just launched over the bows, in his blazing pitch-barrel, and the rigging was manned with the usual number of eager gazers, when an alarm was given which thrilled through the very depths of the ship. Here, the old yeoman of the store-room, who was lighting the commanding officer through his domain, at the customary night inspection, was one of the first to catch the alarm, which imagination, with fearful accuracy, associated with the fate of his only son, a little boy too small even for a rating on the ship's books, and whom he had repeatedly cautioned against playing about the rigging. From that hour he saw him no more. The ship was put about and hove to in an incredibly short space of time, and every eye strained to peer through the darkness to ascertain the position of the boats as they were engaged in their melancholy search; every ear listened to catch the sound of the splash of the oars, as though they might hope to gather, by the measure of the stroke, the success or failure of their hopes. In vain; the bright flame of the life-buoy and the pitch-barrel, which was still seen blazing on the lee-beam of the ship, alone served to mark the lonely grave of the child on the Equator, and to light his spirit in its flight aloft. The sudden change from boisterous merriment to a dead silence marked the feelings of all; from the kind-hearted Admiral down to the smallest boy,—the darkness may have screened many a moist eye.—*Casualties Afloat.*

Our Worn-out Merchant Seamen.—England is the only maritime country of any importance that has failed to make provision for her merchant sailors when worn out and disabled. The resources of Greenwich Hospital have been absorbed by the men of the Royal Navy, though the sailors of the Merchant Ser-

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vice were compelled to contribute to its support. The history of the Greenwich sixpence, as it is called, is too familiar to our readers to repeat here, and we only refer to it to show that, after one hundred and seventy-five years of legislation, "Poor Jack" is left in his old age, when worn out, maimed, and friendless, to the uncertain alms of a benevolent public. France, Prussia, America, have all made provision for their merchant sailors; whilst the insignificant States of Sweden and Norway have, so far back as the year 1748, established a "Seamen's House," managed by a direction of five shipowners and two masters, where seamen, their widows, and orphans, are provided for when destitute. The Romans, in the time of Julius Cæsar, according to Gibbon, "provided for their soldiers and sailors by planting them in colonies, and giving them a competent maintenance;" while Britain in the nineteenth century, suffers her sailors to linger out a miserable existence as best they may, or offers them the alternative of the workhouse.

It may be urged that the workhouse is as fit a home for a sailor as for any other workman; but it seems to be forgotten that no member of the community entertains so utter a repugnance to a workhouse as the sailor, who, accustomed to a freedom and an absence of care foreign to the rest of the community, feels his proud spirit crushed as he assumes the garb and companionship of the pauper. What say your philanthropists who contribute their hundreds, and look with pride and pleasure on the sailor as he mans the lifeboat, the struggle through the smothering surf, and the return from the wreck, drenched and exhausted as the half-lifeless form he has helped to save? And yet there is no provision for these brave fellows save the largess proffered by the Lifeboat Institution, and which is necessarily a temporary gift. Would your philanthropist consign such men in their old age to a workhouse—men who, perhaps, have left a wife and children, and risked their lives to save those of strangers? And yet of such sterling stuff is the British sailor composed. Truly was it said by Ruskin, "You have indeed men among you by whose work, by whose strength, by whose life, by whose death you live, and never thank them." But though there is no Government provision for our aged merchant seamen, we are happy to state that an institution supported by private philanthropy has been established to provide a home for the seaman when worn out and destitute of relative ties, and to give an out-pension to married men and those who have a little help from their friends.

The Royal Alfred Aged Merchant Seamen's Institution has been established at Belvedere, on the banks of the Thames, and is open to sailors from all parts of the United Kingdom, who are over 60 years of age, and have served 21 years in the Mercantile Marine. There are at present 95 old sailors—single men and widowers—provided for in the institution, and 70 receiving an out-pension of £12 a-year. It is intended to raise the number in the London establishment to 500, and subsequently to open similar institutions in Liverpool, Glasgow, Dublin, and the other great centres of commerce. We learn that a London shipowner, Mr. George Marshall, already a donor of one hundred guineas, has offered to contribute £250, provided nine others subscribe a like sum. His Royal Highness Prince Alfred is patron of the institution, and the Dukes of Northumberland and Marlborough with the Earl of Derby are vice-patrons. The noble earl takes a deep interest in sailors, and but a few weeks ago delivered his sentiments when laying the foundation stone of a Sailors' Orphan Asylum in Liverpool. Mr. Thomas Baring, M.P., is president, and has given the munificent donation of one thousand guineas and £10 annual subscription. The Hon. Capt. Maude, R.N., is chairman of committee, and Captain Henry Shuttleworth, Elder Brother, Trinity House, vice-chairman. The names of Captain Maude, who is also chairman of

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the Shipwrecked Mariners' Society, and of Mr. Francis Lean, R.N., its veteran secretary, and honorary secretary of the Royal Alfred, show that the two institutions if separated are not disunited; for in truth it was the Shipwrecked Mariners' Society founded this great national charity. We sincerely hope that the sympathy often evinced for the poor weather-beaten old tars will assume a tangible shape. The storms of winter are coming upon us, and even while we write many a brave fellow will have been washed ashore, maimed and disabled for life. By well-directed benevolence he may find himself moored in a secure haven, instead of being left to suffer a shipwreck ashore among the slums and purlieus of our great maritime towns.

The following is a letter received from one of the inmates of the Royal Alfred Institution:—"Sir—Will you forgive the liberty I take in writing you a few lines. I want to tell you that my anchor is down at last, and that I have a good berth—no more fear of collisions, thank God, and watch on deck at night. This is a beautiful place, sir, and I hope when you come to London you will find time to run down by train from London Bridge, and see us old sailors enjoying ourselves, both in-doors and out. I feel very thankful that I am here, and that such a good place is fitted up for old seamen to end their days in. Many a time I used to think what would become of me when no longer fit for sea service, and as one of my poor old skippers died in the workhouse, I somehow had a fear that such a lee shore would pick me up at last. I used to read your paper in the good boarding house I lodged in years ago, but the keeper died, and when I came home again the Sailor's home was opened and I went there. I am glad I did, for I don't know what would have become of me if I had not got my name down in red ink in their books (old boarders are always entered in red), for before I was elected here I was allowed to stay in the Home for nearly two years, and good Mr. Hanmer's kindness I shall never forget. Failing eyesight was my great weakness, and a sailor is not worth much when his binnacle lamps are dim. Through you, sir, I want to thank the Liverpool Committee for their kindness in securing my election, and the friends I found in the good old port of Liverpool before I came here I shall never forget. Hoping this good Institution will never fail for want of funds, I remain, sir, yours respectfully, ROBERT THOMPSON, Royal Alfred Institution for Worn-out Seamen, Belvedere-on-Thames, 1871.

BRISTOL HOME FOR AGED SEAMEN.—There are in King Street, Bristol, some Alms-houses erected by the "Merchant Venturers," for aged merchant seamen and their widows. We are informed by Captain Vincent Budd, who recently visited the Institution whilst passing through the city, that there are now nineteen men and twelve widows resident inmates. He copied the following lines from a tablet over the door, written, we suppose, by one of the old "salts" who found shelter there, and we trust ended his days in peace:—

Freed from all storms, the tempest and the rage
Of billows, here, serene, we spend our age;
Our weather-beaten vessels here repair,
And from the merchant's kind and generous care
Find harbour here; no more to put to sea
Until we launch into eternity.

And lest our widows, whom we leave behind
Should want relief, they, too, a shelter find.
Thus all our anxious cares and sorrows cease,
Whilst our kind Guardians turn our toils to ease—
May they be with an endless Sabbath blest
Who have afforded unto us a rest.

EXTRAORDINARY CANINE SAGACITY.—The *Panama Star* tells the following story:—"When the dog wishes to cross a river where alligators abound, he goes up the stream a great way and barks with all his might; the alligators go there and wait for his getting in to swim across. The dog knows what he is about. When he sees from the number of snouts

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above the water, that his enemies have all gathered to the feast, he runs down the bank as fast as he can, and swims across before the alligators are aware of the trick that has been played upon them."

CROSSING THE CHANNEL.—The present arrangements for crossing the Channel are most discreditable to the business capacity of Englishmen. All the conditions necessary to tempt business men into organising the means of pleasant and rapid transit would seem to be present, and yet the arrangements are, by universal consent, the most unpleasant and most inadequate in the world. The streak of silver sea is less than 25 miles broad; it is the only road of communication between Great Britain and the Continent; our correspondence with the whole world, America excepted, is carried across it; it is traversed every day by hundreds to whom time is of the last importance, and every year by thousands of the richest class in Europe, men who will pay anything for comfort, privacy, and speed, and yet the means of transit are confined to boats scarcely bigger than Thames steamers, without accommodation or the pretence of it for half the passengers—who crowd into them till there is not in bad weather space to be sick in—and with no attempt at securing the means of privacy at all.

In these boats on deck there is no protection from the rain, and no solid covering for the luggage, no means of exit or entrance except a dangerous and narrow ladder, usually tilted at an angle of 45 deg., no seats except benches, and no refreshment counter at which a lady can purchase anything. There are only two private cabins, no sufficiency of closets, and an entirely inadequate amount of room for the female passengers, who for half the year are as numerous as the men. The boats themselves are such cockle-shells that the faintest ripple is felt like the motion produced by a storm in any other ship, and the scene on board, with hundreds of men and women prostrate with sea-sickness, crammed together like sheep or pigs into actual physical contact, with no cover, and with that horrible east wind of the Channel—a special east wind, like the east wind of Edinburgh, a wind that intends to inflict pain—blowing over them, is something more than grotesque, it is actually horrible. No such scene would be tolerated elsewhere in the world. There are thousands who would pay anything to avoid the infliction, but money is useless to avert or even to ameliorate the horrors of the Channel passage. No payment will secure any passenger decent comfort, or more than two passengers from the spectacle of dozens of others in the last agonies of sea-sickness, an exemption they purchase at the price of imprisonment for the voyage in a stuffy little closet called a private cabin.

Men go to India in a floating hotel deficient only in sleeping accommodation, and to America in a palace with no deficiency at all, and even to Ireland in roomy steamers, with ample space for lying down, but they can reach the Continent only by means so ill organised that the transit of two hours involves as much suffering as an ordinary illness. We do not exaggerate in the least when we say that the passage, formidable even to strong men, is to delicate women and invalids positive and often dangerous torture: or that double or treble fares would be welcomed gladly if they secured exemption from those detestable mail steamers, in which every amenity of travel is wanting except speed and civility. The boats are fast and the attendants are civil, but the former are not so fast as those on the Irish Channel, and the latter are not more civil than those employed on Cunard's liners. The boats, in fact, are not meant for the work they are employed to do. Their business is to carry mail boxes quickly, and they do it; but because they can,

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with their State grant, carry passengers cheaply, abler contractors will not embark in that trade. The grievance is brought up every year, and every year we have a new crop of projects; but nothing is ever done, and travellers, long-suffering as they are, would like to know why. It is not a question of the tunnel, or of the bridge, or of the floating railway train, or of any other project, practicable or impracticable, for the permanent alteration of the route.

If the tunnel were begun to-morrow it would not benefit anybody who is over forty, even if the convicts of the two countries were set to work on it with freedom for reward. The bridge would be too dangerous to vessels in a storm, and cost too much in repairs; and the floating train, though a tempting idea, requires harbours at each end, which it will take time to make. What are the difficulties in the way of doing something now? Are they the railway companies? Clearly no project could succeed which the South-Eastern Railway of England and Great Northern of France refused to acknowledge, for the trains would never correspond with the steamers; but neither of those oligarchies is beyond the reach of good sharp laws, compelling it to be useful, and rewarding it if necessary with a moderate toll.

In England, in particular, members of Parliament are all enthusiastic for the abolition of the Channel, and it would be possible in so grand a cause to pass an Act for hanging Sir E. Watkin from Dover Castle as a perpetual scarecrow to obstructives. Want of legislative inclination cannot be the obstacle, and what is? Want of water? Is it really impossible to construct a raft which should carry a one-storied hotel, yet not draw more than three feet of water; or a moderately cheap floating pier, which could be stretched sufficiently out to sea to reach the requisite depth of water? The great engineers who could tell us these things easily, seem all to get heated when they approach the Channel, and suggest every kind of project except one which can be perfected now, without loss of time or extreme draughts upon the surplus capital of the investing classes. A cheap scheme which can be carried out before next Christmas is the project required of them; but they turn away from that as from a conception of no interest and insuring no reputation. Even a plan for giving us good steamers, as good as the Holyhead mail packets, would be better than reams of dreamy calculations about bridges in the sky, and tunnels thrice the length of that through Mount Cenis; but we want more than this—want the means of crossing the Channel in a floating hotel at 10s. an hour. We do not believe it is impossible.—*Spectator.*

"QUICK, QUICK!"—A young man walked the deck of his father's vessel. His step was firm, and his heart light. Life, like the shining summer sea, lay bright before him, and he thought not of storm or danger.

Suddenly his foot slipped, and the next instant he was struggling with the waves. With a thrill of horror the father caught the piercing cry of his drowning son,—"Quick, quick, father, or you'll be too late!" In vain he struggled, and vain were his father's efforts to save him. It was "too late." He sank to rise no more, and the sea on which he had just been gazing lay calm and still above his lifeless form; but naught can still in that father's heart his lost son's dying cry. "Too late!" rings for ever in his ears; for, at the moment when he saw that it was too late to save that manly form from a watery grave, the fearful thought that his *soul* was sinking to "the death which never dies," flashed upon him, rendering doubly significant his despairing cry,—"Too late!"

Reader, are there no drowning cries of perishing souls in your ears?

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The ocean-breezes are bearing to us, from far-off heathen lands, the entreaty, "Come over and help us."

Prayer in the Closet.—Lieutenant Keith Murray, at the Perth Christian Conference, last September, urged secret prayer as the safeguard of young men going out into the world. They might do, as the sailor-boy did, who, in order to be alone with God, hid his face in his hat; or as a young friend of his did, who found a closet aloft in the rigging of the vessel.

Ready Wit.—It is related that when James Russell Lowell was last in Rome, a mendicant monk met the poet in the Corso one day, and asked for a contribution to repair a monastery. "You should not ask me for aid," remarked Lowell, in choice Tuscan, "for I am a heretic."—"That makes no difference," replied the astute friar, "your money is orthodox." The poet appreciated the witticism, and made the contribution asked for.

British Shipping.—At the close of the year 1870 there remained on the registers of ports of the United Kingdom (including the Channel Islands) 23,189 sailing-vessels of 4,577,855 tons, and 3,178 steam-vessels of 1,112,934 tons, making a total of 26,367 vessels of 5,690,789 tons. Compared with the returns for the preceding year the steam-vessels show an increase of 164,567 tons; the sailing-vessels, a decrease of 187,449 tons. On the registers of ports of the British possessions the sailing-vessels were 10,608 of 1,370,771 tons at the close of 1870, and the steam-vessels 618 of 89,281 tons, making a total of 11,226 vessels of 1,460,052 tons; the steam-vessels show an increase of 6,306 tons, and the sailing-vessels a decrease of 15,241 tons. The grand total registered as belonging to the United Kingdom and British possessions at the end of 1870 was 33,797 sailing-vessels of 5,948,626 tons and 3,796 steam-vessels of 1,202,215 tons, making together 37,593 vessels of 7,150,841 tons, and showing a decrease of 202,690 tons sailing-vessels, and an increase of 170,873 tons steam-vessels, leaving a nett decrease of 31,817 tons.

Our Navy.—The only arm, however, upon which we can at all rely for home defence is our iron-clad navy; and it is to this that we must first turn our attention. For twelve years all our science and mechanical skill have been devoted to two objects—first, the construction of armoured ships capable of resisting the heaviest ordnance; and, secondly, the casting of guns of such calibre and power as to be able to pierce the thickest plates. The result has been one which it is impossible to contemplate except with the liveliest satisfaction, although it is hard to say which of the two objects is most nearly attained. On the one hand, we have the 35-ton 700-pounder guns which seem capable of anything which powder and shot can effect; and, on the other, we have such vessels as the 'Glatton,' the 'Devastation,' and the 'Monarch,' the sides of which are impervious to anything but these 35-ton guns, if even they would yield to them.

The armoured navy of Great Britain consists of fifty-eight vessels, comprising almost every variety of iron-clad ships, and illustrating in a most instructive manner the history of naval architecture during the last twelve years. From the 'Warrior,' which was our first essay, with her belt of armour amidships, and her bow and stern unprotected, to the 'Devastation,' which seems to be a floating citadel of iron, we have specimens of almost every design which the ingenuity of inventors could supply. Immediately following the completion of the 'Warrior' come the converted frigates of the 'Royal Oak' and 'Ocean' class, which includes the 'Caledonia,' 'The Prince Consort,' and the 'Royal Alfred.' After these there appears to be a great advance, not only in the resisting power of the armour, but also

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in its distribution upon the ship's side. The disadvantage to which the 'Warrior' and 'Black Prince' were subjected, in having their bow and stern undefended by armour-plates, had to be remedied; for it was obvious that in action an enemy would avoid a point-blank broadside fire against a vessel which was only, or chiefly, open to an effective attack either at stem or stern, and which, from the position of her guns (of this we shall presently speak more fully), was unable to fire fore and aft. The next change, therefore, which we have to remark was the complete protection of the bow and stern by armour-plates. To effect this it was at that time thought necessary to increase the size of the ships in order to increase their floating power. Accordingly, the 'Achilles' and 'Bellerophon' were constructed, each of them 380ft. in length and 58ft. in breadth of beam. They were quickly followed by the still huger monsters of the 'Minotaur' and 'Agincourt' type, and in these a new principle was developed. By enormously adding to the strength of the stern, and furnishing these vessels with projecting bows, the idea was developed of using the ship itself as a projectile, impelled by the enormous force which engines nominally of 1,350 horse-power, but in reality working up to about 7,000 horse-power, were capable of imparting.

Perhaps, however, the greatest of all revolutions which ever took place in the construction of the war navy of any country, was the successful introduction of the turret system into our fleet. We say advisedly that it was a successful experiment, in spite of the lamentable disaster which last year befell the most efficient of our ships of this class. The 'Captain' was a turret ship with a low freeboard, but the sad story of her foundering is calculated to discredit neither the turret system nor the low freeboard system. All it shows is that the 'Captain' herself was incapable of weathering such a gale as was blowing on the fatal 7th of September, 1870, in the Bay of Biscay, with the amount of sail which she was carrying at the time; strained to its utmost, it can only lead us to the conclusion that a high freeboard is safer for sea-going turret ships, and that a heavy press of canvas is out of place in ships with a low freeboard. There is nothing, then, in this catastrophe which need cause apprehension as to the stability of such vessels as the high freeboard 'Monarch,' or the unmasted 'Devastation' and 'Thunderer;' and there can be little doubt that ships of the 'Glatton' type will be handled with the utmost caution after the lesson which the 'Captain's' fate has taught us, and that they will be found of inestimable value should occasion demand their services in the defence of our home ports and coast line.

Eighteen of our fifty-eight ironclads are turret ships of one type or another, and they are justly regarded by the highest naval authorities as the most formidable ships in the navy. It is scarcely possible to conceive a ship-of-war with more gigantic powers of offence and defence than the sister ships 'Devastation' and 'Thunderer.' Clad in a complete suit of plate armour, varying in thickness from ten to fourteen inches, they seem to be utterly impenetrable; and the enormous weight which this armour gives them, so far from rendering them unwieldy or unmanageable, adds immensely to their attacking power by increasing the force of the blow from their ram-shaped bows. Entirely destitute of masts, they are able to achieve a perfectly unobstructed fore and aft fire from any one of their 700-pounder guns. —*Gentleman's Magazine.*

SHIP AHOY? — The following incident occurred a few years ago on the passage of the 'John Bull' transport from Rio Janeiro. One fine starlight evening, about eight o'clock, the officer on deck came into the cabin, and announced that a ship was hailing. All hands immediately came on deck, and the captain asked the position of the stranger. At that, "Ship ahoy!" was

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heard, the voice apparently being from the windward. A lantern was put over the gangway, the mainsail was hauled up, and the mainyard backed to stop the vessel's way. No ship was to be seen. "Silence, fore and aft!" ordered the Captain, for the decks were now crowded. Soldiers, sailors, women, children, all were up. "Ship ahoy!" again came over the waves; and, "Hilloa!" answers the Captain at the top of his voice. Every one now listened with breathless attention for the next question—expecting the name of the ship would be demanded as usual: "Ship ahoy!" again resounded, and several together answered, "Hilloa!" louder than before. No notice was taken of the reply, and no sail was in sight. "Very strange!" exclaimed the Captain; "where can she be?" One thought she might have passed them; others that it might have been a pirate-boat about to board. The Captain took the hint, put the troops under arms, cleared away the guns ready for action, and double shotted them. Silence being again obtained, "Ship ahoy!" was heard again; the voice still seemed to come from the windward.

The chief mate then suggested the possibility of some person being on a raft, and volunteered to go in a boat to ascertain. The boat was lowered, and the two mates, with the boat's crew, each armed with sword and pistol, rowed at some distance round the ship. On the officers' return, they reported that they could neither hear nor see anything. Silence prevailed while they reported this to the Captain, every one being desirous to know the issue of the search. Instantly, the same "Ship ahoy!" was heard, though much less audibly, and, apparently, at a greater distance than before. The next moment it was heard much louder and closer. More than an hour had passed since the ship was hove to; every one had repeatedly heard the stranger's hail, but nothing had been seen of him, and a superstitious dread of something supernatural and unearthly was creeping over every one. The Captain issued orders to shoulder arms and make ready the guns. Just at this crisis, one of the cabin boys, who had been standing near the mainmast, stepped aft to the chief mate, and said, "It's a fowl in the hen-coop, sir, that's a-making that 'ere noise." That officer indignantly bestowed on him a sound box on the ear for his information; but immediately recollecting that he was an intelligent lad, accompanied him to the hencoop with a lantern, where he saw a fowl lying on its side. He took it out, and placed it on the capstan; and there, in the sight of the whole company, was beheld a poor hen dying of the croup, occasionally emitting a sound "ee-a-aw," which resembled the words, "Ship ahoy!" coming from a distance, as closely as any hail that was ever heard.—*The Ocean*, by Gosse.

An Old Man-of-War.—The discovery has been made at Chatham of the hull of the 'Seahorse' old brig of war, which, according to Admiralty records, was wrecked in Chatham harbour exactly 209 years ago. The portions of the hull now brought to light were discovered during the time the workmen were employed in excavating for the foundations for the bed of the new basins and docks which are being constructed at Chatham dockyard, the hull being found imbedded some depth in the mud and sand at the spot where she was wrecked. It was dug out, amd some of the timbers were so sound that they were fit to be applied to various purposes in the yard. The remainder and less valuable part of the timber of the old ship was sold on Monday.

Modern Seamanship.—So far as the loss of ships may be taken as a criterion, modern seamanship can be demonstrated by statistics to be superior to that which it has happily replaced. During the twenty-two years of war ending with 1815, our naval ancestors lost 61 ships of war by foundering, 278 by wreck, and 13 by burning, besides those cap-

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tured by the enemy, making 352 vessels, with 14,311 lives, totally lost by accident, or, as the *Times* would say of the modern Navy, lack of seamanship. They did not in those days record strandings attended with trifling injuries, such as those of the 'Agincourt,' 'Lord Warden,' 'Caledonia,' 'Racer,' &c., but reasonably estimating these at five vessels stranded for one lost, our immediate ancestors attained an annual average of 16 accidental total losses and about 80 groundings. Admitting that during that period they had on an average nearly twice as large a naval force as at present, and halving, therefore, the losses, there is still a wide margin between the eight annual losses of the old officers and the less than two per year of modern seamanship. True, their charts were defective, and 'Megæras' not uncommon; but the harbours and channels are of the same depth and extent for our 6,000-ton frigates, which require 28ft. of water to float them, as for their 500-ton frigates, which were less than 16ft. deep. Even admitting many other mitigating considerations favourable to ancient seamanship, these must be weighty indeed to equalize, much more to reverse, the ratio of eight annual accidental losses to the modern less than two. Surely, in the face of such statistics, the claim of old officers to superior seamanship must be based on something else than safe navigation.

The modern Navy glories in its succession to a wondrous heritage of renown, earned by the consummate pluck and the prodigies of valour performed by preceding generations; but when old officers inquire, too unwisely, "What is the cause that the former days were better than these?" they provoke the reminder that naval history records only their good deeds. Tradition tells of ships holding aloof in battle, of lack of skill in seamanship, in gunnery, in discipline, in the well-ordering of their crews, as well as of the presence of disorder and preventible disease, the fruit of ungodliness and vice too shameful to speak of, inefficiency which compares badly even with the American and French ships of those times. It is the naval authorities and officers of the day who are responsible for each of these things, and in none of them, except courage and daring, has the Navy of to-day any good thing to learn from that of the past.—*Fraser's Magazine.*

Deptford Dockyard.—This yard, dismantled and degraded from its olden service to the Navy, has been converted into a beast market and shambles. It is confined in an area of 22 acres, with a main frontage of 1,012 feet. It is impossible to record the change without reverting for a moment to some leading points of historical interest which circle about the scene. Here, at the Stone House, King Edward III. frequently resided; here stood, until 1780, Old Trinity House, where King Henry VIII., in the fourth year of his reign, incorporated the Company of the Marines of England; this was the dockyard established by that Sovereign for the better preservation of the Royal Navy, and in which he built his famous ship, the 'Royal Harry,' carrying 100 brass guns. Here Queen Elizabeth messed on board the 'Golden Hand,' and knighted Sir Francis Drake after his circumnavigation of the globe. From this yard was launched the 'Oliver Cromwell,' which the Protector adorned with a figurehead of himself mounted on horseback, holding a laurel wreath above his head, and trampling upon emblems of five nations.

In the time of King James I. and Charles I., the residence of the Warden of the Navy was at Deptford, and this has been the yard where the Royal yachts were built, repaired, fitted, and laid up. Under the huge sheds of "Slips No. 4 and No. 5," henceforth transformed into portions of the covered cattle lairs, the Czar Peter the Great swung his axe and adze, lodging meanwhile in the manor-house of Saye's Court, which, with the mulberry-tree

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planted by the Czar, still stands hard by. At that time, and also while the poet Cowley resided here, this was the home of John Evelyn, the celebrated author of *Sylva* and *Terra*, whose taste had formed a charming garden upon the grounds afterwards added to the dockyard. In fact, the greater portion of Deptford Dockyard has been held by the Admiralty from about the year 1681 down to the sale of a section during the last year, under a singular deed of John Evelyn, who, anxious to encourage shipbuilding, let his property to the Government for a peppercorn rent, on condition that there should always be a ship on the stocks, and that the place should never be surrendered to any private enterprise.

During 26 years prior to 1843, in which the dockyard was unused, the letter of the lease was complied with by permanently leaving a ship's keel laid down in building slip No. 1, though in the year 1843 occurred the incident of the proprietor entering the dockyard for non-fulfilment of the conditions, and the Admiralty saving their lease by hastily putting down a keel. Work on the old ships, and in the docks for steam vessels which had been constructed under an Act of 1837, came to an end in 1869. The last vessel built was the 'Spartan,' christened by Princess Louise; and the 'Druid,' launched in March, 1869, was the last ship fitted out from the yard. In that month the dockyard was finally closed, the stores being afterwards transferred to the Admiralty Victualling-yard, and the artisans and labourers partly employed at Portsmouth and Gibraltar, and partly conveyed in Her Majesty's ships as emigrants to Canada. In 1870 that portion forming the site of the present market was sold by the Admiralty to Mr. T. P. Austin by private contract for £70,000, and subsequently transferred to the Corporation of London for £91,500, with a further sum of £3,100 paid to the Admiralty for the erection of a gashouse and of a boundary-wall separating the area from the Victualling-yard.

HOVE TO.—The 'Fanny' was coming down the Mississipi, loaded with pig-lead. As she was going over a shallow place the pilot gave the signal to heave the lead. The only man forward at the time was a green Irishman.—"Why don't you heave the lead?"—"Is it to heave the lead, your honour? Where to?"—"Overboard, you blockhead!"—The Irishman snatched up one of the pigs of lead and threw it overboard; the mate, in endeavouring to prevent him, lost his balance and fell into the river. The captain, running to the edge of the deck, asked, "Why don't you heave the lead, and sing out how much water there is?"—"The lead is heaved, your honour, and the mate has gone down to see how much water there is."

THE OLD PILOT AND THE INFIDEL.—Recently, in travelling from Antwerp to London by the steamship 'Trident,' we experienced somewhat more than what the sailors would call "half a capful" of wind. The result was that very few of the passengers were to be found on deck. Two pilots from Falmouth, who had taken out English vessels, had taken passages with us, and we were glad to find them on the fore-deck, pipe in mouth, pacing up and down in the accustomed fashion. We soon entered into conversation, and got into a warm political discussion which made us forget the way in which the good ship (for she is a capital sea-boat) was heaving and struggling. After a time the elder pilot told me that infidel lecturers had been at Falmouth and had perverted a friend of his from his Christian profession into a denial of his Maker. "People thought a good bit about Mr. ——— at one time," said our informant, "but after he began the infidel business they quite cut him." Very creditable to the common sense of the Falmouth people, this seemed to be.

The pilot went on to say that as for himself he was old-fashioned, and believed in his Bible, and assured us that he had a copy which belonged to his grandfather. "Now," said the old man, with an

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earnestness which could not be mistaken, "I ain't going to believe nothing that I can't find in my old Bible. I know that I have got a soul, and that God made me, and I won't believe that I'm descended from a monkey. Look here, sir," he continued, "if there is no God, can they tell me who or what can stop this wind, and smooth these waves, or how those stars came up there? I asked Mr. ——— that question, and he couldn't answer. He had got a book from London, and he was sure he was right. Then says I, 'Look here, Jem; I've got a book down from Heaven, and that's better, and I know you are wrong.' Jem was passionately fond of his wife. She was a nice woman, and fretted awful when he began the infidel talking. She was lately taken ill and died. We all went to the funeral out of respect to her, and what do you think took place? When they lowered the coffin into the grave he fell on his knees, put up his two hands, and cried out, 'Oh, God! why did you take her from me?' We looked at one another, but we said nothing. If there was no God, I say, sir, what made Jem do that?" The weather-beaten countenance of the old tar lighted up when he said, "I call infidelity nothing but foolishness, the same as David did of old. It is the same thing now, and that proves that the Bible is true."—*Rev. J. W. Carter.*

THE LAST CAPE PIGEON.

We had run through the "trades," and had been lying becalmed for several days, when a breeze sprang up that promised soon to take us round the African Continent. On the following morning, soon after daylight, we were gratified by the appearance of the first Cape pigeon—the first herald of the cold latitudes we were approaching. We had long since left the warm seas where sport the beautiful dolphin, the swift albicore, and bonito; the dark-coloured, lifeless waters were fast getting wearisome to gaze upon, when every face brightened at the coming of that feathered wanderer, who we well knew would henceforth for weeks remain one of our constant companions. This first arrival was also, strangely enough, the last to leave us—in fact, poor bird, it never did depart, either willingly or alive. All hands came to know it well, and never confounded it with any other, though dozens of its companions were eddying around us within the course of the next few days.

I am writing of years ago, when sailors were a different race to what they now are. They were superstitious, and loved those strange yet familiar birds —those little feathered friends, who came to keep them company, and cheer their spirits during the most perilous portion of the voyage. Moreover, your genuine old "salt" had a firm persuasion that each of these beautiful black-and-white striped sea-birds contained the soul of some departed mariner—some poor unfortunate seaman, who had miserably perished in those dangerous regions. Our captain himself was not too proud to share this nautical superstition. Modern sailors would very soon have brought a fresh mess to the cook's coppers, by baiting a small hook with a piece of fat pork, floating it

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with a bit of wood, letting it drift astern, and then catching the poor Cape pigeon like a hungry fish. No such Vandal, however, was found among our crew; so that particular bird flew on and followed in our wake, perfectly safe, withall its numerous companions. I was only a youngster at the time; but even now can vividly remember the awe and reverence with which I was wont to gaze upon what I might ignorantly have taken for sea-gulls, had not our horny old tars so diligently taught me to believe how that the spirits of dead, drowned mariners lived again in the form of those fearless birds. It was a poetical idea, at all events, and gave quite a romantic tinge to those desolate regions of the storm and shipwreck.

Day after day, week after week, through storm and calm, fair weather and foul, these birds remained in our company. At night, I fancy, they must go to sleep on the briny element, for after sunset few of them are seen; but, if so, such keen eyes have they that the dawn is no sooner breaking than, however far the ship may have gone, up to her they come flying again. It is strange that they never pass ahead of the vessel—never fly forward to guide her on her way—but always follow, like humble courtiers, keeping closely in her train. It is quite a sight to see them flock, fighting and chattering, about the refuse victuals left in the vessel's wake. Even in the calmest weather of their stormy region they come pretty close; but when the gale is at its fiercest—when the quivering ship is compelled to "lay to" under close-reefed main-topsail—then they come right alongside, especially in the still water under her lee.

For more than a month these roving birds kept us company; but when, having doubled the Cape, our ship began to near the hot latitudes of the Mozambique Channel, then, slowly, one by one, they commenced to forsake us.

All had left us—all but that one marked bird, the first which came. It remained alone, seeming determined not to leave. As for myself, I began to have vague ideas that the spirit-bird must have some earthly mission to fulfil—that the dead sailor, whose soul it was supposed to contain, had sent some message by it. For more than a week after its last companion had disappeared that solitary bird remained behind. The weather had become burning hot, yet still it would not quit us. All hands now seemed to devote unusual attention to this one laggard. The most superstitious of our old "shell-backs" began to entertain their extravagant opinions; one weather-beaten old fellow positively affirming, and finding many disciples, that the dead sailor's spirit had mistaken our vessel for that in which he had been lost, and would never leave us until it had caused our wreck at the very same place. Even our captain was seriously considering whether it would not be better to catch the bird; but, then, it could not be caught without injury, and he would not for a moment entertain the idea of in the least hurting our last little friend.

We had just entered the Mozambique Channel. It was a calm and oppressively hot day, and our pet was being fed as usual, by one of the watch below,

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when a loud cry from the man brought half the ship's company rushing aft to where he was seated on the taffrail. Poor bird! I was just in time to see it vanish down the hideous distended jaws of a huge shark. The six gleaming rows of lancet-like teeth closed upon it, and our friend of many weeks—our first and last companion through the bleak regions so lately left behind—was gone! One cry of anguish seemed to burst from the whole crew, then a storm of fierce curses at the black-looking, terrible monster now gliding so quietly in the wake of the vessel, but who, a moment before, darting forth like a flash from obscurity, had seized our little friend in a froth of foam, lashed up by its powerful tail during the sudden and inconceivably rapid rush.

"Here, Trestletree, knock off the hands!" roared the captain. "Let them stay aft to try and catch the shark."

The chief officer made no objection, for the watch on deck had only been engaged at unimportant pieces of work. Then, half wild with excitement, all joined in the efforts to capture the greedy monster of the deep.

The sturdy old boatswain flew aft with the shark-hook and chain; while the cook fished up from his harness-cask a great piece of greasy pork, wherewith to bait the hook, and lure our enemy to his destruction. A running bowline-knot—all ready to drop over his head, and hold him fast under the fins—was made round the rope to which the chain of the hook was attached. The bait was then tossed overboard, with a loud splash, to attract the shark's attention; and eagerly every soul on board stood watching that dark quiescent mass just beneath the surface, and that sinister black dorsal fin projecting out of the water some thirty yards astern.

Our hard-featured north-country carpenter stood by, with his broad axe, ready to sever the strong brute's tail when landed on our decks, and so, at one fell blow, deprive it of the tremendous strength sure to threaten destruction both to limb and plank; and a grim expression—boding no good for the shark, should he be unlucky enough to come within reach—stole over his countenance. The captain and mates had each a musket, loaded with short pieces of brass bolt, to give an effective dose, if chance offered, in case leaden bullets should be too soft to readily penetrate the shark's tough skin. Harpoon in hand, two of our best men, who had sailed in whalers, sat quiet but watchful on the taffrail, waiting till the ravenous monster should give them an opportunity, or be dragged plunging to the surface, with the strong iron hook in his jaws. The rest of our crew were standing ready, with the fall in their hands, behind the block on the spanker-boom end through which the fishing-rope had been rove.

The shark had seen the bait; we thought so, at least, by the changed angle of that ominous black fin, now pointing straight on—but, then, some people say that the brute is either blind or very short-sighted. At all events, he came no nearer. The next moment, however, up came two of those extraordinary

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little pilot-fish. Like arrows, they swiftly darted up to the bait; then smelt it all round, seemingly examining every part with the greatest nicety. Then back they went, to report the result of their scrutiny. From the fact that two of these pretty little black and golden striped fish invariably accompany every shark, seemingly to pilot it about, reconnoitre its prey, and then lead it up to such food as they approve, has arisen the story of the terrible sea-monster's blindness; but, for my part, experience tends to make me think this much-to-be-desired defect extremely mythical.

Either the shark or his scouts seemed to entertain grave doubts as to the nature of that tempting lump of pork. The little fishes swam backwards and forwards several times. They went over the bait, under, and around it, but did not seem at all satisfied. Jack has a wonderfully flattering idea of the intelligence of these fish, and so, in obedience to the warning whisper of the man who had first seen their approach, all hands had sunk down out of sight as much as possible, leaving only the captain on the look-out. Apparently unable to make up their minds, the pilot-fish at last brought up the shark, to see and judge for himself. We knew that he was coming when the ugly dorsal fin suddenly disappeared, as he sank to a safe depth before approaching.

Crouching on the taffrail, the captain saw the monster, and warned us by whispering—

"Stand by, my lads; stand by!"

Every hand took a firm grip of the fishing-rope; the mates handled their muskets; the horny old boatswain spread out the noose of the running bowline; the two harpooners gathered up their lines, and held their weapons ready poised, while the carpenter moved his axe impatiently, and took a step forward.

Peering over the taffrail, our captain held up his hand as a warning for attention. Just then I took a peep myself, and my heart beat faster when I saw that huge shark within a foot of the bait.

Now, it is a singular fact that, although the shark rushes upon his prey with inconceivable rapidity, he never takes bait in the same way; but, on the contrary, always approaches it with caution, swims hesitatingly about it, and then, if he does bite, seizes the treacherous morsel with such slowness and deliberation that you cannot tell he is hooked except by seeing him turn on his side to take it, and then feeling the drag when he lashes round with his tail to make off. I am quite certain that the horrid brute strongly suspects the danger, and that nothing but the irrepressible ravenousness of his disposition leads to his well-deserved destruction.

Suddenly up sprang the captain, and shouted—

"Haul away, boys; haul away! Crabs and crowbars! he's taken the bait right down!"

It was stamp and go with those who held the fishing-rope, and in a second

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or two the shark was dragged to the surface. But now came the tug of war. It was easy enough to pull him through the water, but to get him out of it—that was the job. It could not be attempted until we held him with something more than the hook. We had now got his ugly shovel-nose within a couple of feet of the surface, and the boatswain, carefully gathering up the running bowline, flung it down the fishing-rope, and, at the first throw, succeeded in sinking it over the head and shoulders of our prey. This other rope was now placed into a snatch-block.

"Now then, my hearties, clap on to the bowline!" cried the delighted boatswain. "Haul with a will, and up she rises!"

And the knot holding firmly under his fins, up our enemy did rise; but it was a tremendous struggle. Plunging and darting in every direction, splashing and dashing about his native element in impotent fury, we succeeded in getting the whole of his head and shoulders out of the water, amid a perfect sea of foam raised by his terrific struggles.

Bang, bang, bang, went the muskets, and the shark was further incommoded by several jagged lengths of brass bolt in the throat—by being "copper-fastened," as our chief mate grimly and facetiously observed, upon putting down his musket.

Then the harpooners, standing erect on the taffrail, drove in their weapons with all the strength of arm they could exert; so that, altogether, the devourer of the Cape pigeon was getting into rather uncomfortable quarters.

I almost pitied the poor pilot-fish: they were now swimming wildly backwards and forwards across our stern and around their struggling master, evidently in great alarm. All hands had now seized the bowline-rope, and the shark, despite his terrible efforts to escape, was bound to come. He was a tremendously big fellow, and of the largest species, or he could never have resisted our united strength so long.

"Haul, my lads; haul together!" cried the captain, half wild with excitement.

"Now then, men," echoed the chief mate, "up with him—up with him! Rouse him up! One more pull, all together!"

Encouraged thus, the men exerted themselves more than ever. Still, for a moment, with a supreme effort, the shark clung to his briny home.

"Hurrah, my boys, hurrah!" yelled the old boatswain. "Keep time, yer lubbers; keep time, and he *must* come! Now then; one, two, three, *haul!*"

And, with a frantic effort, keeping time to the song of the old boatswain, their immediate leader, our tars tore their enemy out of the water.

"Run him for'ard, boys; run him for'ard!" cried the captain, anxious for his chronometers, which would get sadly shaken if we left the powerful fish to struggle about on the poop.

The shark showed over the taffrail, and, with a run altogether, we drew him

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quickly forward, till he fell down to the main deck, with a tremendous crash, and for some moments had all his own way, not a soul daring to come within reach of the swift and terrible blows of his tail.

At length, however, want of water began to exhaust his energy, though he stood it much better than a man could endure the absence of air. Then, holding his axe aloft, the carpenter began to steal cautiously upon the panting monster.

"Stand back! stand back!" roared our captain, from the break of the poop, just as the shark sprang several feet off the deck, and brought his tail down with a sweep that almost touched the carpenter, and a force that made the stout decks quiver again.

"Chips," however, was quite nimble and smart enough to take care of himself, so fell back in time; but no sooner had the strong brute spent its full force upon the deck, then he jumped before the crowd hammering it with handspikes, &c., and, by a dexterous swift blow, drove the head of his broad axe clear through the backbone of our doomed enemy. A few spasmodic struggles, and the shark's strength had gone. Regardless of his powerless wriggling and writhing, our tars fiercely fell upon him with knife and hatchet. Ere long he was thoroughly hacked to pieces, and the lifeless form of our poor Cape pigeon recovered. Our little friend was quite dead, though it had not received any discernible mark of injury in its devourer's capacious maw. One of our oldest and most superstitious seamen carefully stitched it up in canvas, slung a twelve-pound shot to the shroud, then reverently consigned the body of the last Cape pigeon to the deep. The mangled remains of the shark were tossed overboard—the pigeon was avenged.

A. F. LINDLEY, *in Cassell's Magazine.*

COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.

For the "Shipwrecked Mariners' Society."

ATHERFIELD, ISLE OF WIGHT.—Offertory in Shorwell Church on Trinity Sunday, per Rev. T. Renwick ... £ 2 s. 18 d. 9

BRADFORD.—At noon, November 6, a meeting in aid of the funds was held at the Chamber of Commerce. The MAYOR (Ald. Mark Dawson) occupied the chair, and there were present Mr. John Rand, Mr. C. Semon, Mr. G. Newby (Sun Bridge), and Mr. M. Bottomley. The claims and objects of the Society were set forth in a report, and also in addresses by the Mayor and Mr. A. H. Gillham, the travelling secretary. At the close of the meeting the following contributions were announced:—the Earl of Harewood, £10 10s.; Mr. Rand, £5 5s.; the Mayor, £5; Mr. Semon, £5, and an annual subscription of £1 1s.; Messrs. Moses Bottomley and Co., annual subscription of £3 3s. Messrs. A. & S. Henry and Co., £3 3s. annually; Messrs. Heymann and Alexander, donation of £5; Mr. Ludwig Nathan, Messrs. Carlton, Walker, Watson and Co., Messrs. G. Homan and Co.,

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Messrs. Kessler and Co., Mr. Wm. Schaub, Messrs. Schlesinger and Wechmar, and Messrs. Stavert, Zigomala and Co., each £1 1s. annually.

	£	s.	d.
COWES, ISLE OF WIGHT.—Collection in the East Cowes Boys' Sunday School in 1870-71, per Rev. Francis Whyley (Vicar)	0	8	6
BURGHEAD, N.B.—Sermon in Parish Church, per Rev. John Garioch	0	17	4

DARLINGTON.—On the 1st. October an influential public meeting was held in the large hall of the Mechanics' Institution. His Grace the DUKE OF CLEVELAND, K.G., of Raby Castle, kindly presided; the other gentlemen upon the platform being his Worship the Mayor of Darlington (Alfred Kitching, Esq., J.P.), High Sheriff of Durham (J. Cookson, Esq., J.P., of Neasham Hall), Edmund Backhouse, Esq., M.P., of Middleton Lodge, Richmond; David Dale, Esq., J.P., of West Lodge, Darlington; the Rev. J. G. Pearson, vicar of the parish; and Mr. Gillham, travelling secretary of the Society.

His Worship the MAYOR, in introducing His Grace, said, Ladies and gentlemen,—It is with very great satisfaction that I move that His Grace the Duke of Cleveland take the chair on this interesting occasion. (Applause.)

The VICAR (the Rev. J. G. Pearson) of St. Cuthbert's Church, briefly seconded the proposition, which, of course, was carried with acclamation.

The DUKE OF CLEVELAND, K.G., on assuming the chair, spoke as follows:—Ladies and gentlemen,—I am much obliged, first of all to the Mayor for having proposed, and to you for having decided, that I should take the chair on the present occasion. You are all aware, from the advertisement, of the general purport of this meeting. There lies before me a report which would speak in far more eloquent terms than I can utter, respecting the precise object which has called us together. It, however, devolves upon me to state very shortly what are the objects contemplated in calling the present meeting; and, in making our appeal to you, in the first instance, it should be stated that the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, under whose auspices we are assembled, was established in 1839, that it was incorporated by Act of Parliament in 1850, that it has been in operation from that time until the present, and that during the intervening period it has accomplished much of the good which it originally proposed to itself. (Hear, hear.)

The leading objects of this Society are three-fold. The first of these is to clothe, board, lodge, and send to their homes all those fishermen, coast-guardmen, merchant seamen, and Royal seamen, who have been shipwrecked and disabled—in the case of Englishmen, to forward them to their homes, and in the case of foreigners, to send them on to their own consuls, with the ultimate intention of returning home. And as this is one of the most expensive kinds of charity which have been instituted, it demands the widest Christian sympathy. (Cheers.) The second object is that, in the case of subscribers—whether they belong to the Royal Navy, or the Merchant Service; whether they be fishermen, boatmen, or pilots—they may receive such assistance as will replace their lost property. There is a third object, which may not be of such decided importance as the two former; and that is, to give rewards for saving human life at sea or abroad. Such, ladies and gentlemen, are the main objects of this Society; and I doubt not that in a perusal of the report, you will find those objects have been extensively carried out. (Hear.)

Then, on behalf of the Society, allow me to say that, after reading its report and studying it, I am glad to find that it possesses one special merit, namely, that it is in part self-supporting. I call

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it so, because in the case of those who contribute annually to the funds, such as fishermen and seamen, at the rate of 3s. each per annum, they are entitled, according to a certain scale, to have their property replaced when lost by shipwreck, and provision is made for the payment of dividends from funded property, *pro rata*, amongst those who are entitled to share in the benefits. And one effect of this excellent arrangement is to ward off and avert the dire results of unavoidable casualty. Let me remind you of one notable instance which occurred in February last at Bridlington. From letters which I was privileged to see, and which were forwarded to the Central Society at the time, I learned that a vast number of vessels, of various kinds, quitted the northern ports for London. The day was fine; the sun was shining; there was every prospect of a fair voyage; all who ventured to sea hoped to reach their port of destination in safety. But a terrific storm arose the same night; and those numerous vessels were dispersed in every direction. Many drove on shore, and a fearful loss of human life was the consequence. Many who escaped to land were enabled to find their way home; whilst others who were drowned and whose bodies were cast up, were identified by their friends by means of photographs. Now, here, in such cases, societies of this description prove of immense value. They do an incalculable amount of good, without the least admixture of evil; for I regret to say there are organizations established for the best and most benevolent purposes, which nevertheless produce occasional harm. There are, I repeat, institutions, such as certain Refuges, which are designed to effect considerable good; but that good is often not without alloy, inasmuch as they — unintentionally, it may be — encourage evils of another class, which it is equally necessary to avert, such as mendicancy and vagabondage. (Hear, hear.) As, therefore, this Society is beyond reproach, I think it should call forth your warmest sympathies. It has promised much; but it has done much. Its demands are such that it is necessary to sustain the funds with an unfailing liberality.

We must bear in mind that the maritime commerce of this country is the most extensive in the world. We must remember that our ships plough every sea, and visit every harbour in the world, and we must not forget that our maritime commerce is the very life-blood of the country. What should we become as a nation without our commerce? Remembering, then, how our commerce depends on our maritime community, is it possible that a benevolent public can leave the shipwrecked mariner, his widow and his orphan, to the tender mercies of chance? Nay, I am sure that every sympathy will be evoked in behalf of a Society so noble, and that your subscriptions, however small, will be forthcoming. Perhaps I may be permitted, in connection with this matter, to allude to a subject not altogether foreign to it, although I shall touch upon it very lightly. But I think it necessary to say a word or two respecting it, because I hold it to be directly associated with the question we are now considering.

I would ask, then, how far it is possible to avert shipping casualties? Nothing could have been devised, I am aware, to prevent the sad loss of life and property which occurred at Bridlington. There was no warning, no foreboding of any kind. But certainly recent revelations have proved that much may be done to avoid disasters at sea with proper vigilance. There have been circumstances, I regret to say, which have engendered a feeling of distrust with respect to our seamen, and an impression has grown in some quarters that the seamanship of this country may have in some degree degenerated, for the cases of the 'Megæra' and 'Agincourt' have not been thoroughly explained to our satisfaction: and I am bound to say that I think

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blame attaches somewhere, and we should not shrink to do our duty. Such questions may, no doubt, be involved in some difficulty; nor am I wishful—I should be the last in the world—to discourage private enterprise. But still, in the presence of a feeling of recklessness regarding human life, and where, moreover, a proper amount of vigilance may be rendered of such great use, I think it behoves one to speak out. (Hear.) The vigilance of the press—of the *Times* especially—has not been without a very important influence. I say that the vigilance of the press and the vigilance of the public will tend, I believe, to arrest attention in the right quarter, and to ward off many of the evils of which we as a nation have latterly been too painfully conscious.

A suggestion has been lately made, which has found considerable support in Chambers of Commerce, and received a powerful impetus from the *Times*—that of training-ships for seamen. (Hear.) I have already said that there is a growing conviction abroad that the practical seamanship of this country has somewhat degenerated. It may not be true; and the impression may have sprung from the fact that whilst formerly every shipwreck did not come to the public knowledge, now it is the custom to note every occurrence of the kind and its causes. But whatever has created the impression, I think every effort should be made to remove it. In the Royal Navy, I am glad to know that a successful experiment has been made with training-ships. We know that such things have, in respect to the Royal Navy, to be borne by the British taxpayer, and it could not be expected that the public could afford to bear a similar expense in the Merchant Service. That is out of the question. But still, looking at the intimate relationship subsisting between the Royal Navy and the Merchant Service, I think it might be fairly urged that wooden vessels, for instance, which are being rapidly superseded for all practical purposes by iron ships, might be lent by the Government for training objects. I am disposed to believe that a plan like that would tend very materially to improve the seamanlike quality of our British tars, and much loss of life might thus be obviated. Directly speaking, this is a national question; but indirectly, it comes home to us as a question of the preservation of life. (Applause.)

I have ventured to make these remarks because I consider them applicable to the subject which has brought us together. I believe that the Shipwrecked Mariners' Society needs your assistance. I therefore ask you to contribute liberally of your means to its sustentation. When you remember the great claims which our seamen have upon our gratitude, I think you cannot fail to turn a warm heart to the interests of a Society such as this. I am aware there are many calls of a similar nature upon the benevolence of the public; but I hold that there is no more paramount claim than that of suffering humanity, consequent upon misfortunes at sea. When we consider the importance of our maritime commerce, of our Merchant Service, and how entirely the country is dependent upon both for its prosperity, I am sure we shall not begrudge a little aid in the shape of pecuniary support. There is one point which I have omitted to mention. Of course, in a Society of this importance, it is essential that the management should be well conducted. Now, there are nearly 900 honorary agents, whose work it is to distribute the benefits of the Society; and these agents are direct mediators in carrying out the benevolent designs of the Society. If we glance at the Wreck Chart—and most frightful it is—I am sure you will agree with me that 900 honorary agents are not too many to give effect to the Society's objects. I venture to say that the management is most efficiently carried out. I wish this to be distinctly understood, for how often do contributors

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object on the ground of expense to enlarge their gifts. It is therefore of the greatest importance, and this Society appears to be alive to it, that as little expense as possible should be incurred in diffusing the benefits, which are solely intended to be conferred on the needy and destitute. (Cheers.) His Grace then called upon—

Mr. GILLHAM, travelling secretary of the Society, who pictured some of the appalling scenes which had transpired on the north-east coast during shipwrecks, and gave a very interesting account of the origin and progress of the Society.

The MAYOR of DARLINGTON then moved, "That this meeting expresses its opinion that the Shipwrecked Fishermen and Mariners' Royal Benevolent Society merits the confidence and the support of the inhabitants of Darlington and neighbourhood."

Mr. EDMUND BACKHOUSE, M.P., had great pleasure in seconding this resolution. After the very explicit and able statement made by his Grace, and by the Travelling Secretary, respecting the working of the Society, it was scarcely needful for him to add any remarks of his own. He would only say that, in having their attention called as an *inland* town to the Society's claims, though not so well acquainted with seafaring life as those living upon the coast, they were reminded of their obligations in a commercial point of view, both as a town and as a county. But there was one aspect which he wished to bring under their notice. The Shipwrecked Mariners' Society, from the little he knew of it (and he was sorry it was so little), was exceedingly well managed, and was productive of unmitigated good in relieving the distress resulting from the shipping disasters, which were so constantly occurring on our shores. For our own county, the Society had been expending at the rate of £3,000 a year, while the entire aid which was received from the county was no more than £120 a year—increased last year, by the vigorous exertions of the Travelling Secretary, to nearly £200. He did not think any circumstance spoke more loudly of the Society's claims upon the county of Durham than this. For this reason, among others, he had great pleasure in seconding the resolution submitted by their worthy Mayor.

The noble CHAIRMAN having put the resolution, the same was carried unanimously.

A subscription list was then opened, headed by the Duke of Cleveland, whose name was put down for a donation of £50. The list also included the High Sheriff of Durham (J. Cookson, Esq.), £10; S. Pease, Esq., £25; J. B. Pease, Esq., £10; and the Lord Bishop of Durham (Dr. Baring), £10.

The HIGH SHERIFF proposed a hearty vote of thanks to his Grace the Duke of Cleveland for presiding.

His Worship the MAYOR seconded the proposition, which was at once carried with the greatest acclamation.

The noble CHAIRMAN, in response, acknowledged the courteous attention extended to him by his auditory, and again insisted on the strong claims of the Society on the public sympathies.

The meeting then terminated.

DONCASTER.—Viscount Halifax presided at a public meeting, held Nov. 23, at the Mansion House, in aid of the Society. In the course of some introductory observations, his lordship said they were met there to promote the interests and increase the funds of the Shipwrecked Mariners' Society. He had been asked to preside at that meeting, and he could only say that so good a work as that the Society had arrived at had his hearty good-will. A general feeling of sympathy pervaded the breasts of all Englishmen towards the sailor. Their hearts warmed towards him, for, with our Navy, we felt perfectly secure from any attack on our shores, and by our merchantmen we had brought to

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us the fruits and products of nearly every land. Although it might be considered too much for him to say that to our sailors—our Navy and our Merchantmen—we owed our existence as a nation, yet it could not be denied that it was to them we were indebted for our proud position amongst the nations of the world. Therefore he believed that every Englishman felt the greatest possible interest in this Society, whose object was to relieve that portion of the sailors of this and other countries who had the misfortune to be driven ashore or stranded on the rocks of this country, and who in such cases were generally very much in need of the Society's assistance. In such case the information was conveyed to their friends how their misfortune had happened, and the poor men were taken care of and taken home through the instrumentality of this Society.

The benevolence exercised in this country was enormous, but he thought there was a number of societies which had been established and were being carried on from a mistaken zeal to relieve supposed distress. They had for their object mitigated good, but he aimed at unmitigated good, and that also was the object of the Society whose cause they had met to promote that day; and he hoped that it would continue to do what it had done before, only he trusted on a much enlarged scale. Without alluding to foreign seamen at all, he would say that the expenditure and the exertions of the Society were universal. Men, under all circumstances, and in whatever station, received the assistance which they needed out of the Society's funds. Now there were very many descriptions of disasters; and although there were cases of which they had read where the sailor himself was to blame, still there were others which it was not within the bounds of human care to protect from.

He knew it had been said that the British seaman was no longer able to fight the wind and the wave as he did in olden times. That, however, he did not believe. If it were so, it could only apply to those navigating the vessels, and not to those who did not navigate them. The disaster which occurred to the 'Agincourt' was shown to arise from the fault of the officers; while in the case of the 'Megæra,' which it was found necessary to run ashore, nothing could be more remarkable or praiseworthy than the conduct of the officers and men; for of the 300 landed there was only one single instance of misconduct, all the others appearing willingly devoted to their duty. In all the misfortunes which happened to the seamen of this country, it was most striking to see their excellent and devoted character in their distress. The seamen wrecked numbered about 5,000 every year, and of these one-half, or 2,500 belonged to this country. The sum expended by the Society they must know therefore would be considerable; as an instance of this he would just name that the bringing the crews of two vessels from the Shetland Islands to Dundee cost the Society £70 each. He was therefore quite sure that all would be happy to contribute to the funds of the Society, and thus help to carry out its laudable objects.

With respect to another object aimed at, much of the funds were contributed by the sailors themselves, by annual subscriptions of 3s. each, for which the Society undertook to replace their boats or clothing when damaged or lost, and he only needed to say that there were 48,000 subscribers to that fund last year to show how this object was appreciated. With regard to the third object, viz., giving rewards, he would merely state that twelve silver medals had been given last year, principally to Lascars serving in English vessels, for saving life. He thought he had now done all he could to state the objects and the claims which the Society had upon them, and he hoped those present would show their sympathy in the cause by increasing the funds of the

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Society, and thus mitigating the sailor's distresses.

Mr. GILLHAM, the Travelling Secretary, next stated that the Society, to guard against abuses, generally gave the relief in kind, and not in money. He read letters from the Vicar (Rev. F. Pigou), James Montagu, Esq., R. E. Clark, Esq., and Lord Auckland, all of whom had been unable to attend the meeting, but expressed their sympathy with the objects of the Society. Subscriptions were announced from Viscount Halifax. £10, James Brown, Esq., Lord Auckland, and others, besides which several names were added to the donation list in the room, and after other resolutions were moved and seconded, the meeting separated.

DUNDEE.—Contribution of Harbour Trustees £25 0 0

GLASGOW. — Collected on board S.S. 'Iona,' from crew and passengers £0 17 2

This is an example worthy of imitation by the captains of our ships, as evidencing their interest in the cause of their brethren's widows and fatherless children.

GOUROCK, N.B. — Contribution of Mrs. Gamble..... £25 0 0

INSTOW, DEVON. — Proceeds of concert, including donation of a friend 9 17 10

LEEDS.—A meeting was held in Leeds, Nov. 7, under the presidency of the MAYOR (Alderman Barran), in the Grand Jury Room, Town Hall. His WORSHIP said that the report was one which ought to commend the operations of the Society to the practical sympathy and support of all the will-wishers of mankind. The Society provided board and lodging for all mariners shipwrecked on our coasts, whether belonging to home or foreign vessels, the Mercantile Marine, or Royal Navy. The subscribers to the Society were therefore giving money in aid of suffering sailors at the time of their direst extremity. The Society was worked economically, the income of which was about £23,000 per annum. It had about 900 agents, nearly all of whom worked gratuitously and energetically. Seamen who subscribed a small sum were provided with medals, and, in the event of their being drowned, the finding of these medals round their necks led to their identification, and secured to their survivors pecuniary compensation. In the event of seamen-members surviving a wreck, they were themselves compensated for their losses, and thereby helped to start afresh. Resolutions declaratory of the worthiness of the Society of public support in Leeds, &c., were spoken to by Mr. John Whiting, Mr. Thomas Cuttle, Mr. W. Hind Smith, Mr. Gillham (travelling secretary), and Mr. William Pickering, ship agent, Leeds, and were adopted unanimously.

LIMEKILNS, N.B.—Sermon in U. P. Church, per Rev. Dr. Johnston (Life Gov.) £7 4 0

LONDON. — The Society has recently received the following munificent contributions, viz. :—

William Stuart, Esq., V.P. and Deputy Chairman of Committee	5,000	0	0
A second anonymous donation under the initials H.D.Y.....	1,000	0	0
Lloyd's Register of British and Foreign Shipping	105	0	0
His Grace the Duke of Cleveland, V.P.	50	0	0
Court of Assistants of the Mercers' Company	26	5	0
Committee of Lloyd's	21	0	0
Shipwrecked Mariners' basket, per Miss Crewe, Calke Abbey, Derby	5	0	0
Miss Harvey	20	0	0

The following legacies have also been announced or paid, viz. :—

Mrs. Mary Ann Hayes, of Plymouth (less duty) ...	27	0	0
Mrs. Mountain (balance) ...	74	7	6

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Miss Margaret Waring, of Southampton (stock).....	100	0	0
Miss Wood, of Bath, by Miss Jackson, in addition to former £200.....	809	11	6
Miss Mary Clark, per Ramsgate agent	10	0	0
Miss Bald, of Perth	50	0	0
Mrs. C. E. Walmsley	200	0	0
Rev. E. Dalton, D.D., Rector of Tramore, per W. H. Dalton, Esq.	10	0	0
Peter Lamb Hussey, Esq., of Brighton (conditional)	50	0	0

MANCHESTER.—A meeting was held, Oct. 31, in the Town Hall, the MAYOR (J. Grave, Esq.) presiding.

The MAYOR said it needed no stronger persuasion than the simple statement of the objects which that Society aimed to accomplish to induce him to preside over that meeting. It was very appropriate that a great commercial city like Manchester, whose foreign trade so largely employed the mercantile marine of the country, should be asked for its sympathy and support in aid of any well-devised scheme for promoting the well-being and relieving the misfortunes of our maritime population. All Englishmen had an instinctive friendly feeling towards our blue-jackets. To promote the welfare of our seamen, by mitigating the inevitable hardships of their rough and risky lives, was nothing less than a national duty. Among the multitude of institutions that had grown out of the characteristic benevolence of our countrymen, there was not one that ministered to a more urgent need, or fulfilled a more necessary duty, than the Shipwrecked Mariner's Society.

Out of their abundance, and in their security from the perils which these men daily risked, let the Manchester public give what they could to increase the power and to stimulate the zeal of its charitable workers. They heard on all hands of a new social movement to ameliorate the condition of the working-classes. Whatever reality there might be in that alleged combination, it pointed, with other signs of the times, to the growing importance of social questions and the widely-felt necessity of the co-operation of the various classes of society for the common good. Wealth, station, and intellect realized the duties and obligations which a complete civilization had laid upon them. In impressing upon them the claims of the Society, he would ask them to diffuse its benefits by giving aid and sympathy to the good work it had taken in hand. (Applause.)

Mr. A. M. GILLHAM, one of the Society's travelling secretaries, referred to the aid which the Society had rendered to shipwrecked mariners and their families during the storms on the eastern coast last winter.

Mr. H. M. STEINTHAL proposed, "That this meeting expresses its opinion that the Shipwrecked Fishermen and Mariners' Royal Benevolent Society merits the confidence and support of the inhabitants of Manchester." He said that a larger proportion of the Society's contributions ought to come from the *inland* districts. He observed that Manchester only contributed £100 per annum, a sum much too small for this city, and which, he hoped, would be largely increased after it had become known what an amount of good work the Society was doing.

Mr. J. C. ALEXANDER seconded the resolution, which was passed.

Sir John Ramsden, Bart., M.P., had sent £25; other subscriptions were announced, and the meeting closed with a vote of thanks to the Mayor for presiding.

POCKLINGTON. — Lord MUNCASTER kindly presided at a meeting in the Odd Fellows Hall, on the 16th December, when the sum of £41 was collected.

RIPON.—A meeting was held in the Town Hall, Ripon, on the 12th December. The LORD BISHOP of the Diocese presided, and among those present were Archdeacon Cust, Rev. J. M. Ward,

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Rev. S. H. Powell, Mr. A. Harris, Mr. S. Wise, Mr. J. H. Ridsdale, &c. His LORDSHIP, after offering up prayer, stated the objects for which the Society was formed, and alluded to the large number of shipwrecks which occurred annually, one half of which took place on our shores, saying how much we are indebted to the seamen for the necessaries and luxuries of life, and the great peril of life they underwent in bringing them to our country; and he (the Bishop) trusted that the Society would receive increased support.—Mr. A. M. Gillham, travelling secretary, gave some details of the working of the Society.—The meeting was addressed by Archdeacon Cust and Mr. A. Harris. Donations were received amounting to £84, including one of £50 from Mrs. Danby V. Harcourt, Swinton Park, Masham; £10 10s. from Mr. A. Harris, Sleningford Park; General Sir H. K. Storks, M.P., £5; Miss Greenwood £5; the Lord Bishop of Ripon, £2; Rev. S. H. Powell, £5; Miss Johnson. £5.

SCARBOROUGH.—Legacy of Mrs. Penelope Osborne of... £50 0 0

SILLOTH. — Collection in Congregational Church per Rev. J. J. Thornton 1 4 0

STIFFKEY AND WELLS, NORFOLK.—Sermon in Wells Church, per Rev. H. E. Downing 1 9 3½

YORK.—On Nov. 14, a public meeting was held in the De Grey Rooms, Lord TEIGNMOUTH presiding.

The noble CHAIRMAN, in addressing the meeting, said that he was sorry to see so small a number of persons present; but he was quite aware that the attendance on such occasions, as at the anniversary of the Castle Howard Reformatory, and other benevolent institutions, did not lead them to conclude that it was the test of the interest felt and the amount of subscriptions given to such institutions. The reports of the meetings from time to time given by the press answered pretty well what the subscribers required, and they therefore felt that it was not necessary to attend. This would be the case, he thought, upon the present occasion. It was thought that the Government might do more to prevent wrecks as far as possible, and something in this direction had been done already, successive Governments having occasionally taken up the subject. The Scotch Parliament, in former times, set an example by prohibiting the sailing of all vessels from their ports between November and April; but that, of course, could not be done by the Government of the present day. Government, however, could promote improvements in shipping, and take care that ships were sent to sea in a sound state, so that many of those terrible disasters, of which there was good reason to complain, might be prevented as far as possible. Something might be done by providing harbours of refuge on the coast; but this was a moot question at present, and some thought that pilots, in bringing vessels near to the coasts, would rather endanger them than otherwise. Harbours of refuge, however, was a question that did not immediately concern them at this meeting.

He alluded to that dreadful calamity, the loss of the 'Captain,' which was referred to in the report he held in his hand. The sufferers by that awful and sudden catastrophe had been sympathized with largely on the part of the charitable public. (Hear.) The committee of that Society dealt in a proper manner with all instances of distress which came under their notice, and the Society's money was always wisely and judiciously bestowed, this being an important point. He instanced the case of a wreck at Scarborough, which came under his own observation, and the sufferers were relieved by bystanders with money, which they took away with them. What became of the money, or how it was spent, was not known, but possibly the men drank it when they got back to their destination. How necessary it

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was, therefore, that the relief afforded should be properly applied. His lordship next alluded to an excellent charity, which was well supported, at Bamborough Castle, where shipwrecked seamen were provided with suits of clothes, food, money, and other assistance in their distress.

He was sorry to state that there was a practice amongst disreputable characters and vagrants to personate poor shipwrecked mariners, and thereby obtain money in a dishonest manner. One of the objects of the Society was to prevent cases of fraud of this description, and to take care that its funds were at all times properly distributed. Its machinery was of the best possible description, and its honorary and other agents looked carefully into this matter to prevent fraud, and all the funds contributed were bestowed upon deserving persons only. (Hear.) His lordship then read to them a few extracts from the Annual Report, and, in conclusion, contended that this country, being so deeply interested in shipping, ought to assist liberally poor shipwrecked mariners, especially Yorkshire, which had so large an extent of sea-board, and he believed that this county did sympathise with those poor men in their distress. (Hear.) He had much pleasure in attending the meeting, and he hoped that it would be the means of rendering important service to the cause of the Society, which was so well deserving of support. (Applause.) He read letters from the Archbishop of York and the Dean of York expressive of their regret at being unable to attend the meeting.

Mr. A. M. GILLHAM, travelling secretary, then enlarged on the operations of the Society, after which Mr. W. GRAY moved a resolution expressive of sympathy in the cause advocated by, and confidence in, the Society, which merited hearty support.—Mr. G. J. YARBURGH, of Haslington Hall, seconded the motion, which was carried.—A vote of thanks was next given to Lord Teignmouth, and a subscription list was opened, and the following donations were obtained, namely:—Lord Teignmouth, £5; John Hutton, Esq., M. P., £5; Geo. John Yarburgh, Esq., Mayor, £2 2s.; Egerton Vernon Harcourt, Esq., £2; Henry Richardson, Esq., £1 1s.; David Hill, Esq., £1 1s.; Miss H. Crompton, £1; Capt. Lowrie, £1.

REWARDS FOR SAVING LIFE ON THE COASTS.

The following were the rewards granted by the Royal National Life-boat Institution during the past quarter:—

October 5th, 1871. — Thomas Chapman, Esq., F.R.S., V.P., in the chair.

Rewards amounting to £201 were voted to the crews of various life-boats for services rendered during recent storms. The Rye life-boat had gone off twice to the stranded brigantine 'Cyrus,' of that port, and had happily been the means, on the second occasion, under circumstances of great peril, of saving the crew of nine men, who, when the life-boat approached them, were enabled to drop into it one by one from the bowsprit of the vessel, the seas being so heavy that the boat dared not go right alongside.

The life-boat at Hunstanton had been instrumental in saving the crew of four persons from the schooner 'Major,' of Lynn, which had gone ashore at Holme. The Cullercoats life-boat had proceeded to the assistance of three fishing cobles, which were unable to cross the bar, owing to the very heavy sea running at the time. Nerved, however, by the presence of the life-boat, the fishermen were enabled to reach the shore in their boats in safety. The Caistor (Norfolk) large life-boat went to the help of the

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schooner 'Angora,' of Bangor, which was in a very leaky state, and after freeing her of water, she and her crew were, with the aid of a steamer, taken into Lowestoft harbour. While on their way with this vessel, another small one, the sloop 'Trafalgar,' of Cley, was seen to have distress signals flying. Promptly the life-boat proceeded to her, and found she was in the greatest peril; but she also was got into Lowestoft. The crew of two men of this vessel, which was a very old craft, were very thankful to the crew of the life-boat for the ready assistance thus rendered to them. The Peterhead life-boat went off to the fishing-boat 'George and Ann,' of Cairnbulg,' and found the boat in a perilous situation, and the crew in a most exhausted state. Encouraged, however, by the thought that the life-boat was at hand to assist them in the event of anything happening, sail was made, and the fishermen got safe to land. A few days later the schooner 'Courier,' of Lerwick, showed signals of distress, and a large pilot boat failing to effect a communication with her, on account of the heavy sea, the Peterhead life-boat went out and placed some men on board the vessel, which was then brought into harbour with the loss of part of her sails. The Skegness life-boat did good service in saving seven men from the brig 'Regina,' of London, and seven men from the brig 'Orb,' of Whitby, besides taking the last-named vessel into Boston Deeps. The Donna Nook life-boat gallantly saved the master, mate, and four of the crew from the rigging of the wrecked Italian barque 'Three Sisters;' but the pilot and eight others of the crew of the vessel had unhappily perished from cold and exposure, they having been some hours in the rigging during the night, and nothing being known of the wreck until daybreak. The Whitby life-boat succeeded on a recent occasion in bringing to shore the crew of three men belonging to the schooner 'Dispatch,' of that port.

The silver medal of the Institution, and a copy of the vote inscribed on vellum, were granted to Miss Jane Campbell, of Drogheda, Ireland, in acknowledgment of her brave conduct, during a strong easterly gale, in wading into a heavy surf and saving one of the crew of the brig 'Manly,' of Whitehaven, which had been wrecked near Drogheda Bar. The poor man was in a very exhausted state when rescued, as he had been a long time in the water, and had floated some distance with the aid of a life-buoy, and he would inevitably have perished had it not been for the noble conduct of Miss Campbell in rushing at great peril to his rescue, and then using proper means to restore him to consciousness. The thanks of the Institution, inscribed on vellum, were also presented to Mrs. Fox, of Kells, near Drogheda, in testimony of her most valuable services in aiding and encouraging Miss Campbell to accomplish her mission of mercy.

Payments amounting to £3,500 were ordered to be made on various life-boat establishments.

November 2nd.—Thomas Chapman, Esq., F.R.S., V.P., in the chair.

The sum of £990 was voted to the crews of various life-boats, for different services rendered during recent storms, and for exercising the boats during the past quarter. Amongst the services rendered, the following may be mentioned:—It appears that the previous Sunday, during a strong south-easterly gale and in a very heavy sea, the Ramsey life-boat was the means of rescuing the crew of three men from the schooner 'Pansillippo,' Robert Kissack, master, which, while on a voyage from Whitehaven, with coals, had been caught in the gale, and after losing her main-boom, and having her mainsail split, had gone ashore in a leaky state to leeward of the North Pier at Ramsey, and had soon become water-logged, the sea breaking heavily over her. It was not without

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some difficulty, on account of the strength of the wind and sea, that the life-boat was enabled to regain the harbour with the shipwrecked men. The following Tuesday evening the brigantine 'Norval,' of Sunderland, bound from Seaham with a cargo of coals, while lying at anchor in Yarmouth Roads, sprung a leak, and the water gained on the vessel so fast that signals of distress were made, whereupon the Yarmouth life-boat and the Caistor life-boat went to the assistance of the distressed vessel. The latter boat was enabled, with the help of a steamer, to take her safely into the harbour at Gorleston, by which time she had nine feet of water in the hold. The same night the Howth life-boat saved the crew of four men from the schooner 'Adelaide,' of Malahide, which had gone ashore on the Baldoyle Sands in a gale of wind and very heavy sea. It was also reported that on the occasion of the exercise of the Salcombe life-boat last quarter, in a strong wind and heavy sea, the Kingsbridge packet-steamer came out of that harbour, bound for Plymouth, and shortly after she had passed the Salcombe Mewstone, her machinery gave way, when she became disabled and rapidly drifted to leeward in the direction of the rocks. The life-boat at once went to her assistance, and eventually the steamer got into harbour, and on entering the smooth water she was enabled to use her engines and go to Kingsbridge for repairs. A reward of £5 was also granted to six men who put off in shore-boats, and were enabled to save four out of six Coast-guardmen, whose boat had been capsized off the Rosslare (Wexford) Coast-guard Station, during an easterly gale, on the 29th September last.

Payments amounting to £1,842 were also ordered to be made on various life-boat establishments.

December 7.—Thomas Chapman, Esq., F.R.S., V.P., in the chair

The silver medal of the Institution and a copy of its vote inscribed on vellum, were voted to Mr. J. Smallridge, coxswain of the Braunton life-boat, together with £13 to himself and the crew of the boat, in testimony of their recent gallant services in saving seven of the crew of the brigantine 'Nigretta,' of New York, which had stranded on Staunton Sands. Smallridge had, on several other occasions, assisted in life-boats and otherwise to save life from wrecks.

Rewards amounting to £220 were also voted to the crews of various life-boats for services rendered during the past month. The Lytham life-boat put off twice to the French brig 'Jeune Colombe,' which had gone on the Horse Bank, and was fortunately enabled to save the crew of seven men. The same valuable life-boat was instrumental, three days afterwards, in bringing ashore the crew of four men from the schooner 'Jubilee,' of Preston, which had gone on the Horse Bank in a heavy ground swell. The Moelfre life-boat went off to the Dulas Rocks, during a heavy gale and in a rough sea, and rescued two men belonging to the schooner 'Confidence,' of Aberystwith. The Whitehaven life-boat saved the crew of four men belonging to the smack 'Demitian Lass,' off the Isle of Skye.

The Brooke, Isle of Wight life-boat, put off on two occasions, and brought safely ashore the crew, numbering 21 men, of the barque 'Cassandra,' of Liverpool, which was wrecked in Compton Bay. The Peterhead life-boat was taken out during the night in a strong gale of wind, and was enabled to save the crew of 10 men from the stranded barque 'Albion,' of Rostock. The Pembrey life-boat brought the French schooner 'Pierre Désirée,' of St. Valerie, safely to land, there being seven feet of water in the hold. The Hauxley life-boat was successful, in saving the crew of eight men from the stranded brig 'Osborne,' of Hartlepool.

Payments to the amount of £2,430 were ordered to be made on different life-boat establishments.

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RELIEF TO FISHERMEN AND MARINERS, THEIR WIDOWS, ORPHANS, &c.

"LEAVE THY FATHERLESS CHILDREN, I WILL PRESERVE THEM ALIVE; AND LET THY WIDOWS TRUST IN ME."—JEREMIAH XLIX, 11.

Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans, and aged Parents of the Drowned, &c., between the 1st September, and 30th November, 1871.

NOTE.—In the following tables M stands for mariner, whether of the Royal Navy, Transport, or Merchant Service; MM master mariner; A apprentice; F fisherman; PB pilot and boatman; W widow; O orphan; AP aged parent. The figures following signify the amount of relief, and Agency where it was given:—

	£	s.	d.	
9 M, 2 MM, 4 W, 7 O, 1 AP	61	1	3	*London.*
5 W, 10 O, 1 AP	51	15	0	*Aberdeen.*
1 M	2	0	0	*Aberdovey.*
1 M	1	17	6	*Aldeburgh.*
1 M, 1 MM, 1 W	15	0	0	*Appledore.*
1 M	4	0	0	*Arbroath.*
1 F	3	7	6	*Atherfield.*
1 MM, 1 W, 3 O	12	7	6	*Bangor (W).*
1 M, 1 AP	7	7	6	*Barmouth.*
8 F	9	12	6	*Barra.*
1 PB	0	15	0	*Blakeney.*
5 M, 3 MM, 1 A, 3 W, 3 O	53	1	3	*Blyth.*
1 M	2	18	0	*Bognor.*
3 M, 1 MM.	10	17	6	*Boscastle.*
1 M, 1 MM, 1 W	14	15	0	*Boston.*
1 MM	2	17	6	*Bridgwater.*
1 M, 1 MM, 1 W	15	12	6	*Bristol.*
1 W, 2 O	12	0	0	*Brixham.*
23 F, 6 PB, 2 W, 10 O	81	18	7	*Buckie.*
1 W, 1 O	6	17	6	*Burghead.*
1 M, 1 MM	6	12	6	*Cardiff.*
2 M, 1 MM, 1 AP	8	7	6	*Cardigan.*
1 M, 1 MM, 2 AP	17	0	0	*Clovelly.*
1 M	2	0	0	*Colchester.*
1 M	1	10	0	*Cove Bay.*
1 PB	1	12	6	*Culdaff.*
1 F, 1 PB	2	10	0	*Cullen.*
1 PB, 1 W, 5 O	13	6	3	*Deal.*
1 M	4	0	0	*Donaghadee*
1 M, 1 MM	6	15	0	*Dover.*
1 M	2	12	6	*Dublin.*
1 M, 2 MM, 2 W, 2 O	20	0	0	*Dundee.*
1 W, 6 O	11	17	6	*Dunnose.*
1 M	1	12	6	*East Yell.*
1 F	2	10	0	*Exmouth.*
1 M, 2 PB	5	17	8	*Falmouth.*
1 W, 3 O	13	11	3	*Filey.*
2 W, 8 O	27	0	0	*Fowey.*
1 MM, 1 F, 1 W	11	5	0	*Frazerburgh*
1 W, 5 O	14	1	3	*Girvan.*
3 M	6	7	6	*Glasgow.*
2 MM, 1 W	12	0	0	*Goole.*
1 W, 1 O	5	6	3	*Greenock.*
2 W, 9 O	22	16	3	*Grimsby.*
2 W, 8 O	37	12	6	*Guernsey.*
1 M, 1 MM	4	0	0	*Hamble.*
15 M, 6 MM, 4 W, 7 O	80	7	9	*Hartlepool*
2 PB	5	5	0	*Harwich.*
1 M, 1 F	4	10	0	*Hillswick.*
5 M, 6 W, 11 O, 2 AP	94	7	6	*Hull.*
1 PB, 1 AP	7	17	6	*Hunstanton*
1 W, 1 O	6	5	0	*Ilfracombe.*
1 M	3	12	6	*Inverness.*
1 W	8	0	0	*Irvine.*
4 M, 1 MM, 1 W, 3 O	21	5	0	*Jersey.*
1 F	4	0	0	*Johnshaven*
1 W, 1 O	10	0	0	*Kincardine.*
2 M, 2 W	16	7	6	*Kirkcaldy.*
1 W	8	0	0	*Lancaster.*
1 O, 1 AP	10	8	9	*Leith.*
1 W, 2 O, 1 AP	14	17	6	*Lerwick.*
3 M, 2 MM, 2 W, 1 AP	28	12	6	*Liverpool.*
1 PB	2	12	6	*Llanelly.*
1 M	2	5	0	*Louth.*
1 W, 3 O	6	2	6	*Lossiemouth.*
2 MM, 1 W, 1 AP	14	15	0	*Lowestoft.*
1 AP	4	10	0	*Lyme.*
1 M	3	5	0	*Lymington.*
4 M, 1 W	16	0	0	*Lynn.*
1 W	8	0	0	*Maldon.*
1 W, 4 O	6	10	0	*Maryport.*
1 F, 1 W	8	0	0	*Milford.*

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	£	s.	d.	
1 W	6	5	0	*Millbrook.*
2 M, 3 MM, 2 F	15	10	6	*Montrose.*
1 M	1	15	0	*Neath.*
1 W, 2 O	6	15	0	*Newburgh (F)*
2 M, 3 W, 3 O	26	18	9	*Newcastle.*
1 MM, 1 F	4	17	6	*Newhaven.*
1 W, 5 O	8	8	9	*Newlyn.*
1 W	3	5	0	*Newport (M)*
2 W, 2 O, 1 AP	20	12	6	*NewQuay(W)*
11 M, 3 MM, 1 PB, 12 W, 34 O	164	5	3	*N. Shields.*
1 MM	1	12	6	*Oban.*
1 W, 3 O	7	0	0	*Orford.*
1 PB	2	0	0	*Parkgate.*
1 M	1	10	0	*Penzance.*
1 MM	2	5	0	*Perth.*
1 W, 3 O	12	5	0	*Peterhead.*
1 PB	3	2	6	*Pill.*
3 M, 1 W, 2 O, 1 AP	16	17	6	*Plymouth.*
1 W	7	10	0	*Port Dinorwic.*
1 AP	4	5	0	*Portinllaen.*
2 M	6	0	0	*Portsmouth*
1 MM	2	5	0	*Portsoy.*
2 F	4	12	6	*Ramsey.*
1 AP	3	10	0	*Ramsgate.*
4 F, 1 W	10	2	0	*Rexwick.*
3 M, 2 W, 1 O	21	1	3	*R. H. Bay.*
1 W	7	5	0	*Runcorn.*
3 W, 4 O	22	2	6	*Salcombe.*
2 W, 2 O, 1 AP	19	5	0	*Scarboro'.*
1 M, 1 F, 1 W, 1 AP	15	10	0	*Seaham*
4 F	11	10	0	*Selsey.*
1 MM	2	7	6	*Shoreham.*
1 W, 1 O	3	15	0	*Southampton.*
19 M, 5 MM, 1 F, 7 W, 15 O, 1 AP	136	4	9	*S. Shields.*
1 W, 4 O	14	10	0	*Stockton.*
2 F	0	12	0	*Stornoway.*
1 M	3	7	6	*Stranraer.*
2 PB, 1 W	12	15	0	*Stromness.*
21 M, 7 MM, 28 W, 48 O, 3 AP	333	9	0	*Sunderland*
1 M	2	7	6	*Swansea.*
5 M, 2 MM	18	2	6	*Teignmouth*
1 M	3	7	6	*Thurso.*
1 W, 4 O	14	0	0	*Wakefield.*
1 F, 1 W, 1 O	11	18	9	*Wells, N.*
4 F	4	10	0	*Whalsay.*
1 M, 3 W, 6 O	33	5	0	*Whitby.*
1 M, 1 W	10	12	6	*Whitehaven*
1 F	1	10	0	*Wick.*
1 W	7	10	0	*Winterton.*
1 W, 1 O	6	17	6	*Wisbeach.*
2 M, 1 MM, 1 A	11	2	6	*Wivenhoe.*
1 M, 1 MM	5	14	6	*Woodbridge.*
3 M, 2 MM, 1 W, 2 O	27	7	6	*Yarmouth.*
1 M	1	12	6	*Yell (East).*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 143; Orphans, 259; Aged Parents, 24; Master Mariners, 61; Mariners and Apprentices, 163; Fishermen, 61; Pilots and Boatmen, 21; Shipwrecked persons—Subscribers, 239, and Non-Subscribers, 458, in all 1,429 persons relieved, at an expense, inclusive of that in the succeeding tables, of say £2,995 10s. 1d.!!

FOUNDERED AT SEA—Everything that breaks the monotony of the surrounding expanse attracts attention. "One day," says Washington Irving, describing his voyage across the Atlantic, "we descried some shapeless object drifting at a distance. It proved to be the mast of a ship that must have been completely wrecked; for there were the remains of handkerchiefs, by which some of the crew had fastened themselves to this spar to prevent their being washed off by the waves. There was no trace by which the name of the ship could be ascertained. The wreck had evidently drifted about for many months; clusters of shell-fish had fastened about it, and long sea-weeds flaunted at its sides. But where, thought I, is the crew? Their struggle has long been over, they have gone down amidst the roar of the tempest—their bones lie whitening among the caverns of the deep. Silence, oblivion, like the waves, have closed over them, and no one can tell the story of their end. What sighs have been wafted after that ship! What prayers offered up at the deserted fire-side at home! How often has the betrothed, the wife, the mother, poured over the daily news, to catch some casual intelligence of this rover of the deep! How has expectation darkened into anxiety—anxiety into dread—and dread into despair! Alas, not one memento shall ever return for love to cherish. All that shall ever be known is, that she sailed from her port and was never heard of more!"

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RELIEF TO SHIPWRECKED CREWS.

"THERE IS SORROW ON THE SEA."—JEREMIAH XLIX. 23.

The Crews of the following Vessels wrecked on various parts of the Coast, or foundered at sea, have been boarded, lodged, clothed, and forwarded to their homes by the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," *between the* 1st *Sept. and* 30th *Nov.*, 1871.

Vessel's Name.	Port.	Amount of relief. £ s. d.
Aber	Sunderland	0 5 0
Anne Rose	Frazerburgh	1 5 0
Amazon	London	0 8 6
Augusta Mary	Dundee	4 2 6
Anna	Teignmouth	3 14 0
Ava	Hartlepool	2 17 9
Anne	London	4 10 6
Alimina	Liverpool	0 12 0
Amelia	Boness	0 5 0
Asia	Scarborough	4 0 0
Agnes Campbell	Glasgow	6 5 0
Burns	America	2 15 0
Bee	Hull	1 18 0
Brinkburn	London	2 17 6
Breadalbane	Leith	0 14 6
Bee	Aberystwith	1 0 6
Branston	Hartlepool	3 7 6
Collina	Padstow	4 2 6
Clarisson	Arbroath	0 6 0
Concordia	Sunderland	0 13 0
Cynthia	Dublin	1 15 0
Cyrus	Rye	1 0 0
Coumoundomos	Hull	0 16 0
Comoria	Glasgow	0 17 6
Canepa	Genoa	6 8 0
Campbell	Leith	0 10 0
Catherine	Swansea	0 15 0
Dodrie	Burghead	0 16 6
*Duke of Wellington.	Ardrossan	4 1 6
Deerhound	Barnstaple	5 10 10
Dametian Lass	Portree	1 13 0
Earl of Carlisle	Colchester	2 2 0
Empire	Llanelly	3 15 0
Emily	Hull	1 8 0
Eliza	Sunderland	0 5 0
Eliza	Plymouth	2 12 0
Eugene	Marsilles	8 8 0
Effingham	Hull	1 4 6
Energy	Dumfries	1 14 0
Elizabeth	Plymouth	4 11 0
Express	Bideford	0 10 0
Emma Ash!	Hull	1 10 0
†Fairy Dell	Sunderland	2 10 0
Fanny	Tenby	0 10 0
Fortitude	Maldon	1 10 0
Fanny	Hastings	1 10 0
G. Grenfell	Sunderland	1 10 0
Gresham	London	7 13 0
Glenavon	Aberdeen	3 18 0
Glasgow Packet	Lowestoft	4 11 0
Gambia	London	0 4 9
Good Intent	Fowey	0 17 6
Holywood	Hartlepool	0 2 0
Harbinger	Newcastle	3 8 0
Harmine	Prussia	1 15 0
Hebe	Woodbridge	3 13 0
Historia	Maryport	16 16 8
Harvest	N. Shields	1 0 0
Hinderika	Holland	2 5 0
Italian Hero	Liverpool	4 6 3
Illiman	Liverpool	0 5 0
Iris	Bristol	3 10 0
Ida	Boston	2 4 0
Isabella Sarah	—	0 4 0
James	Plymouth	2 3 0
James	Dover	5 0 0
‡James Booth	Newcastle	2 16 6
Jane	—	0 9 0

* The Royal Mail steamship 'Shannon,' which arrived in the Sound on Friday night, September 29th, landed Captain J. T. Welch and nine of the crew of the barque 'Duke of Wellington,' 468 tons, belonging to Messrs. Goodwin and Hogarth, of Ardrossan, and five of the crew of the barque 'Hamlet,' of London, belonging to Mr. Lamb, which went on shore at St. Thomas's during the hurricane on the 21st August; also eight of the crew of the ship 'St. Lawrence,' 843 tons, late of North Shields, which was wrecked at Turk's Island, about 400 miles from St. Thomas's, on the 22nd August. The crews were taken to the Plymouth Sailors' Home, and forwarded by train to their various homes by the honorary agent of the Shipwrecked Mariners' Society, viz., nine to Ardrossan, one to Swansea, two to Liverpool, four to London, three to Dundee, one to Wick (Scotland), one to Shields, one to Glasgow, and one to Greenock.

† The captain of the 'Fairy Dell,' wrecked off Grimsby during the recent gale, arrived at Sunderland, and reported that he left there on Friday for Rochester, with coals. All went well up to eight o'clock at night, when the wind freshened, and soon afterwards increased to a terrific gale. At midnight the sea made a complete breach over the vessel, both fore and aft, and filled the watertight compartment. The captain, finding the vessel to be in a sinking condition, ordered both boats to be lowered, but the crew for some time refused to obey his orders. At length, the second and third engineers, with an able seaman and the captain, launched the small boat, and the rest of the crew, seven in number, were asked to board her. This they resolutely refused to do, notwithstanding that the vessel was upon the point of sinking, and the captain and his four companions were fain to leave the vessel, which shortly afterwards sank. Nothing could be seen of the crew. It is feared they were all lost.

‡ The Brixham Agent reported, 2nd October, that the crew of the barque 'James Booth,' were 21 in number, of whom, James Marker, the carpenter, is the only one supposed to be saved. She sailed from South Shields on the 16th September, and encountered a very heavy gale on the 25th, from the S. W., in the Bay of Biscay; the vessel was laden with coal, and sprung a leak, and every effort to get it under was unavailing. On the 29th, the gale still increasing, three out of the four ship's boats were washed overboard. At about 8 o'clock on the evening of the 27th, the captain give orders for the remaining boat to be launched, and the carpenter had cut one of the lashings, when the vessel went down head foremost. On rising to the surface, the survivor heard the cries of the crew, but could see no one; he secured first a small piece of wood, afterwards he found a plank about

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Vessel's Name.	Port.	Amount of relief. £ s. d.
Juliana Gale	Portsmouth	0 3 0
James	London	0 11 6
*J. B. Bradley	New York	8 8 0
Jason	Whitby	2 0 0
John	Ardrossan	6 12 6
Jersey	Seaham	2 10 0
Katherine	Middlesboro'	1 8 0
Knight Errant	Liverpool	1 9 0
Lunefield	London	5 13 6
Lynn	Barnstaple	1 2 6
Leda	Whitby	1 1 0
Lord Hardinge	Glasgow	8 12 6
Lavinia	Plymouth	2 5 0
Levant	Liverpool	12 12 6
Mary	Kirkwall	1 12 6
Melbourne	Dundee	0 10 0
Mushroom	Sunderland	17 10 0
Mystery	Goole	4 4 0
Marie and Isabella	Yarmouth	0 5 0
Mary	Drogheda	1 15 0
†Mary Chorley	Bridgewater	1 4 0
Margaret	Goole	0 13 6
McKay	Liverpool	0 7 0
Monsoon	Liverpool	3 12 0
Miriam	Whitehaven	0 5 0
Nonpareil	Colchester	0 18 6
Nagasaki	S. Shields	22 7 6
Nearchus	Sunderland	0 10 0
Nymph	Whitby	0 3 0
Nelson	St. Johns	0 13 3
‡Nonpareil	Newcastle	2 0 0
Osprey	Aberystwith	0 15 0
Oriental	Liverpool	1 0 0
Orb	Whitby	2 7 0
Oxen	—	0 8 0
Petrel	Thurso	0 10 0
Pacific	Liverpool	0 13 0
Penman Castle	Carnarvon	1 14 0
Proserpine	Guernsey	2 10 0
Pearl	Niven	0 8 4
Phillis	—	2 5 0
Prospect	Montrose	0 8 6
Providence	Goole	0 5 6
Queen of the Thames	London	0 7 3
Queen	Liverpool	1 0 6
Queenstown	Sunderland	2 0 0
Rose	Sicily	0 10 0
§Robert Cottle	Ipswich	4 8 3
Ripple	Poole	1 5 0
River Dell	Liverpool	13 10 0
Sente Medeline	France	1 10 0
Sarah and Martha	Goole	2 6 0
Sir James	Bristol	8 5 0
Star	Guernsey	0 12 0
St. Lawrence	N. Shields	2 9 1
Sarah	Sunderland	4 0 0
Sublime	S. Shields	4 18 0
Sparkling Wave	Aberdeen	0 9 6
Saghalim	Shields	2 1 6
Suigi	Genoa	0 15 6
Swift	Bideford	0 4 0
Town of Liverpool	Macduff	0 16 9
Thelotto	Frazerburgh	0 13 0
Triton	—	0 7 0
Three Anns	Goole	3 19 6
Tynemouth	N. Shields	0 8 0
True Abstainer	Dundee	0 4 0
Underly	Lancaster	9 0 0
Ulleswater	Guernsey	1 18 0
Umpire	St. Johns	0 10 0
Veronica	Whitby	3 0 0
Vanguard	London	2 7 0
Underley	London	8 0 0
Warrior	St. Kitt's	0 5 0
Widgeon	Cork	0 4 3
Westmoreland	Sunderland	4 10 0
Witch of the Sea	London	3 0 0
William	Inverness	1 1 6

eight feet long; then a door from the cabin floated near him, on which he managed to keep himself up. At dawn the next morning, when borne on the crest of a wave, he descried a vessel, and he was seen from the deck of the 'Royal Tar,' of Brixham, whose captain succeeded in getting him on board in a very exhausted condition, after being eleven hours in the water. From Captain Rennels and his crew he received the greatest kindness. Not being a member of the Society, the captain, who had been a member from his first going afloat, insisted on his joining the Society, gave him his first ticket and medal, and begged him to remember to keep up the future payments.

* The Hon. Agent at Dover reports that this vessel was run down at 1·30 p.m., October 25th, by the steamer 'J. E. Forster,' of Newcastle. The barque went down directly, so that all the crew were in the water, but all but two were saved by the steamer's boat, taken on board, and brought to Dover; the crew lost all but what they stood in.

† October 11th.—The schooners 'Eliza Fox' and 'Cupid,' both from Corunna, with cattle for Plymouth, landed four of the crew of the brig 'Mary Chorley,' of Bridgewater, 302 tons, Capt. N. W. Hawkins. The brig became a total wreck about 18 miles west of Corunna. She left Cardiff September 17th, with a cargo of patent fuel for Barcelona, and, after being five days at sea, experienced heavy gales from the south-west and north-west, when she sprung a leak. The weather still continued very boisterous and the leak increased. On the evening of the 25th the starboard pump was broken by the patent getting loose and striking it. The brig was then abandoned; the wind at the time was still blowing very hard. There was seven feet of water in the hold. The crew (ten in all) took to their boat at five p.m. on the 26th, and pulling through a heavy surf, succeeded in landing on the beach all safe. They obtained shelter in a farm-house, where they remained three days, and were very kindly treated. Shortly after the crew landed, the brig struck on the shore, and the next morning there was scarcely a vestige of her to be seen—only a few timbers floating about. The four men landed were forwarded on to Cardiff by the Shipwrecked Mariners' Society. The remaining six were coming home in other vessels.

‡ The 'Nonpareil,' of Newcastle, Capt. Johnson, from Bombay to New York, capsized about 600 miles from New York, the 11th October, and went down carrying all the crew, 25 in number, and 2 passengers, with her, only three of the crew being saved; they were taken off the wreck by the American schooner 'Delmonte,' and taken into Martinique, after being seven days and nights on portions of the wreck, with nothing to eat but two small fish, which were washed on to the wreck.

§ The 'Robert Cottle' struck three times heavily, coming through the Stunford Channel. When off Southwold, finding she was foundering and the wind south-east by east, the crew were obliged to run her for the main; she struck on the outer shoal, then beat over and struck on the inner, where she fell over on her broadside, and 3 of the crew were unfortunately drowned, the other 3 were saved by clinging to portions of wreck to which they swam.

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Portfolio.

BURIAL AT SEA.*

"And Terah died in Haran."—Gen. xi. 32.

TERAH was the father of Abraham. He was coming with his son out of Mesopotamia on the way to Canaan. But he never reached the Promised Land. He died by the way!

Affecting, too, is the fate of many who die on board ship—the voyage nearly over—dreaming often of home-welcome—the cliffs and headlands of their native land almost in sight. But death has suddenly overtaken them, and sealed their eyes. The burial takes place—the crew are gathered—the body is launched over the ship's side—and the waves close over amid the solemn silence.

Sadder still is the case of those who set out with fair hopes of reaching the Heavenly Canaan, and yet "die by the way"—those voyagers who have set out with fair hopes of reaching the heavenly shore, and yet who perish within sight of safety and peace!

"Half-way to Christ," says a good man, "is a dreadful place." It is said of Lot, "*He lingered.*"

"Ne'er may I be 'mong the number
Of such hapless lingerers found,
Startled from a guilty slumber
By the final trumpet's sound;
Seeking shelter—
Where no shelter's to be found!"

DEGRADATION OF DRUNKENNESS.

THERE is no sin which doth more deface God's image than drunkenness; it disguiseth a person, and doth even unman him. Drunkenness makes him have the throat of a fish, the belly of a swine, and the head of an ass. Drunkenness is the shame of nature, the extinguisher of reason, the shipwreck of chastity, and the murderer of conscience. Drunkenness is hurtful to the body; the cup kills more than the cannon; it causes dropsies, catarrhs, apoplexies; it fills the eye with fire, and the legs with water, and turns the body into an hospital.—*Watson.*

* "The Sailor's Text Book." Nisbet & Co., London.

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DISTINGUISHED ADMIRALS.

SIR WILLIAM PARKER.*

ON Nov. 21, 1866, in a quiet churchyard in Staffordshire, a circle of distressed relatives, and a few bronzed-cheeked Naval men, stood round a modest oaken coffin, devoid of every ornament, on which were engraved the words:—

WILLIAM PARKER,
Born Dec. 1, 1781; died Nov. 13, 1866.

A great sailor, of a great school, was being borne to his long rest; and he who, at his own especial desire, was thus unostentatiously dropped into his grave, was rich in worldly fame and honours—the Senior Officer of England's Navy; a famed leader of her Squadrons; the Admiral *par excellence* of the British Fleet; a Baronet of the United Kingdom, and Grand Cross of the Most Honourable Order of the Bath.

After seventy years of arduous labour in the service of his country, Admiral of the Fleet, Sir William Parker died, like his immortal relative, Lord St. Vincent, at the highest pinnacle of his profession. Entering the Navy at the commencement of the Revolutionary War with the French Republic, serving constantly through all that long and bloody conflict, he stood a magnificent type of a particular epoch in our Naval history; and, as Commander-in-Chief of our modern Fleets, has, by his noble teaching and example, doubtless left many behind him who will, when the

* From "Blackwood's Magazine" and other sources.

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necessity arises, do honour to the school in which he and they have been trained.

He has now passed from amongst us, but his good name will be long emblazoned on the roll of England's Naval worthies, and on his tombstone should be written the touching fact, that "He was the last of Nelson's Captains." When only twelve years old, William Parker went to sea in the 'Orion' line-of-battle ship, under the patronage of Captain John Thomas Duckworth, who was a connection of Mrs. Jervis (afterwards Countess St. Vincent), the aunt of the new-fledged sailor. He was a son of George Parker, Esq., of Almington, Staffordshire, and grandson of Sir Thomas Parker, Lord Chief Baron of the Exchequer. His aunt, Miss Parker, married Lord St. Vincent; hence his connection with that great sailor. Sir William Parker married a daughter of Sir Theophilus Biddulph, by whom he had two sons and six daughters.

In 1793, the 'Orion' formed a portion of a force which was repulsed in an attempt to capture Martinique, in the West Indies, from the French; but in the following year that ship was one of the glorious Fleet, under Lord Howe, which, on June 1, 1794, probably saved England and the House of Hanover by teaching the French Republic that it required something more than mere goodwill to conquer "the eternal enemies of their nation," and nailed victory to the colours of our country in such unmistakable characters, that the prestige sufficed to carry our seamen forward from triumph to triumph even to this day.

The later glories of the Nile, Copenhagen, and Trafalgar, somewhat eclipsed that of Lord Howe's victory; but the Naval Officer, who can appreciate the canker which creeps into a profession during a long time of peace, will ever do justice to the first great battle of a long campaign, when victory has to be won with the imperfect means Lord Howe doubtless had then at his command. That baptism of battle brought out the warlike worth of many a name which subsequently shone in stern Naval combats, and added lustre to their profession, and amongst them William Parker takes no mean position.

After the intoxication of the victory was passed, and the Fleet dispersed to various stations, we find our Midshipman serving in the West Indies, with Captain Duckworth, in the 'Leviathan,' 74, where, besides assisting at the capture of a large number of the enemy's vessels, he took part in the unsuccessful attack made in March, 1796, on the town of Lesgane, St. Domingo, and at the end of three years' service was promoted to Acting-

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Lieutenant of the 'Magicienne,' frigate, and 'Queen,' 98, in the Fleet under Sir Hyde Parker; and as early as September, 1799, when only six years at sea, we find him commanding the 'Volage,' 22, and the 'Amaranthe' and 'Pelican,' sloops. Promoted to be a Commander, he, in the 'Stork,' 18, fought and captured 'La Légère,' of 14 guns, 'El Cantara,' of 22 guns, and other formidable French and Spanish privateers, preying on our then valuable West India trade. For these and other distinguished services he was promoted to the rank of Captain, and appointed to 'L'Oiseau,' 36, and in November, 1802, after having held command for eight months of the 'Alarm,' 32, in which he conveyed a body of German troops to Holland, and after a short but brilliant service of only nine years in the Navy, and at the pleasant age of twenty, Captain William Parker read his commission appointing him to the command of the 'Amazon' frigate, of 38 guns.

She was a crack vessel of those days, but it would make us smile to see her beside the 'Orlandos' and 'Constances' of 1860, with their 110 pounders, weighing four or five tons each; yet we suspect few of our ships of to-day could have touched the 'Amazon' in smartness, zeal, or efficiency as a war ship, so far as her internal economy was concerned, when in 1802 she joined Lord Nelson, to be "one of the eyes of the Fleet," as he loved to call his frigates. In that ship he brought the Duke of Kent home from Gibraltar.

Directly the rupture of the peace of Amiens took place, the 'Amazon' returned to the Mediterranean, and formed one of the Fleet, which, under Nelson, day after day, month after month, year after year lay in wait off Toulon, and there, in spite of tempests and crazy hulls, despite of scurvy, fatigue, and disappointment, watched and prayed for the enemy to come forth and do battle, with a simplicity and singleness of purpose which must touch the heart of every Englishman that reads the record of their faithful service and devotion to their country.

Parker and the 'Amazon' early won Nelson's esteem and confidence; and in his letters to Lord St. Vincent there is frequent mention of his modesty and zeal, and, what was much in Nelson's eyes, his wisdom in following Hardy, his Flag-Captain, as a pattern officer.

One Sunday (September 12, 1804) the 'Amazon' was hove-to under Sepet Head, reconnoitring the Toulon Fleet for the information of those in the British squadron, whose mouths were watering in the distance. Suddenly a French frigate was seen coming down from the eastward out of

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Porquerolles Roads. The wind was strong off the land, and out of Toulon. Parker, although he knew the action, if the foe would fight, must be under the lee of the French Fleet, accepted the challenge, and pressed to meet the enemy's frigate. It is easy to picture the excitement in the British Fleet, and astonishment in Toulon, at the audacity of the 'Amazon'; "but," says Nelson, who was witnessing it, "the French frigate, seeing Parker meant battle, turned and fled under every rag of canvas," and the 'Amazon' lost her quarry. "He has very much pleased me," he writes to St. Vincent; "I admire Parker's resolution to fight under all the disadvantages of the situation." How truly Nelsonic; and he adds, with that queer solemnity which marked the Victor of Trafalgar when speaking of all that concerned fighting, "Such conduct will *some happy day* meet its reward!" That happy day and its reward—a niche in Westminster Abbey—was ever his kindest wish for such young chickens of Mars; and we find him repeatedly, on subsequent occasions, sending in Parker "to see if he can lay salt upon the tail of a French frigate." The year 1803 passed in feverish hope of a great battle in the Gulf of Lyons, and one of the quaintest letters in all the Nelson collection is the following kind one to the Captain of the 'Amazon:'—

"'Victory,' *August* 28, 1804.

"My dear Parker,—I hope you are making haste to join me, for the day of battle cannot be far off. I shall want every frigate. The French have nearly one ship for every one of mine, and we may as well have *a battle-royal*—line-of-battle-ship matched with line-of-battle-ship—frigate against frigate, &c., &c.

"Yours faithfully,

"NELSON & BRONTE."

How replete with tender anxiety that the nephew of Jervis of St. Vincent should not miss the fray, and how charming a definition of the word "battle-royal"—a term frequently used, but not always understood! It evidently, according to Lord Nelson, means, a fight in which every one should find a foe single-handed—no idlers to see fair-play! Then came the escape of 'Villeneuve,' and that memorable chase round the Mediterranean away to the West Indies and back again by Nelson and his Fleet. Previously to the latter event Captain Parker had the fortune, July 16, 1803, to effect the capture of 'Le Felix,' privateer, of 16 guns and 96 men. He afterwards, September 12, 1805, took the 'Principe de la Paz,' Spanish privateer, mounting 24 9-pounders and 4 brass swivels, with a complement of 160 men. The 'Amazon,' subsequently at Cadiz, was ever at hand, and Parker intrusted with most delicate and confidential services by his chief; but when the day of the great victory came, it was his ill-fortune to be

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absent with the 'Amazon,' and Captain Parker, to his bitter chagrin, was not at Nelson's side in the hour of death and triumph.

On the 13th of March, 1806, at 3 a.m., in lat. 26° N., long. 29°-30' W., a British squadron, consisting of the 'London,' 98, Captain Sir Harry Neale; 'Foudroyant,' 80, Captain J. C. White; and 'Amazon,' Captain William Parker, under the command of Vice-Admiral Sir John Borlase Warren, while steering S.E., came in sight of two large sail on the lee-beam. The 'London,' being at some distance to leeward, and astern of her companions, was the first to discover the stranger, and immediately wore and bore up in chase, making signals to the Admiral with false fires and blue lights. At 5·30 the 'London' got alongside the stranger, which was the far-famed French 74 gun-ship 'Marengo,' and commenced a close and vigorous cannonade. At 6h. the 'Marengo' made sail ahead, and at 6·15 her consort, the 40-gun frigate 'Belle Poule' gallantly joined in engaging the British ship. The 'Amazon,' at 7h., arrived up, and commenced engaging the 'Belle Poule,' leaving the 'London' to continue her chase and running fight with the 'Marengo.' The action lasted till 10.25, when the two French ships surrendered.

The 'London's' loss amounted to 9 officers and men killed, and 22 wounded; the 'Amazon' lost her first lieutenant, lieutenant of Marines, and 2 men killed, besides 5 others wounded. The 'Marengo' had 63 men killed and 82 wounded; among the latter her Admiral, M. Linois, and his son severely, and the Captain with the loss of his right arm. The 'Belle Poule' had 6 men killed and 34 wounded. The French ships were on their way home from a successful harrying of our East India possessions and trade, which it is supposed they had damaged to the extent of many millions sterling; and Captain Parker for six years more kept the sea in the 'Amazon,' serving his country with distinction on the coasts of the Iberian Peninsula and in the Chops of the English Channel. In the summer of 1809, Captain Parker was employed in active co-operation with the patriots on the Coast of Galicia, especially at Ferrol, where he landed at the head of a party of seamen, and took possession of the citadel in the name of the degenerate Ferdinand VII. On 23rd March, 1811, he captured 'Le Cupidon,' French privateer of 14 guns and 82 men. He was paid off at the time of the general peace, and received the Companionship of the Bath in 1815, having for ten years continuously served at sea in one frigate, and she a model man-of-war of her day.

In 1827 he again resumed active service in the 'Warspite' frigate, and

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during the Greek Revolution showed an aptitude for command and skill in managing diplomatists, which soon led to his being appointed, almost directly he attained his flag rank in 1830, to the 'Prince Regent,' as second in command of the Channel Fleet. Thence he passed to the command of our Squadron at Lisbon; and, occasionally cruising with experimental ones in the Channel, he kept his flag flying until 1834, when he returned to England, was promoted to the rank of Knight Commander of the Bath, and accepted a seat at the Board of Admiralty. Here by his great practical knowledge and excellent administrative qualities, he rendered no small service to his profession, and inaugurated many reforms upon a broad healthy basis, in the system of discipline and expenditure of the stores in the Fleet, which may be said to have tided us over many naval difficulties for nearly twenty years.

The war in China, which commenced in 1838, had assumed a serious character, when in the following year, Sir Frederick Maitland died and the command-in-chief devolved on Commodore Sir Gordon Bremer (with his broad pendant in the 'Wellesley,' 74), who discharged that office—with the exception of four months in 1840 when he was relieved by Rear-Admiral Hon. George Elliot, who arrived from the Cape in the 'Melville,' 74, but afterwards from ill-health was obliged to return home—from the organization of the expedition that left Singapore in 1840 on its mission of triumph to China, including the capture of the island of Chusan and the final capture of Canton in 1841, in which latter, however, the Commodore did not participate, as he had to proceed to Calcutta to concert measures with Lord Auckland, the Governor-General of India, leaving the command in China of the Naval part of the expedition to Capt. Sir H. Le Fleming Senhouse, in the 'Blenheim,' 74, who during the Commodore's absence, in conjunction with Sir Hugh, afterwards Lord Gough, planned and successfully carried, by a combined Naval and Military force, the heights which commanded the city of Canton, and levied a ransom on its inhabitants of six million dollars. The forts of Chuenpee, Tycocktow, and the Bocca Tigris in the Canton river, had been previously captured and demolished. The exposure, however, of the Naval and Military forces in boat and other service on land, occasioned much dysentery and fever and ague amongst them, which cost the country the loss of many valuable officers and men, amongst whom was the gallant Sir Fleming Senhouse, who died shortly after the expedition returned to Hong-Kong, and was buried at Macao.

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It was at this period that the Government resolved upon taking still severer measures against the other capitals of the Celestial Empire, and accordingly Sir William Parker was despatched to Hong-Kong to take the Command-in-Chief; and his appearance there, his repute, energy, and example, soon established a healthy tone in all departments, and, backed by a fine fleet and army, he carried our flag from one achievement to another, until in 1842, under the walls of Nankin, we dictated the first treaty to the Emperor of China, and opened the Flowery Land to Christianity and civilization. China was then six months instead of six weeks distant from England; we had no settlement nearer than Singapore, and the foresight and organization necessary to carry on great Naval and Military movements were then fifty-fold greater than to-day. Steam was only just coming to the aid of the Navy, and that in a very mild form; the overland route, even for despatches, was treated with fear and doubt; and the finest and fleetest Symondite brigs considered themselves happy to achieve under canvas, in seventeen days, distances against the monsoon which we now see done by screws and paddles in four or five. For a man-of-war's crew to be kept on salt dietary for four months, and then suffer hideously from dysentery—for the gallant Cameronians to be encamped in a reeking rice-field in Chusan, and be buried in trenches, was the rule rather than the exception; and upon Rear-Admiral Parker and his staff fell the major portion of the labour to improvise remedies for such difficulties and such evils.

Never sparing himself, strictly just and stern in all relating to professional duties, he was considerate to the humblest of his followers, and was one of the first to reconcile the exigencies of discipline with humanity to the seamen. He never gave a ship to an officer that he did not couple it with a short injunction to avoid the lash, as the constant resort of an incompetent commander. At the same time a maudling desire for popularity was his abhorrence; whatever the rank of the confirmed offender, he spared him not; and it were better to be hanged than incur the wrath of that descendant of old St. Vincent, or to be reprimanded as he could reprimand; for his indignation was thorough, and came from his heart—it was no acting on his part. Thoroughly sincere, simple-minded, and truthful, William Parker's sense of duty, social and moral, was perfectly beautiful and to a great extent unique. Hence his wrath, and the fear his name almost inspired amongst the sluggards and charlatans of the Navy.

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And now that he is gone, we may recall with pride and pleasure how the Admiral reprimanded a young commander who was bullying his officers, by saying, "By heaven, sir! if it was not that I should expect the ghost of your glorious grandfather to rise from his grave and upbraid me, I would supersede you to-morrow. Go back to your ship, sir, and learn that good captains make good officers; you can be nothing without them." How nobly he led us over the then unknown shoals of the muddy Yang-tsze; how he showed himself a true type of Nelson's school in not halting short of Nankin, though 200 miles of an unknown intricate river lay before us; how he taught us to consider one English man-of-war equal to combat all the Naval and Military resources of any Eastern empire; and how we could all say with pride, that no one had ever seen him hang back from a fray, or ever heard a whisper even of his being mixed up with either a mean or dirty action, be it in freight, prize-money, or loot—those reefs on which many a reputation is wrecked; and how the smallest middy chuckled with delight to hear that the Admiral had serious thoughts of hanging the master of a transport who had erroneously supposed a British Commander-in-chief would share with him the contents of a plundered sugar-store in China.

Raised to a baronetcy, and made a G.C.B., as well as presented with the thanks of both Houses of Parliament for his services in China, Sir William Parker returned home to take command of the Mediterranean Fleet; and such was the success with which he maintained its efficiency, and supported British interests on that important station, that at the request of the Ministers and Admiralty he retained the command for nearly seven years, or double the usual period of command. Between the years 1845 and 1853, through all the troublous European politics of that epoch, his skill and delicate handling of many important questions were attended with the happiest results, whether in the abortive Sicilian Revolution, the feverishness occasioned by the French and Hungarian Revolutions, or the puzzling mess in Greece called the Don Pacifico affair. Not the least interesting of his duties whilst there, was in connection with the line of action adopted by our Government in 1849, when Russia and Austria, triumphant over the Hungarians, insolently demanded from the Porte the surrender of the Hungarian and Polish refugees. The Sultan, determined to preserve the laws of hospitality, gallantly refused, and appealed to Great Britain for support. Sir William Parker, under instructions from the Government and Admiralty, moved up with a magnificent fleet to the

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entrance of the Dardanelles, with peremptory orders to defend Constantinople from attack from any quarter, and to help to hold it, or any other part of the Turkish territory, if called upon by the Sultan.

The storm boldly faced passed away for some years, to be met under other conditions and by other men; but it is remarkable that Sir William Parker, the last of Nelson's captains, should have commanded the last fleet of sailing line-of-battle ships that England will ever possess. In 1848 Sir William Parker might have seen the 'Blenheim,' a ship but a very little better specimen of a man-of-war than that 'Orion' in which he first went to sea, steaming about Spithead at the then astounding rate of five miles per hour! The world was moving, my masters! for by 1854, when the Admiral's flag was flying at Plymouth, vessels like the 'Agamemnon' and the 'Prince Albert,' twice the size and four times the armament of Nelson's 'Victory,' were dashing about the high seas at ten knots per hour without wind or sail.

Sir William, doubtless, must have felt astonishment at the revolution that was taking place in his much-loved profession; but he was in no wise an obstructionist, and was not the man to be guilty of the act of an old Scotch contemporary of his, who, in the Baltic, was so astonished at the first screw gunboat's proceedings as to request her commander to take his "wriggling thing out of his sight as quick as possible, sir." No; when Commander-in-Chief at Plymouth, he helped and urged on the younger men of his profession to their posts in the Crimea; and subsequently, during the Indian mutiny and China campaign, was hearty and kind, though sometimes quaintly severe, to those who were pushing forward in the tracks he had long since passed over.

He only needed to assure himself that an officer knew his work, and the Admiral's support was assured. The keenness of his perception on that point age could not dim; once assured that he had a sailor to deal with, it was charming to see how quietly he dropped valuable hints from the rich stores of his extensive experience without attempting to dogmatize or force old-world notions on present-day men. He had himself once been severely censured as a matter of form by Nelson for buying, without authority, for public use 300lb. of onions and six bags of grass! and for the good of the Service he expected his juniors to bow to reproof, even if it were a red-tape one.

His kindly admiration for the rising generation of officers was without envy or guile. He knew it was not their fault so little honour was gleaned

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for the Navy during that ill-starred Russian war, and no one could better appreciate than he that the right material was still at hand when another Nelson should rise to turn it to account and lead it to fame. Almost the last official act we remember of the veteran Admiral was seeing him stand on Mountwise looking at Plymouth Sound, then studded with pigmy gun-boats bound to China under the command of as fine a body of young Lieutenants as the Navy boasted of. The Admiral's stern features gradually relaxed, and with kindness beaming from his eyes, he confessed his anxiety for such craft in the stormy seas they had to traverse; "but,' said he, "the fine fellows who command them are as confident as if they were each 50-gun frigates, and I am sure they will succeed, if success depends upon dash and energy."

On the 6th of May, 1857, the flag of Sir William Parker was struck for the last time in Hamoaze, and full of years he retired to his home at Shenstone Lodge, near Lichfield; and, after an active career spread over every description of service incident to the Navy, it was something for him to be able to boast that, although his ships and fleets had been patterns of efficiency and discipline, he had never had to try an officer by court-martial, rarely put one under arrest, and was not aware that he possessed one professional enemy.

As the shades of night closed round the Admiral, he who had for his country and profession's sake exacted whilst living all the pomp and circumstance which hedges round authority, quietly and earnestly took steps to ensure that his funeral should be of the simplest character—no ceremonies, no carriages, no waving feathers, no tinsel covering to the oaken coffin. Then,

> "Cheered onward by that promise sure,
> Strong in the faith, entire and pure,"

he calmly surrendered up his soul to Him who gave it, leaving to his family a name of which they and England may well be proud, and to our Royal Navy a pattern and example to be long cherished and long emulated.

THREE HUNDRED YEARS OLD.—There is a ship now on the sea built in 1568, when the Prince of Orange was fighting Philip II. of Spain, then at the zenith of his power. This Dutch ship, now 304 years old, recently passed the Cape of Good Hope, bound from Batavia to Holland.

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OUR SEAMEN AND SEA CAPTAINS*

PART I.

The British seaman forms one of the most important constituents of British society. Upon his labours the nation has ever been in a marked degree dependent. From her insulated position, Britain cannot hold inter-communication with neighbouring lands save by water; and to reach her distant colonial possessions, she must cross vast oceans. The sea being the pathway of the invader of our little island, to our seamen we must look for protection from attack. In herself, Britain is but a small country, and only through the prowess of her seamen has she secured and maintained her supremacy. While whole continents have been almost desolated, she has been able in war as in peace, to set herself to the work of developing her natural resources. Her coal-fields and iron beds have become mines of national wealth, and she who would have remained insignificant and unnoted among nations, is now the mistress of commerce and the sovereign of the seas. While her workmen are the workmen of the world, her seamen are the seamen of the world. By them she acquired possession of colonies; and it is through their strong arms and stout hearts alone, that she can hold them. Our seamen bring home to us from foreign countries, the many necessaries and luxuries which we enjoy, and convey our manufactures which employ the home population, to the remote markets of the earth. Centuries ago, we stamped our money with a ship, in honour of the men who had guarded our shores against the enemy, "unbarred the gates of ocean," and pushed the prows of their "wave traversers" into newly discovered waters as the pioneers of the merchant and the colonist.

A German writer has truly remarked, "The navy of England sprang from the people, lived with their life, and advanced step by step with their gradual growth." From the days of King Alfred, who in the year 897 caused "long ships" to be built, down through the reigns of his successors, until Henry V. ascended the throne, much was done towards laying the foundation of the maritime power of England. The introduction among European nations of the mariner's compass, the improvement of the art of navigation, and the inauguration of the great modern geographical discoveries by the Portuguese, excited in the breasts of many of our countrymen a thirst for adventure; and the captains of Henry VII. began that series of voyages carried on during the reigns of Henry VIII., Edward VI., and Elizabeth, which brought especial glory to the English name. Who can read the exploits of the sea-chiefs Macham, the Cabots and Hore, without pride? — or follow the Elizabethan Captains Frobisher, Hudson, Davis, Hawkins, and Drake, in their

* From an original MS. of R. Morrison Herdman, Esq., St. John's Hall, Highbury.

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discoveries, their arctic explorations, their founding of colonies, their success in wresting the dominion of the Spanish main and the Southern Seas from the nation which claimed sole possession of them, as the gift of the Vicar of Christ, and their victory on our own narrow seas in 1588 at "Britain's Salamis," without feeling that to our Tudor Queen's well-manned Fleet, England's riches and fame—yea, her very existence—were due? The Admirals of the commonwealth carried the terror of their arms far and wide, until the besom of Van Tromp gave place to the pennant of Blake, who was the first who showed to the world, that wooden walls could successfully contend against stone ones. In the next century, so accustomed had England become to winning her Naval battles, that she even put her captains on trial for failing to capture vessels of heavier metal than their own. To come down to more recent times, the victories of "the glorious first of June," Cape St. Vincent, Camperdown, the Nile, Copenhagen, and Trafalgar, rendered the English seaman still more famous, led to the adoption of his nautical terms by navigators of other nations, and shed a lustre round the name "Briton," which even those of our Islanders who have not ventured afloat have shared. With such a *prestige*, no wonder that our seamen's exploits have been a favourite theme with the historian, the novelist, the artist, and the poet; and have suggested to our modern "turnpike tars," as did the achievements of the Roman Sailors in the days of Juvenal and Persius, and to the beggar with his paintings of dangers at sea and tales of shipwreck, a means of moving the compassion and securing the alms of the benevolent.

Surely then the British seaman ought ever to be an object of deep and continued interest to us; surely we ought at least, if not to reward his valour, his energy, and his skill, to recognize his peculiar difficulties, trials and deprivations, and to seek to remove them. We do indeed pride ourselves as a nation on his illustrious deeds, and we receive a shock at every fresh casualty which befalls him; and for the time, it may be with something akin to a feeling of compunction, we hasten to give expression to our sympathy. The simple fact remains, however, that practically we at the same time ignore his circumstances and forget our obligations to him. The interest which some recent disaster has awakened vanishes so soon as the novelty of the incident has worn away. Once more upon the ocean, poor Jack with his sorrows and his cares, is soon forgotten. We seek to exonerate ourselves from the self-preferred charge of neglect, by accounting the seaman a phenomenon in the human family; a creature whose peculiar instincts and tastes have induced him to adopt a calling presenting so much that is calculated to cause hesitation to the more prudent and thoughtful, that his presence is to be endured, but that his reformation, however desirable it may be, must be regarded as a task beyond our capacities. The seaman we profess to believe is a low character because he is a seaman, that his baser nature finds its

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congenial sphere in a seaman's life and is in its turn modified and shaped and still more debased by that life.

To us, who have been intimately acquainted with the seaman, we confess such a view appears as unjust as it is unflattering. We fail to see the connection between the labours, disadvantages and perils to which he is subjected, and the follies and vices which mar his career. To us he is but a man of like passions with ourselves; and as we contemplate his many short comings, we feel grateful that we have been exempted from a situation which has in so large a measure, served to produce them. The seaman's case is singular only in the interruptions which occur to the operation of those means and agencies which were designed as well for his benefit as for our own. On the other hand, we assert that the adoption of his profession itself, involves a combination of traits without which, as we conceive, a great mind could not exist. The youth who goes to sea must be brave, adventurous, energetic, and hardy. Nor is his calling one to depress these qualities. Deeds of bravery are being enacted every day and hour upon the ocean. The daring which distinguished his sires, and gave them renown as the rivals of the Vikings, Pisans, Venetians, Genoese, Netherlanders, and Spaniards, still characterizes our seaman. Repeated shipwrecks and disasters, weary hours amid breaking seas at the pumps, perilous duties aloft, the prospect of suffering when the masts go by the board, and of hunger and thirst on an unmanageable raft under a tropical sun or on the Polar Sea, appal him not. He faces the storm unflinchingly and ventures to sea in all weathers, frequently in unseaworthy and overladen craft. He murmurs, it may be, at his lot, but seldom does he abandon the sea for a more peaceful life ashore.

Not only has he to encounter the dangers common to everyone, who, as the Heathen Poet says, "tempts the gods" by going afloat, but valuable lives and property are in his hands; and to protect these his own safety is imperilled. He is subject to calamities which no exercise of skill or care can provide against. Without medical aid or nurse at hand, he is exposed to sicknesses brought on by sudden changes of climate. When he is far from land and friends, often "life's cable parts," and his body is committed to the "vast and wandering grave," upon whose wave-hillocks, and green waters, he had lived and toiled. Discipline has made presence of mind with the seaman a habit more than a quality. In intelligence and power of comprehension, he yields to none. Where a landsman would be paralyzed, he is undaunted, and can turn his hand to almost anything. The life he leads is one calling for mutual dependence, no one being near to render assistance upon "the houseless ocean's heaving field." Seamen as a class have to be willing to help each other, and to surrender present enjoyment and advantage, and lower their boats in a mountainous sea and prolong their voyage, for the good of a crew in a worse plight than themselves. There is much, in the solitude at sea, to encourage a

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contemplative spirit. The seaman hears no clanking of hammers or bustle of crowded streets. The only sounds with which he is familiar, if sounds they seem to an ear on which they fall perpetually, are the dash of the wave and the sough of the wind; and he sees no new sights during his passage over league after league of loneliness, save the few flying things overhead, the porpoise which gambols before his ship's prow, and the shark which follows in her wake. Foresight and caution are developed by his calling. The mist-encircled moon, the colour of the sky, the motion of the clouds, the sighing of the wind, and the boom of the heavy, slow, rolling breakers, are not unstudied nor unheeded. He has been trained by experience to observe circumstances and events, and to make calculations upon them which he has reduced to rhyming-weather proverbs. He is hopeful. So often has he been delivered from great dangers, that he does not give way to despondency even when, humanly speaking, there is no prospect of escape. With what patient endurance too, when real danger is near, will he undergo the fatigues and the sufferings which alone give promise of a deliverance! There is not another profession which offers such prizes or presents so good an opportunity of an early competence to a man, if he be steady and have had a fair education, as does the sea. Officers in the merchant service are generally taken from before the mast and there is every stimulus to a seaman to seek a post abaft the mizen.

Much of what Oxford and Cambridge are to the upper classes, the Royal and Merchant navies are to the seaman. He comes nearer to receiving many of the benefits which a university training brings, than any-one in the same walk of life ashore. He may not have such a large knowledge of the world as the business-man, but he acquires broader sympathies. Self reliance and liberality of mind are strongly marked in him who claims either of the Navies as his Alma Mater. Moreover, he enjoys the advantage of foreign travel, one of the finishing strokes to a liberal education. He notes the phenomena of nature, the various phases of society, the manners and customs of strange peoples, and in his way, becomes quite a linguist.

From the earliest age, the seaman's calling has been one well calculated to make him susceptible of religious impressions. The foundations of natural religion are laid deep in the seaman's mind. It is next to impossible that he should be an atheist. He sees God's wonders in the deep, and wherever he goes, finds that a Supreme Being is acknowledged.

Such then is the seaman in some of his more marked characteristics, and such are the more prominent tendencies of a seafaring life. The glorious traditions of his class; the qualities implied in his choice of a profession; the many opportunities constantly afforded him on the ocean (the nursery of the spirit of independence and of undaunted resolution), for the development of a vigorous body, a manly mind, and a generous heart; his recognition of the interposition of a particular providence, shielding him from

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the epidemic in the foreign country, and the hurricane, typhoon and tornado on the ocean; the imminent peril to which his calling subjects him; the wonders he beholds when he leaves the Polar Star and enters the Southern Cross; his constant communing with Nature upon her "grey and melancholy wastes" and amid the glorious sunrises and sunsets of the South Atlantic—all combine to lead us to expect to find in the seaman a man who is at once an ornament to society, and an example of virtue and godliness. Let us see how far his character corresponds with that ideal which we have pictured to ourselves.

We have stated that Society affects to believe, that in himself, the seaman contains germs, the up-growth of which can only bear evil fruits; and we have signified our dissent from this position. It must be confessed, however, that the standard of morality of our seamen is not so high as we could desire. Nor are some well-disposed men unconscious of the disrepute in which the seaman is held. Ashamed of the vices which degrade the class with which they are identified, when they come among shore people, they seek by altering their dress to disguise their calling. He who, on the ocean, has been so conspicuous for foresight, becomes improvident of the future and reckless of what may happen on the morrow. Independent, and accustomed to rely upon his own resources on shipboard, as soon as he is thrown among other scenes, he displays utter ignorance of the ways of the world. Obedient and self-sacrificing at sea, he regards neither the laws of God nor man, and knows no restraint on land. He becomes the associate and dupe of the most degraded shore population; and having been himself so often cheated, learns to think it a virtue to cheat whenever a chance is thrown in his way. If a stranger visited the dancing-saloons and concert-halls in the east end of London, Liverpool, or in the towns on the banks of the Tyne, and noted the seamen and their companions, and entered the shipping-offices and read the notices posted on the walls of rewards for the apprehension of runaways, and the lists of fines and terms of imprisonment inflicted upon those who have been convicted, he would be in danger of concluding that one-half of our merchant seamen was composed of drunkards and libertines, and the other half of rogues and vagabonds. Nor is this state of things confined to England. In the ports of Australia, India, and America, matters are still worse. The wayfarer is constantly being accosted by men who have run away from their vessels. Starving, with every mark of misery and dissipation, as they ask alms of their countrymen, their appearance is a sad reproach to their class. A gentleman, writing from Rio-de-Janeiro, says, "I am sorry to find what I fear to be an increasing number of seamen subsisting on charity." The harm which is done to foreign missions by the misconduct of British seamen is incalculable. A converted Parsee said to a friend of ours, after he had preached on board his vessel in Bombay, "The conduct of the crews of some British ships is the greatest cross I have to bear. To be shut out from my

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own family circle, to be scornfully treated by my countrymen I can bear for Christ's sake, but to see those who are called Christians setting such an example grieves me more than I can express." Is it not to our shame that while we send missionaries to convert the heathen, those who man the vessels which carry them are a disgrace to our religion? When we read of Arius the heretic composing songs for seamen, that he might spread his heresy through influencing those who formed the connecting link between cities and nations. we admire his wisdom, and wish, that in the present day, sufficient interest were manifested in our seamen's spiritual condition to render them available for propagating the orthodox faith.

We have seen wherein the seaman's life is calculated to produce a noble type of man, let us endeavour to trace the operations of its influence in an opposite direction. Whence arises the peculiar combination of strength and weakness observable in the seaman's character, a combination which gives Fielding and Smollet, Marryat and Dibdin, Cooper and Merivale, much to say while commending his daring and endurance afloat, but causes them to be silent about his virtue and self-government ashore? There is a danger of his voyages becoming what he calls them, "dreams;" dreams in which he wastes a life as if his ship were a floating monastery, and himself a mediæval monk. The habits which a lengthened withdrawal from the outward world might suggest. and give him the opportunity to form, are unacquired. At sea, daily religious duties are, as a rule, unknown in the forecastle. The seaman spends his Sundays in smoking listlessly in his hammock, or in washing his clothes and using the contents of his "ditty bag," and is unmindful of what is due from him as a man and a Christian. Should he have in his possession a Bible and Prayer-Book, he is deterred from reading them. His natural dread of appearing singular, keeps him from kneeling by his bunk to confess Christ. He knows that he will be called a "blue light," or a "holy Joe." He is afraid to bow the knee in public, and is unable to enter his closet and shut to the door. The difficulties which even a godly man experiences in the performance of his religious duties is sufficiently indicated in the following extract from the journal of a man before the mast :—"I offered up prayer this morning between five and six o'clock, while yet dark, in the rain, and in a standing posture on the top-gallant forecastle." The greater part of a seaman's life is spent upon the waters; consequently he is not exposed for long periods to those temptations which prove formidable even to the landsman. Not only is he deprived of the strength which is gained from resisting temptation, but he is also left untutored how to meet it. He has no money transactions while at sea. He gets his tobacco every month from the captain, and has no opportunity of spending his earnings, so that all of them are saved for him except the few dollars he spends in "curios," while his ship is in the foreign ports. When he is paid off, at his discharge, with more money in his

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possession than any landsman of the same status receives at one time, he has far less experience of the world than the landsman. The seaman has been round the world, but not in the world. For months, he has neither acted nor thought for himself in money matters, and is ignorant of the value of money; hence his want of thrift. The severe discipline kept up on board ship is suddenly removed, and being idle amid temptation, unwarned of danger, and unable if a stranger in the port, to gain access into respectable society, he falls into the hands of the crimps and harlots—the land-sharks and she-pirates—who do not blush to tell him that a seaman has no use for money, and therefore has no right to keep it. The would-be wary one who affects to have purchased such an immense stock of knowledge in his passage through the world, coming on shore from the forecastle, leaves his associates whom he had learned to trust, and notwithstanding all his seeming cynicism, is too confiding. He spends his days and nights in vice and drunkenness, until every "red cent" of his pay is gone.

Preparing for another cruise he re-echoes the sentiment of Horace:

"Nunc vino pellite curas,
Cras ingens iterabimus æquor."*

Having squandered all his cash, he is dependent upon his advance-note for his scanty outfit, and perhaps, makes one of a dozen fools like himself, who have left their half-pay to a Delilah. Once more on board ship he becomes the companion of strangers picked up at haphazard, who, while on shore, have sown seeds which will spring up under exposure and privation, developing into sicknesses which ruin the body and demoralize the mind. His sailor work and the multifarious tasks which the first officer allots him, demand all his time and attention while he is on deck in the day-time. In the foreign trades, in fine weather, during his day and dog-watch below, when his ship is well clear of the land, he has many leisure hours which, if he can read, he wastes in the perusal of trashy novels, too often the only books to be found in a forecastle, save the tracts and magazines which the seaman's chaplain has put on board. Not infrequently the seaman is totally uneducated, and then playing at cards, building and rigging miniature ships, painting curious devices upon the inside of the lid of his clothes chest, tattooing his arms, making mats, practising on his flute or concertina, idle talk and grumbling, occupy all his spare time. Shut off from the world on land, his only associates are those of his own sex. He is totally without the refining influences of domestic life. Coarse jokes, repeated for the twentieth time, and scraps of adventure during a drunken spree, interlarded with ribald expressions and oaths, form the staple of the conversation in many a ship's forecastle. But these soon pall. In that

* "Now fill the glass, come fill again,
To-morrow we shall cross the main."—*Hamilton.*

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community, without its free library, its working men's club, or its newspapers, scarcely a new idea is started, after the first few weeks out. A sea voyage with educated society is dull enough, but how dreadful must it be with men who have become tired of one another's company, and have nothing in common but the habitation in which they dwell, the duties which they perform, the dangers which they encounter, and the vices in which they have been steeped. Pacing the deck, or standing forward on the look-out, the seaman smokes, not like the German philosopher, to assist thought, but to drive it away; for he has left his home unvisited, and his mother and family in want, while in a few weeks—aye, days—he has wasted what would have kept them comfortable for months. At this time, when he is feeling the effects of his folly, and so easily might be influenced for good, he is deprived of all instruction.

Generally a lad goes to sea when very young, and enters the forecastle to mingle in such scenes and among such characters as we have been describing. If he has left a pious home, he for a time is shocked at what he witnesses. If he has received no religious teaching, he continues entirely destitute of it. He is not only wanting in those home surroundings which act as wholesome restraints, but comes into constant contact with examples the most baneful. If his introduction into the society of the forecastle be fraught with danger to him, his position when his ship arrives in port is bad indeed. His scruples already silenced, with no parents' frowns to deter him, and impelled by an ambition to know as much as his seniors, he hesitates not to listen to their solicitations, and plunges at once into the most degrading forms of vice. A mere boy, who had been taken by some of his shipmates to a place of amusement, said to the Rev. P. H. Moore, B.A., chaplain of "Missions to Seamen" on the Tyne, "There were only prostitutes and sailors there, sir!" "Only prostitutes and sailors!" This language ought to put our seamen to the blush. It takes the gloss off the fine pilot cloth, and the gilt from the lace and buttons, and diminishes the splendour of that glory which surrounds the words "British Tar," and makes the very mention of the name "seaman" excite in our minds ideas of debauchery and excess.

There is no need that when ashore the seaman should spend his time in vile dens of iniquity. He now goes upon his twelve and eighteen months' voyage, during which he is altogether without spiritual counsel. He comes on shore, and only the worst side of his character is revealed to us during the few weeks he is among us. He does not stay long enough for us to observe the best side; for as soon as his money is spent, and he is free from drink, when he could be influenced by the Gospel, he must go to sea to keep himself from starving. He takes no part in political organizations or discussions; he has no opportunity of acquainting the public with his grievances; his work and wants, from their character, are hidden from the outer world; he comes

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and goes unnoticed; thinks himself an outcast from society, and sings defiantly—

"I care for nobody—no, not I,
And nobody cares for me."

We have done little to make him virtuous, and yet we profess surprise that he is so vicious. Instead of training him to feel that he was the representative Briton, and that his calling was one to form the highest style of man, we listened to his yarns and connived at his follies. But the seaman can be made better. In his case there is no false training to undo, as there are no narrow prejudices to combat. All that is required is to divert his mind to what is right. Captain Methven, referring to his forecastle life among various crews, says,—"I saw so much to attach me to the sailor, both in his character and capabilities for an improvement superior to his opportunities, that no annoyance since occasioned by his misconduct has removed this favourable impression."* He is not so lost to a sense of his own interest as to be beyond the influence of Christianity, nor is godliness incompatible with the ordinary course of a seaman's life. Sir Edward Parry has well observed,—"True religion is so far from being a hindrance to the arduous duties of that station in which it has pleased Providence to cast the seaman's lot, that, on the contrary, it will always incite him to their performance from the highest and most powerful motives."

(*To be continued.*)

A SUNDAY AT SEA, AND ITS RESULT.

We were on our homeward passage from the Cape of Good Hope. We had already passed St. Helena and Ascension, and crossed the burning Line, and were now waiting the first breath of the north-east trade-wind to bear us on our homeward way. But we waited patiently and hopefully, for hitherto our voyage had been highly favoured, both as regards winds and moderate weather. In other respects, too, we had had much cause for thankfulness; for among our fellow passengers some were Christians in more than name, earnest and devoted followers of Him whose ways are those of pleasantness and peace, leading to eternal life. In the long hours of tranquillity, untroubled by the world, and surrounded by the mighty works of Him who made heaven and earth and all that in them is, many were the seasons of profitable discourse which we enjoyed. Our captain was a worldly man, who made no profession of religion; but he expressed respect for the feelings of others, and never in any way interrupted or interfered with our scripture or sermon readings in

* Log of a Merchant Officer.

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the cabin. With the chief mate it was otherwise, for he was a determined scoffer at all religion, and seemed to regard it as his peculiar office to deride those whose hopes were turned towards any other world than that which bounded his regards. He was a man of considerable talent too, and great powers of satire, but they were all exerted to cast ridicule on those who sought to live up to their profession of Christianity. Added to this, he was a fearful and habitual blasphemer; high and holy names were continually passing his lips, almost mingling with the stream of bad language that was continually pouring from them; and the consequence of his evil example was plainly seen in the increasing recklessness and hardness of the crew.

While we lay between the trade-winds, we were visited by one of the tremendous squalls frequent in those latitudes. The clouds came rushing up over the bright blue sky, the rain poured down in torrents, the lightning blazed, the thunder roared, the wind swept like a hurricane over the sea, covering it with foam; and every sail had to be lowered to save the vessel's masts. Noble and stately as our ship had looked in harbour, with her massive hull, tall masts and tapering yards, and her sails spread out like mighty wings,—what a fragile, helpless thing she was there out on the sea among the stupendous works of the Almighty Creator! Truly to none more than to those who go down to the sea in ships is the arm of the Lord revealed. His might was heard in that viewless tempest; His majesty was seen in the mountain billows that lashed and foamed around us, and in the lightning that filled the air; and more than all was seen His mercy and loving-kindness, in that He preserved us through all these threatening dangers, and permitted our frail bark to ride in safety through the gale. In little more than an hour the storm had passed as suddenly as it had come; the sea and wind sank again to rest, the sky cleared, and the sun shone out on our steaming deck. Immediately afterwards we perceived a strange vessel, which had been driven by the storm into our neighbourhood. A ship on sea is like a friend on land, and the stranger lost no time in lowering a boat and communicating with us.

Among our visitors was a missionary on his way to New Zealand. When he came on board our vessel it was Saturday evening, and he earnestly entreated that, if the vessels should be still together on the morrow, he might be permitted, when the service of his own vessel was concluded, to come on board ours, and hold another for the benefit of our crew and passengers. To the satisfaction of a greater number of the latter, this permission was readily accorded by the captain; and when the next morning broke, and showed the stranger still close at hand, not a little was the stir on board our vessel at the prospect of such an unusual Sunday at sea. With many of the passengers it was an emotion of happiness at the unexpected pleasure of hearing the Word; with the crew, wonder and excitement were mingled at the novelty of the

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occurrence; while to the mate the whole was a fruitful subject for jest and sarcasm.

At length the appointed hour came, and the little congregation were assembled on the quarter-deck between the awning; and all eyes were fixed on the pale grave face of the missionary, whose zeal to be about his Master's work had brought him among us.

The passengers were placed furthest aft, and then stood the sailors, clean and neatly dressed, and listening with grave attention to the prayers that were humbly offered up to the High and Holy One that inhabiteth eternity, to the passages read from His Word, and to the hymns of praise and thanksgiving spreading afar over the beautiful ocean. When they were finished, the preacher paused for a moment, and looked earnestly round on his hearers, and then with expressive energy the words of the Divine command came from his lips,—"Thou shalt not take the name of the Lord thy God in vain: for the Lord will not hold him guiltless that taketh His name in vain."

As this terrible denunciation of a sin so common among seamen met their ears, a faint murmur passed along the crew for a moment, but they were soon quiet and calm as before, all save the mate, whose hands clenched tightly the little straw hat he held. Each sailor hearkened with intense earnestness, while the missionary briefly, yet forcibly and eloquently, went on to speak of how fearful a treasure of wrath they were laying up for themselves, who dared to utter with irreverent lips the name of the Almighty God, the Maker of all things visible and invisible. He reminded them how unsuitable it was, that man, who was the work of God's hands, whose very breath was His gift, as were his health and strength and happiness, should raise up the voice that God had bestowed on him, to speak indifferently, far less profanely, of his Almighty Creator, to whose mercy and long-suffering some there perhaps owed it, that instant judgment had not fallen upon them, as it had done upon many, in the very act of committing the sin in question. He bade such remember that, though they had escaped such judgment, it was not because they deserved it less, but because of the loving kindness of the Lord, who desireth not the death of a sinner. And then warning them of the eternal misery that follows sin, he entreated them to repent while it was yet time, and to turn to Him who invites the chief of sinners to come and live.

When the clergyman, in conclusion, prayed that the words we had heard that day outwardly with our ears, might be grafted inwardly in our hearts, more than one stiffened knee, that had not been bent to God since its childhood, was pressed upon the deck; and first and humblest of all knelt the scoffer. Then the crew respectfully retired, and after a short conversation, concluded by a mutual "God-speed," the missionary left to return to his own ship. At the gangway he was stopped by the mate, and then a long and

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earnest conference took place. What passed none knew; but ere they parted, the clergyman took a book from his bosom, and presented it to his companion.

The next day the ship was out of sight, bearing on his way that devoted missionary; but the influence of his visit was still with us, in the amended conduct of our crew, for they were grave and sedate, and the air was no longer tainted with profane or blasphemous language. But the good seed had fallen upon stony ground, and because of the hardness of their hearts it withered away. In a few days their evil habits began to reappear. They were now, however, quickly checked by one who in former days had been their leader in all ungodliness. Each day did the mate's serious impressions appear to deepen, and the clergyman's book was his constant companion. Whenever not hindered by duty, he was at some of our meetings for reading the Scriptures, which he used formerly to deride; and in the silent night-watches he would pace the deck for hours, in deep converse with one of the passengers, one who, though not a teacher by profession, was well fitted to aid an anxious inquirer after the way to God. The terror concerning his soul, that the mate had formerly affected, now in reality took possession of him; and, like the publican in the parable, he stood afar off, beating his breast, and crying, "God be merciful to me a sinner!" And it pleased Him, "though we be tied and bound by the chain of our sins, yet doth of the pitifulness of His great mercy loose us," to hearken unto His humble petition, and to shed abroad that blessed light in his heart, which brought him, a true believer and earnest suppliant, to the foot of the cross, trusting for the remission of his manifold sins to the blood of the Lamb of God, slain from the foundation of the world. Even in this floating speck upon the waters, the mate did not escape the usual jeers levelled against those who turn to God. The captain and second mate were never weary of jesting at his sudden piety; and even the sailors, as far as they dared, met his reprimands by reminders of how short a time it was since he had been worse than themselves. They did not know that the consciousness that he had helped to lead them into evil was ever present to his mind, and was the subject of his deepest regret. But instead of turning him from it, all their sarcasms seemed only to make dearer to him the way of life which he had chosen.

Meanwhile, we were advancing on our homeward voyage. The tropics, with their sunny skies and steady trade-winds, were passed, and we were on the North Atlantic, exposed to its cold atmosphere, varying winds, and foaming waves. After passing the Azores, too, we encountered a succession of gales, accompanied by rain, from which our crew, so long accustomed to warm weather, suffered greatly, many of them being scarcely able to work. But the mate—a healthy man in the prime of life—did not suffer at all, and the incapacity of others left him many duties to perform in addition

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to his own; still he found occasional half-hours to peruse the missionary's gift, or to converse with his Christian friends.

One day the weather moderated, and the captain, after taking the sun's altitude, and consulting his chart, announced to us that he expected that evening to pass, at furthest, within five miles of a group of sunken rocks. He could not apparently tell more exactly, owing to the length of time we had passed at sea having rendered the chronometers somewhat irregular, while the bad weather prevented the possibility of correcting them by lunar observations. The same uncertainty prevented his altering the vessel's course, as by so doing, he might rush on the very danger he sought to avoid; therefore, he resolved to trust all to "chance," as he called it, contenting himself with placing men on every side, to look out for the foam that would be an indication of the vicinity of the rocks.

The day passed over our heads, well-nigh as tranquilly as usual, for we had something better to trust to than the captain's "chance," in the Divine Providence and the loving kindness of our God. Even when, with declining day, the wind rose and blew with hourly increasing violence, covering the sea with long ridges of foam, the same comforting remembrance was with us. Towards evening, the mate came down below, and joined in a little devotional meeting that was held. He then returned to his station on deck, for the gale still continued to increase; and when, a few minutes after, we retired to our cabins, we heard his voice above the howling of the wind, cheerfully calling to the men to closely reef one of the sails—the only one we had spread—to steady the ship. This order was followed by the echoing tread of the crew along the deck. Then came the clamour of lowering the sail to reef it, followed by an increased motion of the vessel; and then, but a short while after, came a hasty step down the companion-stairs, and a hurried voice addressed the captain, saying—

"A man overboard, sir!"

"Who?" was the anxious inquiry.

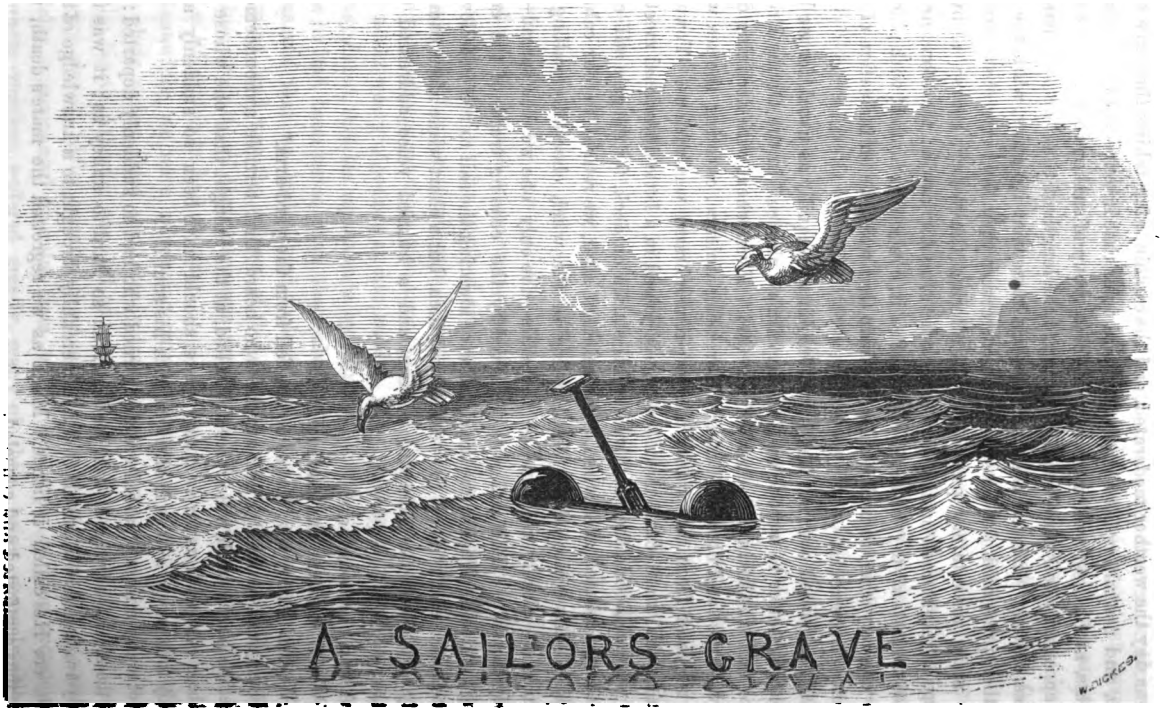
"We don't know yet; but some one fell from the yard-arm."

Never, most probably, will anyone who heard that terrible announcement forget the horror with which we were filled, at the thought that one whose lot had been cast with us for so many weeks, should have been so suddenly and fatally torn away. Was it all right with his soul?

Not many minutes passed ere we learned who had so suddenly departed: it was the mate—he who at first had striven so hard to annoy us; it was the newly-awakened soul which God had mercifully brought to a knowledge of the truth, ere He called it hence. Much as we regretted the mate's death, we were thus comforted and consoled.

For two days more the storm howled around us, and the waves beat upon our deck, but no more casualties occurred among our crew, who moved about

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the ship, quiet and awe-stricken; for greatly as they had jeered at the mate's conversion, they yet felt for him a regret, mingled with deep respect, such as they would never have felt, had he died the ungodly being he once had lived.

Now that the mate was no more, the words he had in vain endeavoured to restrain when living, were heard no more from the men; but whether it was merely a temporary respect to his memory, or whether the sight of his sudden fate had brought before them the necessity of preparation for another world, I know not, for in little more than a week we had taken leave of all, and were safely landed on our native shore, giving humble and hearty thanks for our manifold preservations from danger, to the Lord that commandeth the waters, and sitteth above the water-floods.

The lessons this incident communicates, as to the importance of seeking God at once, when He invites us to come unto Him, are obvious. No less encouraging is it to all, like the pious missionary, to sow the word in season and out of season.—*Sundays in Many Lands.*

A VOYAGE TO CHINA.

On leaving school, I joined the 'Britannia' training-ship, which is simply a school afloat; but, on passing out, I joined the 'Ocean,' 24 guns, iron-clad, 4,000 tons, and went cruising about off the coast of Ireland for about three months, and then up the Mediterranean; but nothing of any interest happened until we were ordered to China. We had a very nice passage out, with the exception of meeting with a cyclone in the Indian Ocean. Few of you know the nature of a cyclone, and fewer still will have the opportunity of experiencing it. To begin with it. About eight o'clock at night we got some very heavy squalls of wind and rain, which made us begin to take in our small sails. During the night the wind increased until four o'clock in the morning, when all hands were called to close reef topsails, as it then began to blow a hurricane. You could not call the sea high, but it was blown right over us. We could not see thirty yards from the ship. After a very wet uncomfortable day, in the evening the wind began to lull; but, at the same time, the further we got out of the cyclone, the higher the sea got up, which cost one poor boy his life. He went out in the mizen-chains to get something, when a sea struck our quarter, and it is supposed he must have been washed overboard. There would have been no chance of picking him up, as no boat would have lived in such a sea. From then until we arrived out in China nothing of interest occurred, with the exception of our visit to Manilla. There I visited the far-famed cigar manufactory, and was surprised to find that no less than 8,000 boys and girls were employed rolling the tobacco. After cruising about for some months in China and Japan, I eventually joined Her Majesty's surveying sloop 'Rifleman,' five guns, which was employed surveying the China Sea.

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Our general routine during the day was to get the anchor up about four o'clock in the morning, and drop it at seven. Then the order was given to call away all surveying-boats' crews, which consisted of one steam cutter, one six-oared whaler, and three five-oared whalers, manned by two Englishmen, and the rest Malays, every boat being under the charge of an officer. When the boat started they did not return till about seven in the evening. We put our work down on the chart, and then met for dinner. Usually some one had seen something new whilst away in his boat, and he generally took the opportunity of telling it at the dinner-table, because it was the only time in the day that we had to talk to each other. I will relate one or two incidents that you may find interesting. I was away as usual in the long six-oared boat, with another officer; and about twelve o'clock we let go our anchor about a mile from a small jungle island, just outside a large coral-reef that surrounded it, and were in the middle of enjoying our lunch, and, as usual, throwing the fat, &c., overboard, when we felt a tremendous bump under the bottom of our boat. At first we thought we were ashore on the reef, but all of a sudden a tremendously large alligator came splashing up the side of our boat, nearly capsizing us; but, as he got up, he missed his footing, and did not come up again. It was very lucky for him that he did not, as we got all the rifles out and loaded, so that if he had attempted to show his nose, he would have got the worst of it; but at the same time it gave us a great fright, as he seemed to have a big enough mouth to take any one of us in without the slightest inconvenience.

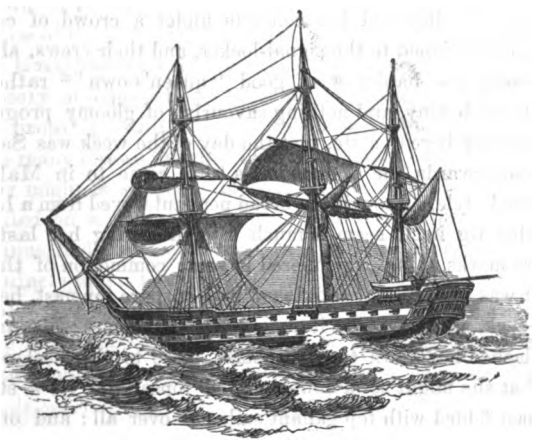
Another day, when we were steaming along the Borneo Coast, it came on to blow very hard. We saw a large prahus (boat), apparently in distress, and immediately bore up for her; and when we got alongside, the Chinese told us they were sinking fast, and that they had a cargo of twenty-two pigs aboard. So we baled her out, gave them a tow-rope, and got under weigh again; but we had not started five minutes before there was a shout for the life-boat's crew. I jumped into the boat, and saw the old prahus just going down, and all the Chinese men and pigs swimming about. We had pulled the bows right out of the boat. We managed to get the Chinese safely on board, but we had such trouble to catch piggy; a great many of them went down, but I picked up a few in my boat, and some were picked up alongside the ship as they swam towards her. Some of the men went over in a bow-line, and picked them up. It must have been a fine feed for the sharks, as there were a great many knocking about at the time.

Before concluding, I should like to give you an idea of a Chinese dinner to which I was invited, at the house of a mandarin, at a place called Chung-chow, about twenty miles to the eastward of Hong Kong. We landed about ten in the forenoon, where we were met by the mandarin with an escort of soldiers, who attended us the whole time we were there. At twelve o'clock we

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sat down to dinner, the three Chinese gentlemen on one side of the table, and ourselves at the other end. We had very high stools to sit on, sitting cross-legged like tailors, so that we could reach to the centre of the table, where was placed a large bowl of boiled fish, from which each person helped himself with his chopsticks; on that being removed we had some fruit, then pigs' kidneys, then hard-boiled eggs, then cat, then came back to fruit, then shrimps, and so it went on for about thirty different dishes, and the whole was washed down with a wine they called sam-shoo, which reminds you of a very bad mixture of gin and turpentine. After finishing dinner, the mandarin kindly sung us a song, which, of course, we did not understand. Shortly after the party broke up, and we were very glad to return to our ships, as I do not think their style of living quite agreed with us. Hoping this slight narrative may prove interesting to some of your readers, I beg to remain, yours, &c.,

AN OLD BLUE, R.N.



SAILING ON A FRIDAY.

FRIDAY, although it be considered an unlucky day in our Christian, more especially the Roman Catholic calendar, has an actual fatality (strange to say) attached to it on our naval Log-book.

No one can deny that certain vessels may have experienced disasters, or even come to an untimely end, which have been proved to have weighed their anchor on a Friday, as on other days of the week. We seldom, however, hear how many escape, scot-free, who set the laws of fatality at defiance, and make a habit of sailing with the first fair wind.

One of the most successful among our Anti-Slavery cruisers, it is said, made it a point, whenever his duty permitted, to start upon his cruise on a

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Friday. What he lost by his presumption, is not shown; what he gained is best seen by the records of the Admiralty, and the balance-sheets at his prize-agents. To follow up the absurdity of the superstition, I will give a characteristic sketch:

"The loud wind never reach'd the ship,
Yet now the ship moved on;
Beneath the lightning and the moon,
The dead men gave a groan.

"The helmsman steer'd, the ship moved on,
Yet never a breeze up blew;
The mariners all 'gan work the ropes,
As they were used to do." *Ancient Mariner.*

The merry sounds of the bell striking eight, associated with visions of ship's good cheer, served to stimulate the efforts of the marines at the capstan of a ninety-gun ship, bearing the broad pendant of a gallant Commodore, and to convert the measured stamp into a good round trot. In a few minutes the anchor was at the bows, the ship and her consorts under a crowd of canvas, their dinner pendants consigned to the signal-locker, and their crews, shortly afterwards, discussing the hardness of good "queen's own"* rather than the hardships of their destiny, and nothing savouring of gloomy prognostications. It may be necessary here to state, that the day of the week was Saturday.

A few days afterwards, the Commodore's ship came to in Malta harbour, in her usual good style, although the broad pendant waved from a less dignified position, and her rig itself seemed much altered during her last cruise; in short, she bore marks of having suffered in some commotion of the elements: her mainmast was jury-rigged, and fished by her spare topmast, being stepped on the main-deck, and lashed to it among smaller spars; her maintopmast pointed, and lashed low down the mainmast, close to the heel of the other topmast, so that she might set a double-reefed topsail on it; a stump main-top gallant mast fidded with top gallant sails set over all; and on the truck was displayed the broad pennant, still unsubdued, and floating over a piece of undeniable seamanship.

She had been struck by lightning on her passage; and although on fire aloft, her mainmast scorched to the very heart, and its hoops burst off, and her magazine reported full of smoke, the electric fluid passed out; the injuries during its progress being limited to the loss of two men, besides the damaged masts. All the knotty pieces of seamanship aloft being completed, then commenced, among the messes on the lower deck, the discussion of a knotty point of metaphysics, as to whether the ship could not be proved to have sailed on a Friday.

One party, possessed of a little scientific lore, maintained that, since a ship

* Ship's beef.

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progressed by the aid of astronomical observations, the astronomical day, commencing and ending at noon, was the one to be taken as the standard; and, therefore, that the ship having commenced getting under weigh before noon on the Saturday, actually sailed on Friday. Another would have it that the figures on the ship's log commenced and ended at midnight, and that the log-day, and not the astronomical (since the former was used actually for making the ship's progress), must be taken into the view. That, therefore, the ship, whether she tripped her anchor a little before or a little after noon on Saturday (no matter which), did actually sail on a Saturday; and the "Friday fatality" could not bear on their late disaster. They could come to no understanding, and the matter was referred by the disputants to higher authority, when they received another light on the subject; they were told that, even supposing the log party and the astronomical party to be both right, there being a doubt as to whether the anchor was out of the ground a few minutes before, or a few minutes after noon, another calculation was required; that a ship at anchor made it noon according to the mean time of the place, but that once under weigh, the time by the sun, or apparent time, was observed; between these there was a marked difference.

The mystery of equation of time fairly floored Jack, and he retreated, impressed, probably, with the wholesome conviction that, in cases where there are so many straws to split, the laws of fatality are not to be unravelled and (as they might be supposed to bear on the late casualty) that, whether his ship sailed on a Friday or Saturday, he owed much to a merciful Providence; since, had the electric fluid done its work, a portion of the armament of a proud ninety might have been fished up on the shores of Sicily, and, like the guns blown up in the poor 'Ajax,' still visible on the island of Tenedos, would have alone served to remind future generations of the untimely end of the gallant Commodore and his devoted crew.—*Casualties Afloat.*

DR. KANE'S ARCTIC EXPLORATIONS.*

THE ties which bind the United States to the mother-country are many and strong; and one of the most endearing is the record of the Grinnell Expeditions sent out in search of Sir John Franklin. We have perused and reperused, with extraordinary interest and admiration, the record of Dr. Kane, who with his brave companions endured a long imprisonment in the icy regions, for one of the highest purposes which can engage the attention, inspire the courage, and occupy the energies of men. Their mission was not a scientific investigation. They went not to enlarge the boundaries of human knowledge, or to map out hundreds of miles of undiscovered territory, with the

* Two volumes published by Childs and Peterson, Philadelphia.

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additional items of specimens and drawings which go to make up the volumes, and enrich the treasures, of all travellers. Their mission was to discover, if possible, and succour and save their lost brethren, who read the same Bible, and prayed to the same Father in heaven. This is the undying charm of this eventful and thrilling narrative. The sufferings, the patience, the commanding ability, the never-failing resources of this commander and his men are in the superlative degree. Misfortunes made them great, and their losses only increased the wealth of their inventions.

"In the month of December, 1852," says Dr. Kane, "I had the honour of receiving special orders from the Secretary of the Navy, to conduct an expedition to the Arctic Seas in search of Sir John Franklin.

"I had been engaged, under Lieut. De Haven, in the Grinnell Expedition, which sailed from the United States in 1850 on the same errand; and I had occupied myself for some months after our return in maturing the scheme of a renewed effort to rescue the missing party, or, at least, to resolve the mystery of its fate. Mr. Grinnell, with a liberality altogether characteristic, had placed the 'Advance,' in which I had sailed before, at my disposal for the cruise; and the late Mr. Peabody, of London, the generous representative of many American sympathizers, had proffered his aid largely towards her outfit.

"Ten of our little party belonged to the U.S. Navy, the others were shipped by me for the cruise, and at salaries entirely disproportioned to their services: all were volunteers. All hands counted, we were seventeen at the time of sailing. The 'Advance' had been thoroughly tried, in many encounters with Arctic ice. She was a brigantine of 144 tons, intended originally for carrying heavy castings from an iron-foundry, but strengthened afterward with great skill and at large expense. She was a good sailer, and easily managed. We had five boats; one of them a metallic life-boat. Our equipment was simple, our store of provisions was chosen with little regard to luxury. We had a moderate wardrobe of woollens, a full supply of knives, needles, and other articles for barter, a large, well-chosen library, and a valuable set of instruments for scientific observations."

Leaving New York on the 30th May, 1853, the 'Advance' touched at St. John's, Newfoundland, and after receiving a noble team of Newfoundland dogs, the gift of Governor Hamilton, headed for the coast of Greenland.

"We entered the harbour of Fiskernaes on the 1st of July, amid the clamour of its entire population, assembled on the rocks to greet us. This place has an enviable reputation for climate and health. We found Mr. Lassen, the superintending official of the Danish company, a hearty, single-minded man, fond of his wife, his children, and his pipe. The visit of our brig was, of course, an incident to be marked in the simple annals of his colony; and even before I had shown him my official letter from the Court of Denmark, he had most hospitably proffered everything for our accommodation.

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"Feeling that our dogs would require fresh provisions, which could hardly be spared from our supplies on shipboard, I availed myself of Mr. Lassen's influence to obtain an Esquimaux hunter for our party. He recommended to me one Hans Cristian, a boy of nineteen, as an expert with the kayak and javelin; and after Hans had given me a touch of his quality, by spearing a bird on the wing, I engaged him. He was fat, good-natured, and except under the excitements of the hunt, as stolid and unimpressible as one of our own Indians. We found him very useful; our dogs required his services as a caterer, and our own table was more than once dependent on his energies.

"Bidding good-bye to the governor, whose hospitality we had shared liberally, we put to sea, on Saturday, the 10th, beating to windward in the teeth of a heavy gale."

Blinding ice-fogs, treacherous currents, and enormous bergs soon made their progress difficult and dangerous.

"*July* 29. Made loose ice, and very rotten; entered this ice, intending to work to the N.E. The breeze freshened off shore, breaking up, and sending out the floes, the leads rapidly closing. Fearing a besetment, I determined to fasten to an iceberg; and after eight hours of very heavy labour, warping, heaving, and planting ice-anchors, succeeded in effecting it. We had hardly a breathing spell, before we were startled by a set of loud crackling sounds above us; and small fragments of ice not larger than a walnut began to dot the water like the first drops of a summer shower. The indications were too plain; we had barely time to cast off before the face of the berg fell in ruins, crashing like near artillery.

"Our position in the meantime had been critical, a gale blowing off the shore, and the floes closing and scudding rapidly. We lost some 360 fathoms of whale line, which were caught in the floes, and had to be cut away to release us from the drift. It was a hard night for boatwork, particularly with those of the party who were taking their first lessons in floe navigation.

"*July* 30. Again moored alongside of an iceberg. We had a rough time in working to our present quarters; we drove into a couple of bergs, which carried away our jib-boom and shrouds, and destroyed one of our quarter-boats. Our brig went crunching along, and after a tortuous progress of five miles, arrested here and there by tongues which required the saw and ice-chisels, fitted herself neatly between two floes. Here she rested till towards morning, when the leads opened again, and I was able, from the crow's-nest, to pick our way to a larger pool some distance ahead.

"We passed the Crimson Cliffs of Sir John Ross in the forenoon of August 5th. The patches of red snow, from which they derive their name, could be seen clearly at the distance of ten miles from the coast. It had a fine deep rose hue; all the gorges and ravines in which the snows had lodged were deeply tinted with it. Late at night we passed Conical Rock, the most

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insulated and conspicuous landmark of this coast; an admirable day's run. We are standing along, with studding-sails set, and open water before us, fast nearing our scene of labour. We have already got to work sewing up blanket-bags, and preparing sledges for our campaigning on the ice.

"*August* 6. Cape Alexander and Cape Isabella, the headlands of Smith's Sound, are now in sight. On the right we have an array of cliffs, whose frowning grandeur might dignify the entrance to the proudest of the southern seas. I should say they would average from four to five hundred yards in height, with some precipices eight hundred feet at a single steep. They have been until now the Arctic pillars of Hercules; and they look down on us as if they challenged our right to pass. Even the sailors are impressed, as we move under their dark shadows.

"*August* 7. We are fairly inside of Smith's Sound. On our left is a capacious bay; and, deep in its north-eastern recesses, we can see a glacier issuing from a fiord. We knew this bay familiarly afterwards, as the residence of a body of Esquimaux with whom we had many associations; but we little dreamt then that it would bear the name of a gallant friend, who found there the first traces of our escape. As we neared the west end of Littleton Island, after breakfast this morning, I ascended to the crow's-nest, and saw, to my sorrow, the ominous blink of ice ahead. The wind had freshened for a couple of days from the northward; and if it continues, it will bring down the floes on us. My mind has been made up from the first that we are to force our way to the north as far as the elements will let us; and I feel the importance, therefore, of securing a place of retreat, that, in case of disaster, we may not be altogether at large. I determined to leave a cairn on Littleton Island, and to deposit a boat with a sup ply stores in some convenient place near it. The metallic life-boat was the only one I could spare. Selecting from our stock of provisions and field equipage such portions as we might by good luck be able to dispense with, and adding, with reluctant liberality, some blankets, we set out in search of a spot for our first depôt. We found such a place, after some cold rowing. We buried our life-boat with her little cargo. We placed along her gunwale, the heaviest rocks we could handle, and filling up the interstices with smaller stones and sods of andromeda and moss, poured sand and water among the layers. This, frozen at once into a solid mass, might be hard enough, we hoped, to resist the claws of the Polar bear. We found traces of Esquimaux, consisting of huts, graves, places of deposit for meat, and rocks arranged as fox-traps. They were evidently very ancient.

"*August* 9. It may be noticed among our little miseries that we have fifty dogs on board, the majority of whom are like 'ravening wolves.' To feed this family, upon whose strength our progress and success depends, is really a difficult matter. Two bears lasted the cormorants but eight days. They are ready to eat the caboose up; corn-meal or beans they disdain to touch, and

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salt junk would kill them. Accordingly, I started out this morning to hunt walrus. We saw at least fifty of these dusky monsters, and approached many groups within twenty paces. But our rifle-balls reverberated from their hides like cork pellets from a pop-gun target, and we could not get within harpoon distance of one. Later in the day, however, Ohlsen, climbing a neighbouring hill to scan the horizon and see if the ice had slackened, found the dead carcass of a narwhal, or sea-unicorn; a happy discovery, which has secured for us at least 600 lbs. of good fetid wholesome flesh. We built a fire on the rocks, and melted down his blubber; he will yield readily two barrels of oil.

"*August* 20. Blowing a perfect hurricane. We had seen it coming, and were ready with three good hawsers out ahead and all things snug on board. Still on it came heavier and heavier, and the ice began to drive more wildly than I thought I had ever seen it. One after the other the hawsers parted, and there was but one thing left for us—to keep in some sort the command of the helm, by going freely where we must otherwise be driven. We allowed her to scud under a reefed foretopsail; all hands watching the enemy. At seven in the morning, we were close upon the piling masses. We dropped our heaviest anchor with the desperate hope of winding the brig; but there was no withstanding the ice-torrent that followed us. We had only time to fasten a spar as a buoy to the chain, and let her slip. So went our best bower! Down we went upon the gale again, helplessly scraping along a lee of ice seldom less than thirty feet thick; one floe, measured by a line as we tried to fasten to it, more than forty. One upturned mass rose above our gunwale, smashing in our bulwarks and depositing half a ton of ice in a lump upon our decks. Our staunch little brig bore herself through all this wild adventure as if she had a charmed life. But a new enemy came in sight ahead. Directly in our way, was a group of bergs. We had no power to avoid them; and the only question was, whether we were to be dashed in pieces against them, or whether they might not offer us some providential nook of refuge from the storm. Coming under the lee of a lofty berg, we lost our headway. Almost at the same moment, we saw that the bergs were not at rest; that with a momentum of their own, they were bearing down upon the other ice, and that it must be our fate to be crushed between the two. Just then a broad sconce-piece, or low-water-washed berg, came driving up from the southward. The thought flashed upon me of one of our escapes in Melville Bay; and as the sconce moved rapidly close alongside us, McGary managed to plant an anchor on its slope, and hold on to it by a whale line. It was an anxious moment! Our noble tow-horse, whiter than the pale horse that seemed to be pursuing us, hauled us bravely on; the spray dashing over his windward flanks, and his forehead ploughing up the lesser ice as if in scorn. The bergs encroached upon us as we advanced; our channel narrowed to a width of perhaps forty feet; we braced the yards to clear the impending ice walls. . . We passed clear; but

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it was a close shave—so close that our port quarter-boat would have been crushed if we had not taken it from the davits—and found ourselves under the lee of a berg, in a comparatively open lead. Never did heart-tried men acknowledge with more gratitude their merciful deliverance from a wretched death.

"The day had already its full share of trials; but there were more to come. A flaw drove us from our shelter, and the gale soon carried us beyond the end of the lead. We were again in the ice, scudding wildly through the half-open drift. Our jib-boom was snapped off in the cap; we carried away our barricade stanchions, and were forced to leave our little boat, with three brave fellows and their warps, out upon the floes behind us. A little pool of open water received us at last. It was just beyond a lofty cape that rose up like a wall, and under an iceberg that anchored itself between us and the gale. And here, close under the frowning shore of Greenland, ten miles nearer the Pole than our holding-ground of the morning, the men have turned in to rest."

Not much nearer the Pole did the valiant crew bring the noble 'Advance,' they rounded a bold headland, and, under very great difficulties, brought the ship into a bay which offered tolerable shelter. And now came fresh anxieties to the indomitable commander; he writes:

"*August* 26. My officers and crew are staunch and firm men; but the depressing influences of want of rest, the rapid advance of winter, and, above all, our slow progress, make them sympathize but little with this continued effort to force a way to the north. One of them, an excellent member of the party, volunteered an expression of opinion this morning in favour of returning to the south, and giving up the attempt to winter. . . I called them together at once in a formal council, and listened to their views in full." And immediately after we find all hands setting willingly to work to find the best possible shelter.

After an extensive survey, involving several days absence from the vessel, the journal says:

"I have seen no place, combining so many of the requisites of a good winter harbour, as the bay in which we left the 'Advance.' Near its south-western corner the wide streams and the watercourses on the shore promised the earliest chances of liberation in the coming summer. It was secure against the moving ice: lofty headlands walled it in beautifully to seaward; yet it was open to the meridian sunlight, and guarded from winds, eddies, and drift. The space enclosed was only occupied by a few rocky islets and our brig.

"We soon came in sight of her on our return march, as she lay at anchor, with her masts cutting sharply against the white glacier; and hurrying on through the gale, were taken on board without accident. My comrades gathered anxiously around me, waiting for the news. I told them in few words of the results of our journey, and why I determined upon remaining;

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and gave at once the order to warp in between the islands. We found seven-fathom soundings, and a perfect shelter from the outside ice; and thus laid our little brig in the harbour, which we were fated never to leave together—a long resting-place to her indeed, for the same ice is around her still.

"*September* 10. We have plenty of responsible work before us. The long 'night in which no man can work' is close at hand: in another month we shall lose the sun.

"*September* 11 (Sunday). To day came to us the first quiet Sunday of harbour life. We changed our log registration from sea-time to the familiar home series that begin at midnight. It is not only that the season has given to us once more a local habitation; but there is something in the return of varying day and night that makes it grateful to reinstate this domestic observance. We had our accustomed morning and evening prayers; and the day went by, full of sober thought, and, I trust, wise resolve."

All hands were busy—storing provisions, gathering moss, training dogs, preparing sledges for long journeys to the north, to deposit, in the first place, stores of provisions for the relief of parties to be sent out in early spring in search of Franklin and his crew.

"*December* 15. We have lost the last vestige of our midday twilight. We cannot see print, and hardly paper: the fingers cannot be counted a foot from the eyes. Noon-day and midnight are alike. In one week more, we shall reach the midnight of the year.

"The month of March brought back to us the perpetual day. We were not so pale as I anticipated; but the scurvy-spots that mottled our faces gave sore proof of the trials we had undergone. The great object of the expedition challenged us to a more northward exploration. My dogs that I had counted on so largely, the nine splendid Newfoundlanders and thirty-five Esquimaux, of six months before, had perished; there were only six survivors of the whole pack, and one of these was unfit for draught. Still they formed my principal reliance, and I busied myself in training them to run together.

"*March* 11. Our fuel is limited to three bucketfuls of coal a day, and our mean temperature outside is 40 degrees below zero. The carlines over head are hung with tubs of chopped ice, to make water for our daily drink. Our lamps cannot be persuaded to burn salt lard; our oil is exhausted; we have not a pound of fresh meat, and only a barrel of potatoes left. Not a man now, except two, is exempt from scurvy; and, as I look around upon the pale faces and haggard looks of my comrades, I feel that we are fighting the battle of life at disadvantage, and that an Arctic night and an Arctic day age a man more rapidly and harshly than a year anywhere else in all this weary world."

One of the most thrilling parts of the book is the account given of the rescue of an advance party.

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"*March* 31. We were at work cheerfully, sewing away at some moccasins by the blaze of our lamps, when, towards midnight, we heard the noise of steps above, and the next minute Sontag, Ohlsen, and Petersen came down into the cabin. Their manner startled me even more than their unexpected appearance on board. They were swollen and haggard, and hardly able to speak. Their story was a fearful one. They had left their companions in the ice, risking their own lives to bring us the news. Brooks, Baker, Wilson, and Pirrie were all lying frozen and disabled. Where? They could not tell. Somewhere in among the hummocks to the N.E.; it was drifting heavily around them when they parted. Irish Tom had stayed by to feed and care for the others, but the chances were sorely against them. It was in vain to question them further. They had evidently travelled a great distance, for they were sinking with fatigue and hunger, and could hardly be rallied enough to tell us the direction in which they had come.

"My first impulse was to move on the instant with an unencumbered party: a rescue, to be effective or even hopeful, could not be too prompt. What pressed on my mind was, where the sufferers were to be looked for among the drifts. Ohlsen seemed to have his faculties more at command than his associates, and I thought that he might assist us as a guide; but he was sinking with exhaustion, and if he went with us we must carry him.

"There was not a moment to be lost, and as soon as we could hurry through our arrangements, Ohlsen was strapped on a sledge in a fur bag, his legs wrapped in dog-skins and eider-down, and we were off upon the ice. Our party consisted of nine men and myself. We carried only the clothes upon our backs. The thermometer stood at 78 degrees below the freezing point.

"A well-known peculiar tower of ice, called by the men the 'Pinnacly Berg,' served as our first land-mark; other icebergs of colossal size, which stretched in long beaded lines across the bay, helped to guide us afterwards; and it was not until we had travelled for sixteen hours that we began to lose our way. We knew that our lost companions must be somewhere in the area before us, within a radius of forty miles. Ohlsen, who had been for fifty hours without rest, fell asleep as soon as we began to move, and awoke now with unequivocal signs of mental disturbance. It became evident that he had lost the bearings of the icebergs, which in form and colour endlessly repeated themselves; and the uniformity of the vast field of snow utterly forbade the hope of local landmarks. Pushing ahead of the party, and clambering over some rugged ice-piles, I came to a long level floe, which I thought might probably have attracted the eyes of weary men in circumstances like our own. It was a light conjecture, but it was enough to turn the scale, for there was no other to balance it. I gave orders to abandon the sledge, and disperse in search of footmarks. We raised our tent, placed our pemmican in *cache*,

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except a small allowance for each man to carry on his person; and poor Ohlsen, now just able to keep his legs, was liberated from his bag. The thermometer had fallen by this time three degrees, and the wind was setting in sharply from the N.W. It was out of the question to halt; it required brisk exercise to keep us from freezing. I could not even melt ice for water; and, at these temperatures, any resort to snow for the purpose of allaying thirst was followed by bloody lips and tongue; it burnt like caustic.

"It was indispensable then that we should move on, looking out for traces as we went. The strange manner in which some of us were affected I now attribute as much to shattered nerves, as to the direct influence of the cold. Men like McGary and Bonsall, who had stood out our severest marches, were seized with trembling fits and short breath; and in spite of all my efforts to keep up an example of sound bearing, I fainted twice on the snow.

"We had been nearly eighteen hours out without water or food, when a new hope cheered us. Hans, our Esquimaux hunter, thought he saw a broad sledge track. The drift had nearly effaced it. But, as we traced it on to the deep snow among the hummocks, we were led to footsteps; and following these with religious care, we at last came in sight of a small American flag fluttering from a hummock, and lower down a little banner hanging from a tent-pole hardly above the drift. It was the camp of our disabled comrades; we reached it after an unbroken march of twenty-one hours. The little tent was nearly covered. As I crawled in, and, coming upon the darkness, heard before me a burst of welcome gladness that came from the four poor fellows stretched on their backs, and then for the first time the cheer outside, my weakness and my gratitude together, almost overcame me. 'They had expected me; they were sure I would come!'

"We were now fifteen souls; the thermometer 75 degrees below the freezing point; and our sole accommodation a tent barely able to contain eight persons; more than half our party were obliged to keep from freezing by walking outside while the others slept. We could not halt long, Each of us took a turn of two hours' sleep, and we prepared for our homeward march. We took with us nothing but the tent, furs to protect the rescued party, and food for a journey of fifty hours. Everything else was abandoned. Two large buffalo-bags, each made of four skins, were doubled up, so as to form a sort of sack, lined on each side with fur, closed at the bottom but opened at the top. This was laid on the sledge; the tent smoothly folded, serving as a floor. The sick, with their limbs sewed up carefully in reindeer-skins, were placed upon the bed of buffalo-robes in a half-reclining posture; other skins and blanket-bags were thrown above them, and the whole litter was lashed together, so as to allow but a single opening opposite the mouth for breathing. This cost us a good deal of time and effort; but it was essential to the lives of the sufferers. It took us no less than four hours to strip and refresh them, and then to em-

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balm them in the manner I have described. Few of us escaped without frost-bitten fingers. A slight wind added to the severity of the cold.

"It was completed at last, however; all hands stood round; and, after repeating a short prayer, we set out on our retreat. A great part of our track lay among a succession of hummocks. They were fearful tracks to disengage a limb from, for every man knew that a fracture or a sprain even, would cost him his life. We made, by vigorous pulls and lifts, nearly a mile an hour, but we were still nine miles from our half-way station, when, almost without premonition, we all became aware of an alarming failure of our energies. Bonsall and Morton, two of our stoutest men, came to me begging permission to sleep. They were not cold: the wind did not enter them now; a little sleep was all they wanted. Presently Hans was found nearly stiff under a drift; and Thomas, bolt upright, had his eyes closed, and could hardly articulate. At last John Blake threw himself on the snow, and refused to rise. They did not complain of feeling cold; but it was in vain that I wrestled, boxed, ran, argued, jeered, or reprimanded,—an immediate halt could not be avoided.

"We pitched our tent with much difficulty. Our hands were too powerless to strike a fire; we were obliged to do without water or food. Even the whiskey had frozen at the men's feet, under all the coverings. We crowded the men inside the tent, and leaving the party in charge of McGary, with orders to come on after four hours' rest, I pushed ahead with Godfrey, who volunteered to be my companion. My aim was to reach the halfway tent, and thaw some ice and pemmican before the others arrived. The floe was of level ice, and the walking excellent. We kept ourselves awake by imposing on each other a continued articulation of words; they must have been incoherent enough. I recall these hours as among the most wretched I have ever gone through: we were neither of us in our right senses, and retained a very confused recollection of what preceded our arrival at the tent. We both of us, however, remember a bear, which walked leisurely before us, and tore up as he went a jumper, that McGary had improvidently thrown off the day before. He tore it into shreds and rolled it into a ball, but never offered to interfere with our progress. Godfrey had a better eye than myself; and, looking some miles ahead, could see that our tent was undergoing the same unceremonious treatment. I thought I saw it too, but we were so drunken with cold, that we strode on steadily, without quickening our pace. Our approach saved the contents of the tent. We had great difficulty in raising it. We crawled into our reindeer sleeping-bags, without speaking, and for the next three hours slept on in a dreaming but intense slumber. When I awoke, my long beard was a mass of ice, frozen fast to the buffalo-skin: Godfrey had to cut me out with his jack-knife. Four days after our escape, I found my woollen comfortable with a goodly share of my beard still adhering to it. We were able to melt water, and get some soup cooked before the rest of our party arrived: it

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took them but five hours to walk the nine miles. They were doing well, and in wonderful spirits. All enjoyed the refreshment we had got ready: the crippled were repacked in their robes, and we sped on. But it required desperate efforts to work our way—literally desperate, for our strength failed us anew, and we began to lose our self-control. We could not abstain any longer from eating snow: our mouths swelled, and some of us became speechless. Happily the day was warmed by a clear sunshine; otherwise, we must have frozen. Our halts multiplied, and we fell half-sleeping on the snow. I could not prevent it. Strange to say, it refreshed us. I ventured upon the experiment myself, making Riley wake me at the end of three minutes; and I felt so much benefited by it that I timed the men in the same way. They sat on the runners of the sledge, fell asleep instantly, and were forced to wakefulness when the three minutes were out.

"By eight in the evening the sight of 'Pinnacly Berg' revived us. Brandy had already been served out in table-spoonful doses. We now took a longer rest, and a last but stouter dram, and reached the brig at one p.m., we believe without a halt.

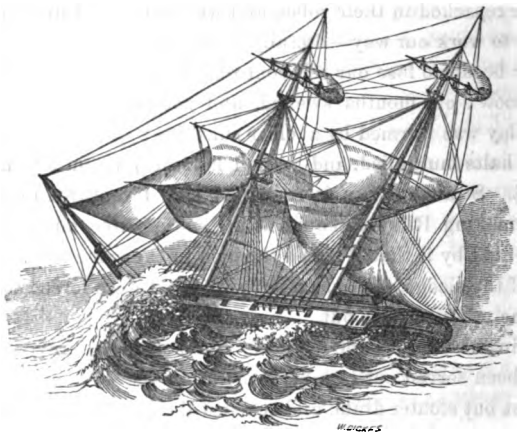
"I say *we believe;* and here perhaps is the most decided proof of our sufferings; we were quite delirious, and had ceased to entertain a sane apprehension of the circumstances about us. We moved on like men in a dream. Our footmarks seen afterwards showed that we had steered a bee-line for the brig. It must have been by a sort of instinct, for it left no impress on the memory. Bonsall was sent staggering ahead, and reached the brig, God knows how, for he had fallen repeatedly at the track lines; but he delivered with punctilious accuracy the messages I had sent by him to Dr. Hayes. Two of the party underwent amputation of parts of the foot, and two died in spite of all our efforts. This rescue party had been out for seventy-two hours, We had halted in all eight hours, half of our number sleeping at a time. We travelled between eighty and ninety miles, most of the way dragging a heavy sledge, The mean temperature of the whole time, including the warmest hours of three days, was at minus 41 degrees. We had no water except at our two halts, and were at no time able to intermit vigorous exercise without freezing."

Here for the present we must take leave of the noble Dr. Kane and his brave companions, who despite disaster, and hope long deferred, still hoped to gain some traces of Sir John Franklin and his one hundred and thirty-six picked men.

(*To be continued.*)

"She does no work by halves, yon raving ocean;
Ingulfing those she strangles, her wild womb
Affords the mariners whom she hath dealt on,
Their death at once, and sepulchre."

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FALLEN OVERBOARD IN A STRONG BREEZE.

"SEND for boy, O——!" exclaimed the zealous first-lieutenant of as smart and happy a little brig as ever walked the waters (one where the system of the last man up from below was in full force), as the boatswain, with a triumphant smile on his countenance, deposited a bundle of half-washed and soaked frocks and trousers at the feet of his superior, and pointed exultingly to the initials thereon displayed. In vain, on the morning succeeding each washing night, had the latter hitherto pursued his occupation of weeding the hull of certain articles of clothing hung up, in defiance of all order, about the bowsprit, and without leading to the detection of the offending parties, till the morning in question, when, by certain marks, he exultingly anticipated the culprit being identified and brought to account. "Where's boy, O——? Corporal, hurry him up!" reiterated the first-lieutenant. The non-commissioned officers of the fleet would have been insufficient for the task. The poor lad had been hurried away to render up his last account at a higher tribunal, some hours before. The precise time none could tell, and the only clue to his fate were the clothes themselves. He must have fallen from the bows, and the brig passed over him.—*Casualties Afloat.*

A PRINCELY GIFT.—A writer in the *Times*, alluding to the obituary notice of the late Earl of Lonsdale, stated a fact connected with the past history of the Lowther family which is worth mentioning. It is reported in the *Universal Magazine* for September, 1782, under the title of "Present to the King;" and after some opening reflections upon the decay of patriotism in England, the writer thus proceeds :—

"Sir James Lowther, Bart. (we publish the name of the gentleman at length, as it would be unjust to the people not to let them know their benefactor), on Friday, the 7th instant, waited on Lord Keppel, and, having expressed his concern that the county subscriptions for building ships of war were not carried on with greater spirit, requested his Lordship to present his humble duty to the King, and at the same time to request His Majesty would accept of a MAN-OF-WAR, mounting SEVENTY-FOUR GUNS, completely *manned, rigged, victualled,* and fitted for action;

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the whole expense to be paid out of his own private fortune. Lord Keppel, astonished at such an unexampled instance of magnanimity, remained for a few moments silent. At length he assured Sir James that the matter should instantly be laid before the King. This was accordingly done, and the proposition acceded to in the most elegant manner by the Sovereign."

The writer's concluding remarks upon this princely gift may be considered not uninteresting, even at the present time. He says:—

"When we consider that the expense of building and fitting such a ship for action cannot be less than SEVENTY-FOUR THOUSAND POUNDS, we may venture to assert that a higher instance of public virtue cannot be found in the history of this or any other country. If the nobility have any grace, wisdom, or understanding, which is every day prayed for in the churches, they will instantly follow the example of this elevated character, instead of daily wasting thousands in idle dissipation."

In the following month (October) there are some verses addressed to Sir James Lowther. The opening lines draw a contrast between the degenerate sons of Albion in 1782, as compared with what Britons once were, allude to the decay of "patriot fire," &c., and thus conclude:—

"Thou, Lowther, hast reviv'd the dying flame,
And by the act immortalis'd thy name!
Proud Gallia now shall hear, and hear with dread,
The great, the glorious effort thou hast made;
And all her base allies shall trembling hear
The thunder of the LOWTHER MAN-OF-WAR."

MORAL COURAGE IN THE NAVY.—Few men have exercised a wider, because unconscious, influence on the Naval profession than the late Vice-Admiral James H. Cockburn, whose sudden death at Calcutta whilst Commander-in-Chief in the East Indies, was recently recorded. The gallant officer was not, perhaps, distinguished in any remarkable degree above his brethren in any of the many branches of professional distinction; yet it may be said of him that few deceased officers have taken with them to their new home more approved tokens of good influence in the Navy, likely to earn the desired commendation, "Well done, good and faithful servant." The one quality for which the late gallant Admiral will be remembered was the possession of a very rare attribute in a Naval officer, that of moral courage. He had, in former days, dared to be singular in a profession where individuality is restrained within well-defined limits, by the general consent of a remorseless public opinion. His daring was the more noteworthy, that his singularity had reference to a matter in which Naval public opinion would not then accord the slightest toleration, viz., in religion. It was of no consequence that the *Gazette* had recorded that Cockburn had "distinguished himself by his officer-like, cool, and steady conduct under fire" on the coast of Syria, or that the Admiralty had marked their sense of his gallantry by promotion. Cockburn was a religious man, and that was enough to cover his name with obloquy and reproach, to procure him, besides the usual cant appellations, the strongest stigma in the Naval vocabulary, that of being "no officer," and "no seaman."

We never heard that Cockburn's religion was of a very aggressive character; or that he followed the example of that prince of seamen, the renowned arctic navigator, Sir Edward Parry, who took great pains to instruct his subordinates in their religious duties. But it was sufficient that, like James Hillyar, of the 'Phœbe,' Nisbet Willoughby, James Gambier, of the 'Defence,' John Franklin, and many other distinguished men of whom the Navy is now proud, he should stand forth alone as an avowed disciple of his Divine Master, to incur the obloquy and reproach, which in their own days covered those heroic

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men with the ridicule and scorn of their comrades. Cockburn outlived hard names and shallow revilings, but his bold example was not lost upon even those who most bitterly resented it. In far-distant seas, where home influences and outside public opinion are unfelt, and Englishmen feel at liberty to throw off the restraint which decency and respectability put upon those whose religion in England is simply the homage which vice pays to virtue, there Cockburn's moral courage stood unmoved the fiery test to which it was put.

In more recent times, when personal devotion to the Deity met with less hostility, we find Admiral Cockburn speaking at the London meeting of the Royal Naval Scripture Readers' Society; and in his recent command he distributed amongst the East Indian Squadron some thousands of pocket cards with private prayers for the use of seamen, published by Griffin & Co., of which some 70,000 have reached the hands of seamen through Naval chaplains and officers, during the last two years. But we understand that it was rather by his fearless example of ever acknowledging in his daily acts the high and holy principles which governed his life, that this good officer exercised the most wide, though unconscious, influence, over those with whom he was brought into contact. We refer to his example the rather because much of the good influence exercised by other religious officers has been attributed to brilliant intellectual qualities to which Admiral Cockburn could lay no claim. What he did, others, with similar moral courage, could emulate.—*Naval and Military Gazette.*

THE GULF STREAM.—From a lecture by Mr. S. H. Miller, F.R.A.S., Hon. Agent of the Shipwrecked Mariners' Society at Wisbeach, we extract the following interesting remarks:—We shall now direct our attention to the Gulf Stream, which takes its name from the Gulf of Mexico, —not that it really takes its rise there, perhaps we may trace it back to the Indian Ocean,—but let us assume that it begins with the equatorial current, in that part of the ocean under the tropics, where the waters become greatly heated; this current takes a westerly direction from the west coast of Africa, flows across the ocean, strikes South America, and splits into two streams off Cape St. Roque, one passes down the Brazilian coast, the other runs N.W. to the Caribbean Sea, and with a force so great as not to be impeded by the powerful stream from the Amazon, and, passing the island of Trinidad, it receives the waters of the Orinoco, which accelerates its motion. The length of this current from the African coast to the Caribbean Sea is 4,000 miles, its breadth from 160 to 450 miles. Entering the Mexican Gulf it becomes more heated, more salt, and of a deeper blue colour; taking the circuit of this Gulf it emerges through the Straits of Florida as the Gulf Stream, its velocity then is 80 miles a day, its temperature 86 deg., which is 9 or 10 deg. above that of the ocean; it passes along the shores of the Southern States of North America, and gradually spreads itself out into diverging streams; it touches the banks of Newfoundland, and approaches the shores of Europe. This N.E. branch flows on until it meets the polar currents between Spitzbergen and Nova Zembla. It thus greatly protects the shores of Norway from icebergs of the polar current.

It is calculated that the amount of heat discharged over the Atlantic from the waters of the Gulf Stream, in a winter day, would be sufficient to raise the whole column of the atmosphere that rests upon France and the British Islands, from the freezing point to summer heat. Further, in order to show the influence of this stream, let us take one isothermal line, that of 40 deg. F. By referring to the map which

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we exhibited, we see that as we cross the continent of America, the mean temperature of 40 deg. descends from about 62 deg, latitude to about 47 deg., passes Newfoundland, runs up parallel with the Gulf Stream to the south of Iceland, then crosses the centre of Scandinavia, leaves St. Petersburg to the north, and passing across Asia descends nearly as far as 50 deg. latitude. The influence of the Gulf Stream appears to me most conclusive when we consider how far north this line of 40 deg. is pushed. But this N.E. branch of the Gulf Stream is lost amid the icy floes of the Arctic region. There is no evidence that it returns by the coast of Norway. The Gulf Stream then does not enter the German Ocean, either as a return current, or from the south through the English Channel; for it would be prevented from entering the latter by Rennel's Current, which commences near Cape Finisterre, runs along the coasts of Spain and France, and traverses the English and Irish Channels, touching the Scilly Islands, onwards to Cape Clear it enters the ocean, and returns by the North African current. Thus in the Eastern Coast of England we receive no direct modifying influence from the Gulf Stream through our proximity to the sea. It is when the S.W. wind blows that its heat is distributed over these coasts.

Here we cannot omit the subject of general oceanic circulation, at present under discussion in the scientific world. In 1869 and 1870 two government vessels, the 'Porcupine' and 'Lightning,' were fitted out for scientific expeditions. Dr. Carpenter and others went out in these ships to make deep-sea dredgings, and, to investigate the ocean beds, temperature soundings were made, and in the channel between the north of Scotland, the Orkney and Shetland Islands, and the Faroes, which channel is 600 or 700 fathoms deep, there is an upper stratum of water, whose temperature is higher than the normal of the latitude, a lower stratum whose temperature ranges as low as 32 deg. or 29½ deg., and a stratum of intermixture between the two, in which the temperature falls as much as 15 deg. in 100 fathoms. Similar results were obtained off the coast of Portugal.

Very recently Commander Chimmo has found near the Equator, where the surface temperature ranges between 80 deg. and 90 deg., that 1,806 fathoms deep it is only 35 deg., and 2,300 fathoms, 33½ deg. Yet in the Mediterranean it has been found that below 100 fathoms there is almost a uniform temperature. From these and other observations Dr. Carpenter has concluded that the superheated waters of the torrid regions have a general overflow towards the poles, and that there is a cold under current from the poles towards the Equator. This warm overflow may thus supplement the Gulf Stream, and greatly modify the climate of northern or southern regions. If therefore the Gulf Stream were cut off, though I am not certain it could be, even if South America were severed from North, there would still remain to us this benignant general overflow to bring warmth to those who were so humanely designed "to be left out in the cold."

LIFE-PRESERVING MATTRESSES.—Rear-Admiral A. P. Ryder has submitted to the Admiralty that mattresses stuffed with granulated cork, such as are occasionally in use in passenger ships, might be substituted for hair mattresses in Her Majesty's Service with considerable advantage, not only on account of their great buoyancy, but even owing to their economy in first cost. The horsehair mattresses have no permanent buoyancy. A mattress made with rib pieces and stuffed with 11lb. of granulated cork will float an iron weight of 60lb., and the buoyancy has been found to be very slightly diminished after twenty-four hours' immersion. The

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horsehair mattress sinks in a few minutes with a 6lb. weight. The cork mattress would float three men with their clothes on, with their collar-bones just above water; one man, if alone, would be floated with his arms, shoulders, and chest above water. If two hammocks are lashed or toggled together, either before or after the men are in the water, the latter can float between them with an arm over each hammock; and the two hammocks can be steered by the hands while the raft is propelled by the feet away from the sinking ship. Ordinarily there could be only two men to two hammocks; but six men, if they are self-possessed and have been exercised in "hammock-floating drill," could be supported by two hammocks.

A man inside the circle of his hammock (the two ends being toggled together), seeing no immediate prospect of assistance, could easily cut the nettles of the two clews and knot the nettles together so as to make a long meshed net, with the ends of the laniards secured to each side of his hammock raft; and, sitting in this net with his chest out of water, he could not sink. Now that the cork is granulated by machinery, and with rib pieces inserted to prevent the cork moving, the mattresses are found quite comfortable to sleep upon. They are supplied to the Russian Navy, and nearly the whole of a frigate ship's company was recently saved by their means after a collision. It has been stated by an officer of rank, who was in the 'Bombay' when she was burnt off Montevideo a few years ago, and above 100 marines and many boys were drowned, that all the ship's company might have been saved by the hammocks, if these had been buoyant. These cork mattresses might save life not only in case of shipwreck or danger of sinking from collision, but also in time of war, in the event of a ship being rammed, or being injured by shot, shell, or torpedoes. The lives of British men-of-war seamen are very valuable at such a time. But if the question of expense is to be raised, it is to be observed that at present the cork are not half the price of the horsehair mattresses.

TERRIBLE CONSEQUENCES OF INTEMPERANCE AT SEA.—"One distressful instance, among the numbers that will hereafter be brought to light, occurred within my own observation. A collier brig was stranded on the Yorkshire coast, and I had occasion to assist in the interesting, but distressing service of rescuing a part of the crew, by drawing them up a vertical cliff, two or three hundred feet in altitude, by means of a deep-sea lead line, the only rope that could be procured. The first two men who caught hold of this slender line were hauled safely up the frightful cliff; but the next, after being drawn to a considerable height, slipped his hold and fell; and with the fourth and last, who ventured upon this only chance of life, the rope gave way, and he also was plunged into the foaming breakers beneath. Immediately afterwards the vessel broke up, and the remnant of the ill-fated crew, with the exception of two who were washed into a cavern in the cliff, perished before our eyes.

But what was the cause of this heart-rending event? Was it stress of weather, or bewildering fog, or unavoidable accident? No! It arose entirely from the want of sobriety; every sailor, to a man, being in a state of intoxication. The vessel, but a few hours before, had sailed from Sunderland; the men being drunk, a boy, unacquainted with the coast, was intrusted with the helm; he ran the brig upon Whitby Rock, and one half of the miserable, dissipated crew awoke to consciousness in eternity! To this solitary instance I might add many more; but this must suffice, both as to illustration and proof. —*Rev. Dr. Scoresby's Discourses to Seamen.*

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COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.

For the "Shipwrecked Mariners' Society."

	£	s.	d
ARKLOW.—Sermon in Inch Church, per Rev. Gibson Black	3	12	6
BLAKENEY. — Sermon in Langham Church, per Rev. P. M. Randall (Vicar)	2	18	10
COWES. — Collected in boxes at the "Gloster" and "Fountain" Hotels, per Mr. Thomas Jones	2	5	6
DUNDEE. — John Clark, Esq., per Hon. Agent	50	0	0
FOWEY.—Sermon in the Parish Church, being Thanksgiving collection for the recovery of H.R.H. the Prince of Wales, per Rev. H. N. Purcell, M.A. (Vicar), (Life Mem.)	6	2	9½

GUILDFORD. — Captain Campbell, H.M.I.N., of Guildford, addressed a crowded audience at Merrow recently, on behalf of the "Shipwrecked Mariners' Society," whose cause was on that night at least efficiently aided by the boisterous and inclement weather. The Rev. J. A. Bowles presided. The gallant captain took for the subject of his lecture "Wanderings in Egypt," which he illustrated by very fine photographs by Professor Smyth. The lecture was listened to with deep attention and great interest, and the lecturer was frequently applauded. In conclusion he said that during the year, 2,000 wrecks had taken place on our coast, and 4,000 poor seamen had been relieved by the Society on whose behalf he spoke. In asking the audience to remember the brave men who were serving them at sea, he would remind them that Nelson once said England expected every man to do his duty, and he besought them to do theirs now. The Chairman moved a vote of thanks to Captain Campbell, which was arried unanimously.

	£	s.	d.
HARRINGTON.—Sermon in Church, per Rev. A. F. Curwen (Life Gov.)	5	12	2½
KINCARDINE.—Sermon in Free Church, per Rev. J. W. Laurie	5	5	0
KIRKWALL.—Sermon in U. P. Church, per Rev. M. Stewart (Free Church)	3	7	0
LEAMINGTON. — Collected by Miss Brenton, proceeds of work sold	3	0	0

LONDON.—The following contributions have been recently received, viz.:—

For Fishermen and Seamen's Christmas dinner, per Mrs. Boaden, Brighton	1	0	0
His Grace the Duke of Devonshire	50	0	0
Trustees of the late John Thorngate, Esq., per Henry Compiegné, Esq., Stokes Bay, Hants (Annual)	70	0	0
Mrs. Cholmley	100	0	0
Goldsmiths' Company	50	0	0
London Assurance Corporation, Governors of	25	0	0
Grocers' Company	50	0	0
Nehemiah Griffiths, Esq.	21	0	0
Royal Exchange Assurance Company, Governors and Directors of	50	0	0
Lady Jane Bourchier	20	0	0
E. P. Rothwell, Esq.	20	0	0
Mrs. Henry Kemble	25	0	0

The following legacies have also been announced or paid, viz.:—

Mrs. Charlotte Phillips, of Haverfordwest	50	0	0
Mrs. Francis Fitch, of Bath	100	0	0
Mrs. Penelope Osborne, of Scarborough	50	0	0
Mrs. Eleanor Dixon, of Whitehaven	19	19	0
Miss Gover, of Pimlico	100	0	0

MANCHESTER. — Collection in St. John's Sunday School,

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	£	s.	d.
Gartside, per Richard Hanley, Esq.	2	3	0
PETWORTH. — Sermon in Parish Church on the National Thanksgiving, per Rev. F. R. Stratton	2	2	9

POCKLINGTON.—A public meeting was held in the Oddfellows' Hall, December 16, Lord Muncaster in the chair. His Lordship and Mr. A. M. Gillham, travelling secretary, having addressed the meeting, Admiral the Hon. Arthur Duncombe moved:—"That the meeting, having heard the statement of Lord Muncaster, and of the travelling secretary, expresses its sympathy in the cause advocated by them, and its confidence in the 'Shipwrecked Mariners' Society,' and pledges its cordial support." The Rev. F. J. Gruggen seconded the motion, and it was agreed to unanimously. On the motion of Mr. C. A. Darley, Stamford Bridge, seconded by Dr. Watmough, Pocklington, a vote of thanks was accorded to Lord Muncaster for presiding. It was announced by Mr. Gillham that Lord Muncaster had given a donation of £20, Lord Herries, who was unable to be present, £10, and Admiral the Hon. A. Duncombe, £5. Several donations of £1 each, and annual subscriptions of the same amount, were also announced to the amount of £41. The meeting was most successful.

	£	s.	d.
PORTSMOUTH. — Collected on board H. M. Ship 'Serapis,' per Rev. H. W. Millett	1	8	0
RUNCORN.—Collection at St. Luke's Independent Sunday School	0	7	6
SALISBURY.—Proceeds of a Concert at Salisbury, per Ven. Archdeacon Hony	21	0	0
Proceeds of a Concert at Nunton, per Ven. Archdeacon Hony	2	1	6
SILLOTH. — Sermon in Christ Church, per Rev. Francis Redford (Rector)	2	1	8
STIFFKEY AND WELLS.—Sermon in Stiffkey Church, per Rev. R. B. Brereton	1	12	0

SUNDERLAND.—At a meeting of the Sunderland Shipowners' Association, on the 29th January, it was resolved, "That looking at the national importance of the work undertaken by the 'Shipwrecked Fishermen and Mariners' Royal Benevolent Society,' this meeting approves of the Collector of Customs receiving a toll of 6d. upon all outward bound vessels, and further considers that looking at the large amount annually disbursed by the Society for the relief of shipwrecked persons, and the widows and orphans of drowned seamen within the port of Sunderland, the shipowners be invited to contribute this sum on clearing their vessels at the Custom House."

REWARDS FOR SAVING LIFE ON THE HIGH SEAS.

THE following reward was granted by the "Shipwrecked Mariners' Society" during the past quarter, viz.:—

February the 9th.—Captain the Hon. Francis Maude, R.N., V.P., in the chair.

The application of John Coventry (a coloured seaman), for a reward for gallant and humane conduct in his efforts to save the lives of the crew of the 'Virgilia,' of Jersey, wrecked on a reef on the N.W. coast of Formosa, was considered.

It appeared, by the testimony of the Captain, that John Coventry, in his exertions to save the lives of his shipmates, had risked his own, and had otherwise shown very commendable conduct.

It was therefore resolved, by a motion from the chair, that a gratuity of £5 be awarded him, as a mark of the Committee's appreciation of his services.

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REWARDS FOR SAVING LIFE ON THE COASTS.

THE following are the rewards granted by the "Royal National Life-boat Institution," during the past quarter.

January 4th.—Thos. Chapman, Esq., F.R.S., V.P., in the chair.

The thanks of the Institution, inscribed on vellum, were voted to Mr. Samuel Philp, boatman, in Her Majesty's Coast-guard at Bude, Cornwall, in acknowledgment of his meritorious conduct on the occasion of the Bude life-boat rendering assistance to the distressed yacht, 'Hattie,' of Cromer.

Rewards, to the amount of £298, were also granted to the crews of various life-boats for going out on service during the past month. The Pakefield No. 2 life-boat went off during a gale of wind and squalls of snow, and saved the crew of eleven men from the fishing lugger 'Musselburgh,' of Lowestoft, which had gone ashore to the south of that harbour. At about the same time the life-boat at Palling was happily instrumental in bringing ashore the crew of four men from the schooner 'Samuel and Ann,' of Yarmouth, which became a total wreck at Horsey, on the Norfolk coast. The sea was making a complete breach over the vessel when the crew were taken off. The Great Yarmouth No. 1 life-boat went off to the brig 'Champion,' of Shoreham, which had got on the Corton Sands in a very heavy sea, and ultimately, with assistance, that vessel was got off the sands and brought into harbour with her crew on board. The Whitby life-boats saved the crews, numbering 18 men, from six fishing cobles which had been overtaken by a heavy gale and sea which had suddenly sprung up. The Rye and Winchelsea life-boats saved the crew of 17 men from the stranded barque 'Robina,' of North Shields. The Great Yarmouth No. 2 life-boat, in conjunction with a steamer, saved the distressed brig 'Azela,' of Blyth, and her crew of eight men. The Ramsgate and Kingsdown life-boats went off to the barque 'India,' of Shields, which became a wreck on the Goodwin Sands, and saved the vessel's crew of 16 men; the Kingsdown life-boat, while searching for the vessel in distress, had to cross and recross the Goodwin Sands four times, and she was repeatedly filled by the tremendous seas which were, however, speedily self-ejected through the valves with which the Institution's self-righting boats are provided. The same day another large barque, the 'Albert,' of Bremen, was also wrecked on the same terrible sands. Fortunately all those on board, to the number of 21, including five Broadstairs men whose boat had been lost alongside the wreck, were saved by the North Deal life-boat.

The smack 'Charles Philip' was in distress near Swansea during a heavy gale. The Swansea life-boat went off and made her secure, and then, at the request of the crew of three men, brought them ashore until the storm abated, returned to their vessel, which had fortunately held to her anchors, and was saved. The Maryport life-boat brought safely ashore ten men, forming the crew of the stranded brig 'Wanderer,' of that port. The Aldborough life-boat went to the aid of the schooner 'Rose,' of Ipswich, which had sprung a leak, and was in danger of foundering. With the aid of the life-boat men she and her crew of four men were however safely taken to Harwich. The Clovelly life-boat saved the crew of seven men from the schooner, 'R. B.,' of Bayonne; the Newquay (Cornwall) life-boat saved eleven men from the Greek brig 'Calamidas'; and the Gorleston life-boat five men from the schooner 'Sibyl,' of Yarmouth.

Payments to the amount of £1,500 were ordered to be made on various life-boat establishments.

Feb. 1.—Thomas Chapman, Esq., in the chair.

Rewards amounting to £180 were voted to the crews of various life-boats for services rendered during recent storms. The Courtown life-boat put off

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three times to the stranded ship 'Idaho,' of Bath, United States, and was happily the means of saving from the wreck the master's wife and child and the whole of the vessel's crew of 21 men. The Maryport life-boat also saved the crew of three men from the shooner 'Cygnet,' of Workington, which was wrecked near the life-boat station. The Great Yarmouth large life-boat had performed valuable services to the distressed barque 'Ellen,' of Llanelly, and brig 'Marie,' of Colchester, and with her aid those vessels were got safely into harbour.

Similar important work was done by the Abersoch life-boat, whereby the abandoned ship 'Ireland,' of Liverpool, was brought to a safe anchorage in St. Tudwell's Roads. This last-named service was a very gallant one, it being rendered in the midst of fearful wind and rain, and in a very heavy sea. The ship would assuredly have gone on the rocks had not the life-boat men boarded her just in time. The Porthoustock life-boat had gone to the aid of five of the crew of the barque 'Cabinet' of Newcastle, which had been wrecked on the Manacles Rocks. The men were reached just as the boat in which they had taken refuge was drifting helplessly on the rocks in a heavy sea. Being taken into the life-boat they were soon brought ashore. The Holyhead and Blyth life-boats had also gone off in reply to signals of distress, and had respectively been enabled to take off the crews, numbering six and eight men, of the brigantine 'Foam,' of Liverpool, and the brig 'Lothian,' of Blyth.

The sum of £15 was granted to 10 men who put off in a boat and saved the two officers, who were the only survivors from the wreck of the steamer 'Delaware,' of Liverpool, when she was lost off the Scilly Islands during a very heavy gale from the W.N.W.

The sum of £10 was also voted to the crew of a Shetland fishing-boat for saving three other fishermen, whose boat had been driven on the rocks of an uninhabited island near Whalsay, Shetland, during a violent snow-storm; the three men would have perished from exposure, had not the others gone to their aid.

Payments amounting to £1,275 were ordered to be made on different life-boat establishments.

March 7.—Thomas Chapman, Esq., in the chair.

The gold medal of the Institution, on the motion of the Marquis of Cholmondeley, was unanimously voted to Sir Edward Perrott, V.P., in acknowledgment of the great services which he had rendered to the life-boat cause during the past twenty years, as chairman of the preparatory committees of the Society.

Rewards amounting to £165 were afterwards granted to the crews of different life-boats of the Institution for recent services. The 'Filey' life-boat was happily the means of saving the crew of five men from the stranded schooner, 'Starling,' of Yarmouth, and of assisting two distressed fishing yawls during stormy weather in the past month. The St. Andrew's life-boat had also rendered valuable assistance to the Norwegian schooner 'Oal,' which was in a dangerous position near the breakwater in St. Andrew's Bay during a south-easterly gale and in a heavy sea. Fortunately, that vessel was got safely into harbour with her crew.

The thanks of the Institution, inscribed on vellum, were voted to Captain Croft, master of the steamship 'Cormorant,' of Cork; £3 to Mr. J. H. Miller, his chief officer; and £2 each to three other men, in consideration of the services of the four last-named persons in putting off from the steamer in one of its boats during a heavy sea on the 1st of January, and saving seven of the crew of the ship 'Ireland,' of Liverpool.

The sum of £10 was also granted to the crew of a Greencastle pilot boat, for saving the crew of three men from the *chasse marée* 'Newry,' of Newry, which went on the rocks on Blockhouse Island, during a south-easterly gale, on Feb. 9th.

Payments amounting to £2,546 were likewise ordered to be made on different life-boat establishments.

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RELIEF TO FISHERMEN AND MARINERS, THEIR WIDOWS, ORPHANS, &c.

"LEAVE THY FATHERLESS CHILDREN, I WILL PRESERVE THEM ALIVE; AND LET THY WIDOWS TRUST IN ME."—JEREMIAH XLIX, 11.

Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans, and aged Parents of the Drowned, &c., between the 1st December, 1871, and 29th February, 1872.

NOTE.—In the following tables M stands for mariner, whether of the Royal Navy, Transport, or Merchant Service; MM master mariner; A apprentice; F fisherman; PB pilot and boatman; W widow; O orphan; AP aged parent. The figures following signify the amount of relief, and Agency where it was given:—

	£	s.	d.	
26 M, 1 MM, 11 W, 26 O, 2 AP	165	7	0	*London.*
8 M, 2 MM, 6 W, 18 O	73	16	9	*Aberdeen.*
1 M	2	2	6	*Aberystwith*
1 M, 1 W, 5 O	17	3	9	*Aldeburgh.*
1 M	1	17	6	*Anstruther.*
3 M, 3 MM, 1 PB, 3 W, 14 O	63	18	9	*Appledore.*
1 M, 1 A	5	2	6	*Arbroath.*
1 F	3	15	0	*Avoch.*
1 W, 4 O	14	10	0	*Banff.*
1 W, 2 O	6	15	0	*Bangor(W).*
1 W, 3 O	5	13	9	*Barlochan.*
31 F, 3 PB	50	3	0	*Barra.*
1 M, 1 MM, 2 W, 6 O	31	8	9	*Barrow.*
1 M	4	0	0	*Berwick.*
1 MM	2	15	5	*Bideford.*
1 MM, 2 W, 2 O, 1 AP	22	7	6	*Blakeney.*
7 M, 2 MM, 2 W, 6 O	40	11	6	*Blyth.*
1 M	1	12	6	*Bosham.*
1 MM	2	12	6	*Boston.*
1 MM, 1 PB	6	10	0	*Bridgwater.*
2 M	4	10	0	*Bridport.*
1 F	3	0	0	*Brightlingsea.*
1 M	2	5	6	*Brighton.*
1 W, 4 O	16	0	0	*Bristol.*
4 M, 1 MM, 1 W, 1 O	22	11	3	*Brixham.*
22 F, 3 W, 5 O	59	0	6	*Buckie.*
1 M	1	10	0	*B. Salterton.*
2 M, 1 W, 2 O	13	5	0	*Cardiff.*
1 M, 1 AP	6	0	0	*Cardigan.*
1 W, 2 O	8	5	0	*Cork.*
1 PB	2	5	0	*Cowes.*
1 W, 5 O, 1 AP	17	7	6	*Cromarty.*
3 F	9	7	6	*Cullen.*
4 PB	4	16	8	*Deal.*
3 M, 2 MM, 1 W	20	0	0	*Dinas Cross.*
1 M, 2 W	16	7	6	*Dover.*
1 M	3	2	6	*Duncannon.*
1 M, 8 W, 6 O	54	3	9	*Dundee.*
1 W, 4 O	15	0	0	*Dunnet.*
4 W, 5 O	27	12	6	*Exeter.*
8 M, 6 MM	38	13	5	*Exmouth.*
2 W, 4 O	17	0	0	*Falmouth.*
1 F, 1 W	10	12	6	*Faversham.*
3 F	4	19	0	*Filey.*
1 M, 1 W	6	0	0	*Fishguard.*
1 M	2	5	0	*Folkestone.*
2 W, 1 O	17	7	6	*Fowey.*
1 M	4	0	0	*Frazerburgh*
1 M, 1 MM, 2 W, 4 O	22	17	6	*Glasgow.*
1 M, 1 MM, 1 W, 2 O	15	12	0	*Goole.*
3 M	8	5	0	*Grangemouth.*
1 M	1	10	0	*Granton.*
2 M, 1 MM, 3 PB, 1 W	21	7	1	*Gravesend.*
4 M, 2 W, 3 O	22	10	0	*Greenock.*
1 W, 1 AP	8	15	0	*Greenwich.*
4 M, 1 MM, 2 W, 5 O	30	8	9	*Grimsby.*
4 M, 2 MM, 3 W, 10 O	48	13	9	*Guernsey.*
1 MM, 1 W, 1 AP	11	12	6	*Harrington.*
15 M, 1 MM, 1 AP	47	2	0	*Hartlepool*
2 M	4	4	7	*Harwich.*
16 M, 2 MM, 6 W, 7 O, 2 AP	101	1	3	*Hull.*
1 W, 1 O	8	15	0	*Hunstanton*
1 W	4	0	0	*Ilfracombe.*
1 M	1	12	6	*Inverkeithing.*
2 PB	4	5	0	*Inverness.*
5 M, 1 MM, 2 W, 2 O	28	1	3	*Ipswich.*

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	£	s.	d.	
2 M, 1 MM, 2 W, 5 O, 1 AP	30	0	0	*Jersey.*
*1 W, 10 O	21	0	0	*John O'Groats.*
1 M	3	2	6	*Johnshaven.*
1 W, 2 O	3	0	0	*Keiss.*
2 M, 2 W, 6 O	20	10	0	*Kirkcaldy.*
1 M, 1 MM, 1 W, 4 O	17	15	0	*Kirkwall.*
1 M, 1 MM, 1 W	9	17	6	*Knottingley*
2 M, 1 F, 1 W, 4 O	23	16	3	*Leith.*
4 F, 5 W, 8 O, 1 AP	47	10	0	*Lerwick.*
1 M	4	0	0	*Limekilns.*
1 MM	4	0	0	*Littlehampton*
12 M, 1 MM, 5 W, 9 O	59	12	6	*Liverpool.*
1 M	1	12	6	*Llanelly.*
1 M	1	15	0	*Looe.*
1 F, 1 W, 5 O	14	18	9	*Lowestoft.*
1 F	2	0	0	*Lymington.*
2 M	5	0	0	*Lynn.*
1 W, 1 O	7	16	3	*Maldon.*
4 M, 3 MM, 3 W, 6 O	49	9	3	*Maryport.*
1 M, 1 MM, 1 W, 4 O	11	15	0	*Middlesboro'*
2 M	3	5	0	*Minehead.*
1 M, 2 MM	8	9	0	*Mistley.*
8 M	17	2	6	*Montrose.*
1 F	1	10	0	*Mousehole.*
2 F	2	3	6	*Musselburgh.*
1 MM	3	5	0	*Newhaven.*
1 M	1	17	6	*Newport (M)*
1 M, 1 MM, 1 W	14	2	6	*Newport (P)*
2 M, 1 MM	5	17	6	*New Quay (W)*
1 MM	3	0	0	*Newry.*
30 M, 9 MM, 2 PB, 9 W, 14 O, 3 AP	197	18	0	*N. Shields.*
1 W	6	10	0	*Orford.*
3 W, 9 O	23	0	0	*Penzance.*
1 W	7	0	0	*Perth.*
1 M, 1 W	9	10	0	*Peterhead.*
4 M, 3 MM, 2 W, 1 O	36	7	6	*Plymouth.*
2 M, 3 MM, 1 W, 2 O	25	9	0	*Poole.*
1 W	6	15	0	*P. Glasgow.*
1 W	2	0	0	*Portinllaen.*
1 MM, 1 AP	11	0	0	*Portmadoc.*
5 M, 1 MM	10	12	6	*Portsmouth.*
1 W, 3 O	13	2	6	*Portsoy.*
1 AP	5	10	0	*Pwllheli.*
2 M	4	5	0	*Queenstown*
2 M	5	0	0	*Reawick.*
1 M, 1 MM	6	6	6	*R. H. Bay.*
2 M, 2 MM, 1 W, 3 O	22	1	3	*Rochester.*
1 M, 1 MM	5	5	0	*Rye.*
1 M	1	17	6	*St. Andrews.*
1 MM	1	10	0	*St. Ives.*
4 PB	4	0	0	*Sandwich.*
2 M, 2 F	8	0	0	*Scarboro'.*
1 M, 1 MM, 4 PB	12	16	0	*Scilly.*
7 M, 3 MM, 1 PB, 3 W, 7 O	50	8	0	*Seaham.*
1 F	1	0	0	*Selsey.*
1 M	1	6	6	*Sheerness.*
2 F	6	15	0	*Sherringham.*
1 F	1	15	0	*Shoreham.*
1 AP	4	5	0	*Solva.*
2 M, 2 W, 9 O	38	13	9	*Southampton.*
39 M, 4 MM, 2 PB, 18 W, 23 O, 3 AP	258	0	4	*S. Shields.*
1 AP	4	0	0	*Southwold.*
1 F	1	16	0	*Staithes.*
1 M	1	17	6	*Stiffkey.*
1 W, 3 O	9	12	6	*Stockton.*
1 M	1	12	6	*Stonehaven.*
2 F, 1 W, 4 O	6	13	4	*Stornoway.*
2 W, 5 O	20	7	0	*Stromness.*
32 M, 6 MM, 1 A, 32 W, 48 O, 2 AP	404	2	6	*Sunderland*
1 M, 1 W, 4 O	13	12	6	*Swansea.*
4 M, 1 MM	11	12	6	*Teignmouth*
1 MM	1	17	6	*Tenby.*
1 AP	3	10	0	*Thames Ch.*
1 M	1	10	0	*Topsham.*
1 M	2	0	0	*Troon.*
1 M	3	10	0	*Truro.*
2 M, 1 F, 1 AP	11	12	6	*Voe.*
5 M, 1 MM, 1 AP	21	7	6	*Warkworth.*
1 W, 1 O	9	7	6	*Waterford.*
1 M	0	15	0	*Wells, N.*
3 M, 1 MM, 2 F, 1 W	24	2	0	*Whitby.*
1 MM, 3 W, 3 O	24	13	9	*Whitehaven*
8 M, 1 O	22	1	3	*Whitstable.*
1 M, 1 W, 1 O	6	3	9	*Wisbeach.*
3 M, 3 W	26	7	6	*Wivenhoe.*
1 M, 1 MM	4	10	6	*Woodbridge.*
13 M, 5 MM, 1 F, 2 W, 2 O, 1 AP	77	5	0	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 202; Orphans, 366; Aged Parents, 28; Master Mariners, 95; Mariners and Apprentices, 368; Fishermen, 85; Pilots and Boatmen, 28; Shipwrecked persons—Subscribers, 404, and Non-Subscribers, 669, in all 2,245 persons relieved, at an expense, inclusive of that in the succeeding tables, of say £4,909 1s. 6d. !!

* JOHN O'GROATS.—This poor widow's husband had paid his annual subscription of 3s. to the Society for 13 years only, *i.e.*, £1 19s. in all, for which she received at his death the sum of £21 !! and will be entitled to a yearly grant whilst her children are young, and this is irrespective of what he might have received from time to time during his lifetime for loss and damage of boat or clothes. Surely it is a wonder, with such manifest benefits, that there should be any sailor or fisherman who does not subscribe to the Society!

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RELIEF TO SHIPWRECKED CREWS.

"THERE IS SORROW ON THE SEA."—JEREMIAH XLIX. 23.

The Crews of the following Vessels wrecked on various parts of the Coast, or foundered at sea, have been boarded, lodged, clothed, and forwarded to their homes by the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," *between the 1st Dec.*, 1871, *and 29th Feb.*, 1872.

Vessel's Name.	Port.	Amount of relief. £ s. d.
Aurora	Newcastle	9 0 0
Antigua Planter	Teignmouth	3 10 0
Amanda	Truro	1 4 0
Alfred el Grande	Newcastle	1 10 0
Ardmillan	—	0 8 0
Alma	Swansea	0 12 0
Ant	Shoreham	1 10 0
Agnes	Folkestone	4 5 6
Astarte	Hull	1 8 0
Amber Nymph	London	1 17 6
Brothers	Blyth	2 10 0
Bonita	Llanelly	0 14 0
Bannockburn	Greenock	1 16 0
Bessie	Fowey	3 10 0
Bacchus	Blyth	2 11 6
Bolton	N. Shields	1 15 0
British Prince	Liverpool	6 1 6
Charlotte	S. Shields	5 16 0
Conway	—	0 2 0
Clutta	—	0 9 0
Crescent	Inverkeithing	0 10 0
Campbell	Leith	0 3 6
Chryseis	Sunderland	3 11 0
Celinie	St. Malo	1 13 9
Calamidos	Russia	0 19 9
Cavalin	London	1 12 6
City of Halifax	Halifax	1 14 0
Claudia	London	6 17 0
Dido	Blyth	6 2 6
Dublin	Dublin	4 2 0
Danube	—	0 4 0
Don Chilizer	Italy	1 1 0
Diana	Sunderland	0 3 0
*Delaware	Liverpool	1 15 0
Deptford	Whitby	3 16 0
Donna	Whitby	1 5 6
†Dhollerah	London	6 18 0
Elizabeth Blake	Portmadoc	2 18 0
Energy	Dumfries	0 11 6
Emilia	Swansea	4 19 0
Ellen	Guernsey	2 3 0
Express	Bideford	1 6 0
Emma	Yarmouth	1 16 0
Express	Dundee	1 5 0
Eleanor	Rochester	0 19 6
Emigrant	Montrose	2 4 0
Elliott	W. Hartlepool	1 15 6
Energy	Blyth	2 10 0
†Electra	London	7 1 0
Ernst von Horneyer	Prussia	1 0 0
Eblana	Colchester	0 2 6
Friends	Goole	4 1 0
Florence	London	0 8 0
Flora	Liverpool	1 19 0
Francisco Calderon	Callao	25 17 0
Francis	London	19 18 6
Florence Nightingale	Liverpool	8 10 10
Gratitude	Shields	8 0 6
Grate	—	1 10 6
Grace	St. Ives	2 18 0
Grace and Ann	Wicklow	0 5 0
Guiding Star	Hull	4 8 9
Golden Eagle	Liverpool	0 4 0
‡Glad Tidings	Aberystwith	2 7 6
Harrisons	N. Shields	5 15 0
Helens	Jersey	5 10 0
Historia	Maryport	3 11 0
Hephzibah	Whitehaven	0 15 0
Hazard	Leith	5 5 0
Harvest	N. Shields	1 1 6
Harrier	London	1 13 0
Hematite	Swansea	6 3 6
Irene	Whitby	3 0 0
Ida	—	0 12 0
Iser	—	0 10 0
India	S. Shields	9 5 0
Ireland	Liverpool	2 10 0
Ionia	London	1 10 0
Jason	—	0 12 6
James	Poole	1 15 0
John Clements	Southampton	7 7 6
Jane and Campbell	Coleraine	9 8 9
Louisa	Rye	5 4 6
Lord Hardinge	Glasgow	3 9 0
Lizzie	Shoreham	2 10 0
Lucibelle	London	2 10 0
Lady Gwendolin	Newport	4 13 0
Landscape	Shields	6 5 0

* This fine steamer of 2,597 tons, in charge of Captain Preston and a crew of 49 men, sailed from Liverpool for Calcutta 12th December last, and was totally lost off Scilly on the 20th with all hands except the 1st and 3rd officers, who were forwarded from Scilly to Liverpool by the Society.

† The Hon. Agent at Dover reports that about 12 o'clock on the night of the 9th of February a collision took place off Dungeness, between the steamer 'Electra,' from Lisbon to London, and the ship 'Dhollerah,' 1,000 tons, from London. The steamer filled rapidly, and the crew jumped overboard; 12 of them were picked up by the Italian steamer, 'Colon,' but the captain and 17 men were missing (some of them were afterwards picked up). The men saved were put on board the lugger 'Vesper,' of Dover, and brought to that port. The ship 'Dhollerah' was taken in tow by a tug and brought back to London. The 'Electra' was 554 tons burden, and laden with a general cargo, and had four shipwrecked men on board, who were being sent home by the Consul from Lisbon, one of whom was lost.

‡ The Hon. Agent at Deal writes:—"I was called up this morning about 4 a.m., as the above schooner had been in collision, and the crew had landed at this port in their own boat. One of the men, named Lloyd, has a severe cut and bruise on the forehead, and has lost a great deal of blood; another man, named Rees, had his leg and face very much torn and bruised, and I was obliged to get medical attendance for them. The vessel has been got off the Goodwin Sands and taken into Ramsgate, where I have sent the crew."

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Vessel's Name.	Port.	Amount of relief. £ s. d.
Miriam	—	1 5 0
Mary and Ann	—	1 0 0
Mina Thomas	Cardiff	0 10 0
McKay	Liverpool	1 0 0
Murvemer	Sunderland	6 10 0
Mag Lee	Whitby	2 0 0
Mary Clark	Lowestoft	1 4 6
Moultan	Glasgow	0 8 0
*Majestas	—	1 1 0
Mary Nixon	Preston	2 2 0
Maria Emelia	Sweden	0 16 0
Malcolm Brown	Southampton	0 10 0
Mary Ann	Workington	1 12 4
Mount Carmel	Sunderland	5 15 6
Melancthon	N. Shields	2 12 0
†Manitobal	Nova Scotia	17 2 2
‡Mary	Bideford	1 0 0
Minnesota	Scarborough	11 0 0
Mary and May	Barrow	2 0 0
Myrtle	Weymouth	2 8 6
Mary Dickson	Glasgow	1 7 6
Mary	Sunderland	2 2 0
Nonpareil	Newcastle	1 0 0
Neanthes	London	1 5 0
Northam	Hartlepool	11 4 9
Newcastle Packet	Sunderland	0 18 6
Nonpareil	Ipswich	2 5 0
Oceda	Liverpool	4 15 0
Osborne	Hartlepool	2 10 0
Oberon	—	0 10 6
Oriental	—	1 0 0
Ordmillan	Glasgow	0 10 0
Oromocto	Newcastle	0 18 0
Orille	N. Shields	1 6 0
Osprey	Ipswich	5 13 11
Princess Royal	Aberdeen	6 14 6
Perseverance	Newcastle	1 12 0
Proserpine	Guernsey	2 14 0
Princess Victoria	Scarborough	2 15 0
Princess of Wales	Port Glasgow	0 19 0
Pride of England	Greenock	0 12 0
Polyxena	Liverpool	12 17 6
River Dee	—	0 8 0
Redcoat	—	0 9 6
Robina	Newcastle	0 11 9
Romp	Whitby	2 8 0
Reform	Barrow	0 15 6
Ravensworth	Cardiff	1 8 6
Ruby	London	7 11 1
§Ravenswheel	Shields	4 1 6
Raven	Yarmouth	2 10 0
Spring	Yarmouth	2 17 6
Swift	Bideford	2 0 0
Storm	Padstow	0 16 6
Samuel and Ann	Yarmouth	3 10 0
Saghalien	Shields	0 13 0
Saida	Hull	3 10 0
Star	Whitstable	2 1 6
Scipio	Whitehaven	0 16 0
Spray	Maldon	1 19 0
Sunbeam	Quebec	3 7 6
Sindbad	Glasgow	0 11 0
St. Clare	London	0 12 6
Starling	Yarmouth	3 5 0
Surprise	Grangemouth	0 3 0
Shamrock	Whitby	2 6 0

* The Hon. Agent at Appledore writes:—"I think the poor fellows belonging to this vessel suffered great hardship; they were the whole night in the bay, in an open boat without oars, and expecting every minute the boat (a frail one) to founder; they were seen in the morning by James and Thomas Braund (a flannel shirt being hoisted for a signal), two veteran boatmen, who immediately launched their small boat (the sea at the time running very high), and at the risk of their lives, succeeded in reaching them, and under Divine providence, rescued the crew from a watery grave. I cannot help stating that these two Braunds (commonly called the Braunds of Bucks) have been instrumental in saving a great many lives, at the risk of their own, and would kindly suggest that if the good actions of these men were brought before the Committee of the Humane Society, a testimonial might be awarded them."

† The Hon. Agent at Penzance reports that this vessel got on shore, during a heavy gale and thick weather, near the Lamorna, and most of the crew escaped with only part of their clothes; but the captain's wife and his two children were drowned, together with one seaman. Crew clothed and sent to Cardiff.

‡ On the 1st of December a rumour reached Barnstaple that a schooner with six hands on board, had gone down in the bay, off Instow, having had her stern stove in by a heavy sea when crossing the bar. The fact was soon authenticated that a vessel had so foundered, and for many hours it was believed that the crew had perished, but fortunately the latter part of the story has turned out to be incorrect. The real facts of the occurrence, as gathered from one of the half-dozen men on board, are as follows:—On Saturday morning the schooner 'Mary,' of Bideford, of sixty tons, left Lundy Island for Appledore. There was a tremendous sea on, and shortly after their departure they sprung a mast, when they were taken in tow by the steamer 'Ajax,' of Bristol. All went smoothly until about four o'clock, when they got on the bar. A very heavy sea then struck the schooner astern, drove her on to the stern of the steamer, and stove in her bows. The water rushed in at a fearfully rapid rate, and in four minutes the schooner was at the bottom of the sea. In that short period the crew of six managed to launch a small boat, into which they crowded themselves. The steamer was crippled at the stern—her bulwarks were carried away, and the waves broke in over her. As she could render no assistance to the poor fellows in the boat, she made at once towards Appledore, which place she reached in an hour. In the meantime the shipwrecked men were tossing about in the bay, with but a plank between them and a watery grave—the sea running mountains high, and with scarcely a hope of rescue. For two long hours they were thus situated, when a Clovelly boat, called the 'Morpha,' providentially chancing to be passing, spied the little craft with its precious freight, and took them into Clovelly. All honour is due to the captain and crew of the 'Morpha,' for it is pretty certain so heavy an addition to their number was scarcely desirable under such a condition of the sea. We may add that the lost vessel was employed in running to and from Lundy Island with granite. Her skipper is Captain Fishwick, of Appledore, and one of the six on board was Mr. McKenna, overseer of the Lundy granite works at Fremington.

§ This vessel was wrecked on the 24th January, on the coast of Portugal, and four of the crew were sent home by the Consul at Lisbon; these poor men were wrecked a second time in the steamer 'Electra,' in the English Channel, having come into collision with the 'Dhollerah,' and several of the crew of the steamer were drowned.

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Vessel's Name.	Port.	Amount of relief. £ s. d.	Vessel's Name.	Port.	Amount of relief. £ s. d.
*Triton	Sunderland	10 8 0	William and Hannah	Gainsborough	4 0 0
Thomas Knox	North Shields	7 3 0	Waif	Brixham	2 10 0
Themutis	Liverpool	6 3 0	Wellington	North Shields	10 10 0
Thomas Holt	Hull	0 6 0	Woodside	Sunderland	3 18 0
Three Bells	Glasgow	0 12 0	Wanderer	Aberdeen	0 15 0
Thomas Chalmers	Blakeney	3 10 0	William and Charles	Exeter	5 5 0
Telegraph	Whitby	2 14 6	William Davey	Glasgow	2 17 6
Three Sisters	Sunderland	0 15 0	Wm. Tucker	London	6 0 6
Thomas and Ann	Grimsby	1 5 6	Zuma	Guernsey	3 12 6
Union	Sunderland	0 11 0	Zuma	Whitstable	7 18 0
Vienna	Sunderland	6 13 0			

* The Hon. Agent at Brightlingsea says:—"The crew of this ship were brought into this port by the smack 'Martha,' on the 1st October, quite destitute, having lost all their clothes. They were obliged to be in the rigging all night, expecting the mast to go overboard every minute. The smack's boat took them from the wreck about 6·30 p.m. on the 2nd—the ship's boats being broken to pieces, and quite useless."

ROUGH VOYAGE.—The steamer 'New York,' of the North German line, experienced, on her last trip from Bremen to New York, weather seldom met with in the Atlantic. The 'New York' left Bremen on the 27th of January with a full cargo, and some 380 passengers. On the 1st of February, a gale, that eventually led to a hurricane, set in, and lasted throughout the greater part of the voyage. On the 6th the barometer fell to an extraordinarily low degree. Captain Von Emeter, who was on deck at the time, ordered all sails to be furled and the hatches battened down. This was done, and not a minute too soon, as in a few seconds the wind hurled the sea over the vessel. Three days the hurricane continued. On the 9th, the storm having lulled, the first officer of the steamer, Mr. Anderson, ordered several sailors aloft, and Christian Schmidt, while descending, lost his balance and was crushed to death by falling against the guards of the deck. The passengers, terrified by the force of the storm, commingled together, despite the laws of the ship, and refused to be separated. On the night of the 10th, while Captain Von Emeter, the first officer, and a German lady from Hamburg, were standing on the bridge, a terrific wave struck the ship broadside. Captain Von Emeter attempted to catch the lady, but missed her. The wave washed him against the bulwarks, and by clinging to a rattling he saved his life. The chief officer grasped the lady round the waist, and by taking hold of the mizen ropes saved both his own and his companion's life. The bridge upon which they were standing was torn from its sockets by the wave, together with the life-boat. The water also flooded the companion-way, and entered the first cabin in an immense volume. The scene at that time was indescribable. Women, half-dressed, ran from berth to berth, children screamed, and men accustomed to ocean voyages gave up in despair, imagining that the brave steamer was on the eve of foundering. This last wave, however, proved to be the worst of the hurricane. The coal being all consumed, the vessel, after drifting about helplessly, reached Halifax on the 14th. Here the vessel was revictualled and recoaled, and she arrived safely at this harbour on the 19th of February.—*New York Times.*

True to the dream of fancy, Ocean has
His darker tints, but where's the element
That chequers not its usefulness to man
With casual terror?—*Campbell.*

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ANNUAL GRANTS TO WIDOWS AND ORPHANS.

"WE ARE ORPHANS AND FATHERLESS, OUR MOTHERS ARE AS WIDOWS."—LAM. V. 3.

Statement of the number of Widows and Orphans relieved in January, who were also relieved at the time of the death of their Husbands, but who are permitted to apply annually for further Relief while they have Children under Fourteen Years of Age, or are themselves above Sixty years of Age, and without Children.

Widows.	Orphans.	Agency.	Amount.	Widows.	Orphans.	Agency.	Amount.
Nine	Eleven	London	£17 10 0	Three	Three	Inverness	£5 2 0
One	Three	Aberdeen	2 9 0	One	Two	Jersey	1 19 0
One	Two	Amlwch	2 7 0	One	One	Johnshaven	2 5 0
One	None	Barking	1 16 0	One	One	Kincardine	2 10 0
Two	Five	Barrow	5 3 0	One	One	Kirkwall	2 2 0
Three	Four	Blakeney	4 2 0	Seven	Ten	Leith	13 10 0
Two	Four	Blyth	3 12 0	Two	Six	Lerwick	4 7 0
One	Five	Boston	4 2 0	One	Four	Limekilns	2 3 0
One	Five	Bridgwater	3 13 0	Seven	Thirteen	Liverpool	16 12 0
Three	Six	Brixham	6 16 0	One	One	Looe	1 12 0
Two	Four	Buckie	4 8 0	One	Five	Lossiemouth	3 7 0
One	Four	Colchester	3 3 0	One	Four	Lynmouth	2 13 0
One	Six	Cullen	3 19 0	Two	Seven	Maryport	5 6 0
One	Two	Cushendun	1 16 0	Two	Eight	Mistley	6 13 0
One	One	Dartmouth	1 15 0	One	Four	Newburgh, Fife	1 18 0
One	One	Devoran	1 13 0	One	Five	Newport, Wales	3 15 0
One	One	Deal	1 5 0	Three	Five	New Quay, Wales	7 1 0
One	Three	Dinas Cross	3 15 0	One	Five	Newry	2 16 0
Three	Eight	Dundee	7 12 0	One	Three	North Berwick	3 7 0
Nine	Twenty-one	Exmouth	21 10 0	Thirty-two	Fifty-seven	North Shields	71 10 0
Two	Four	Falmouth	3 7 0	One	Two	Penzance	2 4 0
One	One	Faversham	1 17 0	Two	Six	Plymouth	5 3 0
One	Six	Filey	4 15 0	One	Four	Portmadoc	2 13 0
One	Four	Frazerburgh	3 8 0	Three	Two	Portsoy	5 11 0
One	One	Garmouth	1 6 0	One	None	Pwllheli	2 1 0
Seven	Fourteen	Glasgow	11 10 0	Two	Two	Ramsgate	3 9 0
One	Three	Goole	1 19 0	Four	Thirteen	Reawick	11 10 0
Two	Three	Greenwich	3 9 0	One	Two	R. H. Bay	2 0 0
Two	Three	Guernsey	5 11 0	Two	Five	St. Andrew's	4 2 0
Two	Six	Hamble	6 9 0	One	Three	Scalloway	2 3 0
One	None	Hillswick	1 2 0	Three	Five	Scarboro'	6 16 0
Twelve	Thirty	Hull	29 16 0	Five	Thirteen	Seaham	15 3 0
One	One	Hunstanton	1 17 0	One	Two	Solva	1 17 0

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Three	Ten	Southampton	7	5	0	One	Three	Watchet	2	15	0
Thirty-seven	Sixty	South Shields	74	1	0	Five	Fifteen	Whitby	16	1	0
One	None	Staithes	1	14	0	One	Two	Whitstable	2	3	0
Three	Four	Stromness	6	3	0	One	Three	Whitehaven	2	18	0
Fifty-six	Hundred & eighteen	Sunderland	132	8	0	One	Four	Whithorn	2	18	0
One	One	Teignmouth	1	12	0	One	Three	Wick	1	8	0
One	One	Thurso	2	0	0	One	Seven	Wivenhoe	5	15	0
One	One	Topsham	1	17	0	Nine	Twenty	Yarmouth	22	11	0
One	Four	Torquay	3	3	0						

NOTE.—Three hundred and twenty-eight Widows, a list of whom appeared in our Seventy-second number, page 226, Vol XVIII, were also relieved in July, making, with the above, a total of six hundred and twenty-eight Widows, and twelve hundred and thirty-one Orphans of drowned Fishermen or Mariners, who are thus receiving *Annual Grants* to the amount of £1,484 10s. yearly, to help to pay the rents of their cottages; the interest of the funded property of the "Shipwrecked Mariners' Society" being set apart in aid of this benevolent purpose.

THE ARMY AND NAVY PRAYER UNION.—The Army Prayer Union, founded by the late excellent Capt. Trotter, has been in beneficial and gradually extending operation since 1851. Last year a Navy Prayer Union was combined with it, and the members of the two services now act in harmonious co-operation for the promotion of the highest interests of both officers and men. The Annual Meeting of the combined Unions took place at No. 7, Soho Square, on the 9th ult., when there was an unusually large attendance of officers of all ranks and of all ages, including, we were glad to see, not a few of the young men. Amongst the Naval men present we observed, Admirals Sir C. Caffin and Thomas Wilson; Captains Hon. Francis Maude, E. Littlehales, J. Liebenrood, J. Orlebar, and W. Dawson; Commanders W. H. Phipps, T. Osmer, and W. H. Symons; Rev. W. R. Payne, &c., &c. We must say we felt disappointed at so small a Naval element being represented there, out of so many men residing in or near London. We should think the Army outnumbered us in the proportion of ten to one. Last year the chair was occupied by General Edward Walker; this year the presidency devolved on a worthy representative of the Royal Navy, Captain Liebenrood. After the opening prayer, he delivered a short address, in which he spoke particularly of the warm responses to the invitation to the meeting, and announced that similar gatherings were being held that day at several of the principal military stations. He then read portions of scripture introductory to the three topics of prayer—Humiliation, Thanksgiving, and Intercession. Several officers successively led the devotional exercises with singular fervour and appropriateness. The appointed subjects of Thanksgiving and Prayer were set forth in such comprehensive terms as follows:—Thanksgiving—1. God's long-suffering and loving-kindness in sparing us and bearing with us, in giving us any desire to use those open doors of service which He still graciously affords us, for the great measure of blessing which has followed the means already used. 2. For other Prayer Unions in the Queen's service. 3. For the many members that have joined us. Prayer.—That specially, if connected with the Army or Navy, we may seek to imitate (Acts vi. 4), to let our light so shine before men, that at home, in the colonies, and in other lands, all men may take knowledge of us that we have been with Jesus, to walk circumspectly, worthy of our vocation, and in wisdom towards them that are without, to give none offence, to be as living epistles, that thus many may be won and added to the kingdom of God and of his Christ, and the truth be spread by us as well as in the Army and Navy. The occasion was evidently one in which all present felt that it was good to be there, and it left the impression that such a Union is indeed "a sign for good," and a source of blessing to the great defensive services of our country. The interesting proceedings were closed by the benediction by the Rev. F. Chalmers. Our readers will be interested in knowing that the joint Honorary Secretaries of the Union are Lieut.-Col. R. Wilmot Brooke, 2, Vanburgh Park, Blackheath, and Capt. Liebenrood, R.N., Belmont Lodge, Lee, S.E.

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Portfolio.

HOMEWARD BOUND.*

"*Now they desire a better country, that is, an heavenly: wherefore God is not ashamed to be called their God: for he hath prepared for them a city.*"—Heb. xi. 16.

HOMEWARD! yes, homeward! It is the thought of *home* that cheers the voyager's heart. Every wave he crosses, every bound of his vessel, every fresh breath of the favouring breeze, is bringing him nearer the friends and the home he loves.

Reader! Is this your feeling with reference to immortality—I am *homeward bound?* This frail tempest-tossed vessel of humanity, the sport of wind and wave, is not my home. I long to see the lights glimmering on yonder shore, and to hear those voices of loved ones who have preceded me there! Be grateful and thankful for all temporal comforts and blessings, but do not rest in them. Let your true treasure be above! The traveller has no home-feeling in his inn. He turns aside there to tarry for a night. "Pilgrims and strangers on the earth," "*here we have no continuing city, but we seek one to come!*"

"Time's wild and wintry blast,
Soon shall be overpast;
I shall reach *home* at last—
Heaven is my home!"

SEA-FOAM.

Tossing and turning,
Finding no rest;
Now in the hollow,
Now on the crest.
Now driven backward,
Now rushing on;—
Now gleaming brightly,
Now almost gone!

Child of the blue waves,
Shattered and torn;—
(Yet by those billows
Strongly upborne!)
This their wild tumult
Soon shall be o'er;—
Then they shall leave thee
White on the shore.
There in the sunlight
Thou shalt arise
(Pure by thy conflict)
Unto the skies.

So on life's billow
Souls are like thee,
In the rough motion
Of the wild sea.
Sweeping and rushing
Over the rock;—
Growing the whiter
After each shock.

Still carried onward
Through all the strife;—
(As in commotion
Dwelleth thy life;)
Till on life's margin
Snow-white they lie;
Waiting the summons—
"Come up on high."

British Messenger.

* "The Sailor's Text Book." Nisbet & Co., London.

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THE SHIPWRECKED MARINER

No. LXXV. JULY, 1872. Vol. XIX.

DISTINGUISHED ADMIRALS.

SIR HENRY D. CHADS.*

THE subject of this memoir owed much of his early devotion to the Navy to the high character of his father, a Naval captain, and no little of his conspicuous self-reliance to the fact that both his parents died before he went to sea himself; that he evinced both at a private school near Chichester, where his father lived, and at what was then called the Royal Naval Academy (afterwards "College") at Portsmouth (which he joined in 1800), many traits of the indomitable courage and independence which characterised him through life; and that at this Academy especially, where boys then spent three years—from twelve to fifteen—he received an excellent education in all departments useful for the Naval Service, to which he always attributed much of his subsequent success.

Next to the advantage of a good education, we must place the fortunate circumstance that young Chads served his Midshipman's career under the command of the two greatest men produced by the war—Nelson and Collingwood. Under such Admirals, and under a good Captain—Sotheron, of the 'Excellent,' which he joined as a Midshipman in 1804, in the Mediterranean—his boyish mind could not fail to be filled with every lesson that a noble career required. He used to tell a story of Nelson, who, cruising in the 'Victory' when the 'Excellent' was under his orders, was grievously annoyed at the insult offered him by two French frigates, which continued

* From the "United Service Journal," and other sources.

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to fire at him at a long range while he could not get at them. The quarter-master conning the ship—no doubt an old follower of the hero—had his own ideas on his own subject, and was not to be moved by the irritability of the Admiral. "Luff, I say," said Nelson. "Thice," said the quarter-master (shore-going readers will understand that this word, a corruption of "Thus," and sometimes still further corrupted to "Dice," means that the ship was already as near to the wind as possible). "Luff, I say, she's off the wind." "No, she's not, my Lord, 'Thice.'" "I suppose I lie then?" "Yes, my Lord; thice, boy, thice."

On the same day, young Chads commanded the boat sent to bring his Captain back to his ship after dining with the Admiral. Nelson, who had not yet recovered his equanimity, hailed him as he came alongside: "Young gentleman, have you got a compass in your boat?" (It was foggy weather.) "Yes, my Lord." "If you hadn't, I should have sent you back again!" cried the Admiral.

Though this characteristic incident fastened itself on the youthful memory of the Midshipman, no one retained a livelier recollection of the extraordinary popularity of the greatest Naval commander the world has ever seen, and of the just grounds on which that popularity was based. From him no doubt he copied, though it fell in with his own character, that peculiar method of dealing with seamen which the Nelson schoo inherited and passed down. Lord St. Vincent was the representative of the opposite school, of which, great as its merits were, the characteristic might be said to be fear rather than love. This school had done great service before St. Vincent's time, as it has since. Discipline and perfection of routine have been its chief aim, but it has had a tendency to develop martinets and disgust seamen. The school of Nelson, on the contrary, looked to the result more than the minutiæ of preparation. It might sometimes, in inferior hands, degenerate into slovenliness, but its best officers, like their chief, were adored by those under their command, and have left the largest body of distinguished names on the roll of fame.

To Lord Collingwood, another of that school, young Chads early became favourably known, in consequence of his promptness and accuracy in copying charts on an important occasion. At another time, while serving under his command as Lieutenant, goaded beyond bearing by a tyrannical Captain, he applied to be removed to another ship. He never forgot Lord Collingwood's method of treating the matter. For some time

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the Admiral took no notice of the application, but made inquiry of his Captain about him. No doubt that inquiry had a beneficial effect on his treatment; but no answer arrived till just as the ship was ordered home, when the young Lieutenant received a long and most valuable letter from the Admiral, telling him that a rolling stone gathered no moss, that he would have been removed had not the ship been going home; but that it was best to bear the trial he was undergoing rather than try and escape from it. This and many other valuable letters and papers were lost when Sir Henry was taken prisoner. Twice during his service as Lieutenant at this time, he jumped overboard and saved men from drowning. On one of the two occasions the ship was going eight knots; he was much exhausted when picked up, and unable to keep his watch. Though reported as unfit by the surgeon, the only thanks he got for his most gallant act was a reprimand from his Captain for not being able to appear at his post!

The hardships of that period no doubt contributed their quota to the formation of a character, the fiery nature of which required discipline, while, at the same time, he imbibed a hatred of tyranny which never left him. This short notice of his service in the Mediterranean may be concluded by remarking that during the earlier portion of it, he was employed in the defence of Gaeta and capture of Capri, under one who was inferior to few in such services, Sir Sydney Smith. He was unfortunate enough to miss being present at Trafalgar, by his ship, the 'Excellent,' having been sent off in her turn to water just before the battle.

He was now to practice the lessons he had learnt. After an intermediate attachment on the Home Station to the 'Zealand,' 64, and 'Polyphemus,' 64, flag-ship of Rear-Admiral George Murray, he was promoted in 1806 into the 'Illustrious,' 74, employed at the blockade of Cadiz; and in July, 1808, he joined the 'Iphigenia' frigate, under an officer of a kindred spirit, the gallant Captain Henry Lambert, the very soul of chivalry, with whom he went to Quebec and then to India. Though unfortunate for a time in the attempt to deprive the French of their stronghold for annoying our East India trade, the peculiar nature of the service in which our frigate squadron was engaged at the Isles of France and Bourbon—where he received the public thanks of Lieut.-Col. Keating for his conduct at the landing of the troops—and the brilliant leading of such men as Willoughby and Lambert, afforded an experience in warfare such as our Naval records have very rarely exhibited. In the storming of the Isle de

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la Passe, the key to Grand Port in the Isle of France, Lieutenant Chads had the main share in the honour of the exploit, as the commanding officer, Lieutenant George R. Norman, was killed at landing, and the command devolved upon him. The complete success of the attack, from which the enemy flew on all sides, drew down on him the highest encomiums. In the subsequent battle at Grand Port, which resulted in the capture of the British force, he bore a full part, his Captain, as well as Willoughby, and Curtis (the late Admiral of the Fleet) fighting their ships to the last. Here he experienced what it was to be prisoner of war to the French, the officers captured in the frigates being very ill-treated for several months. They were at last released through the reduction of the Island of Mauritius by a larger British force, and Chads had the honour of being re-appointed as First-Lieutenant to his old ship, the 'Iphigenia,' at the urgent request of Captain Lambert. A court-martial had already honourably acquitted all the officers concerned.

Lambert now gave him a certificate containing these words, "He is a most zealous, gallant, good officer, and invariably a volunteer on all services." It is noticeable that in this service, as well as in a short interval in the 'Semiramis,' 36, between leaving the 'Iphigenia' and rejoining Captain Lambert in the 'Java,' he was either First-Lieutenant, or, through the sickness of the proper First-Lieutenant, almost always doing the duty of that officer. To those who know the Navy, the importance of such a position to a young man in stirring times will be understood.

But it was not till the famous action between the 'Java' and the 'Constitution' that the merits of the young officer became known to the country at large. Lambert, having been selected to command the former vessel, a 46-gun frigate, immediately asked Chads to become his First-Lieutenant, who at once accepted. The miserable way in which this ship was sent to sea by the Admiralty, in spite of the most urgent remonstrances, has been freely noticed in all the histories; for the triumph thus afforded to the Americans, who with great sagacity had concentrated all their efforts on the construction and armament of a few frigates of a hitherto unknown size, has naturally led writers to dwell on this point. But the sagacious policy of our enemy would have probably had no effect against such men as Lambert and Chads, in however inferior a vessel, had those men only had fair play. As it is just possible that the lesson may not be thrown away even in modern times, we may give a few details on this matter.

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The 'Java' was fitted out at Portsmouth by harbour-service men, and by them taken out to Spithead. Her very motley crew was then by degrees put on board. Just before sailing they could only muster twenty-seven men who had ever been in a man-of-war before, when ten men were allowed to volunteer from the 'Rodney,' principally on the promise of ratings; they were almost the only good men on board. Afterwards, however, they had fifty of the worst characters of the 'Coquette' drafted into the ship, men who had been almost in open mutiny in their former vessel, and who had treacherously cut the lanyards of the lower rigging when they were chasing an American squadron. Even after the 'Java' got to sea, water was frequently found to have been poured down the vents of the guns during the night. Whilst at Spithead, Captain Lambert remonstrated with the Admiralty on the inefficiency of his crew, and on the impossibility of his being able to engage any frigate of equal force; but the only reply he got was, "that a voyage to India would make a good crew of them." He left a letter behind him to the same effect.

But it was not in Lambert's nature to avoid an engagement. The 'Java,' in addition to her other disqualifications, had not only on board the staff of General Sir Thomas Hislop, the newly-appointed Commander-in-Chief at Bombay, whom she was carrying to India, and two East Indiamen in escort, but was lumbered with stores; yet no sooner did a hostile frigate come in his way off the coast of Brazil, than Lambert chased and fought her. His enemy, the 'Constitution,' of 55 guns, was already too well known to the British Navy by her late capture of the 'Guerrière,' a British ship which, like the 'Java,' was only two-thirds her own size. The American carried, indeed, only nine more guns than the latter frigate, but her weight of metal, like her tonnage, was half as great again as that of her enemy. Her sides were also so thick that the British shot had little power of penetrating into them, and her crew numbered 485 to the 'Java's' 377. No wonder, then, that with such a disparity of force, in addition to the character and rawness of the crew, the British frigate was taken, though not till she had fought an action which for courage and endurance has had few parallels even in the brilliant annals of the British Navy. The men, at first dispirited, soon, under the example of the officers and the few old hands (especially a ship's cook who had served in the 'Iphigenia'), evinced the spirit of their race, and, torn to pieces as they were, rushed to the rigging and taunted the 'Constitution' with hauling off, when that ship parted for a time to repair damages. Two hours before the

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'Java' struck, the heroic Lambert had been mortally wounded.* The ship was then fought by his First-Lieutenant, who had himself been severely wounded; nor did Chads strike his flag till his ship, after a desperate struggle of three hours and forty minutes, lay a helpless wreck, her masts shot away, one-third of her crew killed or wounded, and the 'Constitution' placed so that resistance was absolutely hopeless. She was, however, much cut up aloft, and had 14 men killed and 42 wounded, including amongst the latter the Commodore and one of his Lieutenants. When the Americans found out the condition of their prize that *she could not float*, they set her on fire, and she went down. The result forms a mass of undeniable evidence, proving that neither courage, discipline, nor seamanship, was wanting on our side, but that this frigate, like the 'Guerrière,' was taken, simply because they were opposed to a ship as much their superior in every respect as a British first-rate was to an 80-gun-ship. Both the 'Guerrière' and 'Java' were over-matched, and both were taken by the assistance of British seamen, who had deserted their own for the American Navy. Chads was now again to experience the fate of a prisoner of war, and was robbed once more of all that he had. Even his sword was stolen; but on Commodore Bainbridge (of the 'Constitution') insisting that it should be found in order to return it to him formally on the quarter-deck, it was forthcoming. On his way home with the 'Java's' crew, Chads distinguished himself by the splendid energy with which he put down a mutiny on board the 'Cartel,' commanded by the Second-Lieutenant. At the court-martial which took place at Portsmouth, each witness vied with the other in eulogy of Chads' conduct. The officers and crew were most honourably acquitted with every expression of hearty approval. Perhaps the words of the President, Sir Graham Moore, on returning Lieutenant Chads his sword, may be quoted here. "I have much pleasure in returning you your sword. Had you been an officer who had served in comparative obscurity all your life, and never before been heard of, your conduct on the present occasion has been sufficient to establish your character as a brave, skilful, and attentive officer." Gratifying words these to a young officer of twenty-four! A more substantial reward was immediately given him in his pro-

* Lieutenant Chads in his despatch, accounting for the capture of the 'Java,' and speaking of the support he had received from General Hislop and the officers on board, diffidently offered a tribute of praise to his gallant and lamented Captain, whose remains were afterwards interred with military honours at St. Salvador. A monument in St. Paul's Cathedral deservedly commemorates his name as a young and deeply-regretted Naval hero.

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motion to the rank of Commander and appointment to the 'Columbia' sloop-of-war, which he joined on the North American station. Here he was employed in 1815, amongst other services, in the capture of Guadaloupe from the French, and again received the highest commendations from his superior officer. Here, also, he laid the foundation of that ame as a gunnery-officer, by which he was chiefly known in his latter days. Broke and Pechell had already begun to form a science of Naval gunnery, and Chads was but little behind them. There was much to be done. Every Captain had to learn and teach for himself, but the 'Columbia' was soon a model for others.

On paying off this vessel, at the peace in 1815, her Commander experienced the fate of so many officers at that time, especially if they had no overpowering interest. As at all times in the British Navy, there were then two intensely difficult problems to settle—how to deal with the officers who were no longer wanted when a peace came, and how to satisfy the political exigencies which required advancement for men of family and wealth, without too far disgusting those who had no claims but their distinguished services:—a miserable alternative which we may hope is less forced on the authorities now-a-days than it was. Though solemnly promised promotion to post-rank, Commander Chads was now kept for no less than twelve years without it; applying every quarter for a ship, and using every means of bringing himself forward. He was eight years on half-pay. It must be admitted that he probably owed some of this trying delay to his own impetuosity, inasmuch as he never ceased to remind the Private Secretary of the First Lord of the Admiralty of his unjust treatment, and no doubt made an enemy of that influential personage. This leads us to remark that the extremely active character of the service he had seen, and his education in the old school of officers, added to his transparent frankness and straightforwardness, had given him a vehemence and absoluteness of manner which stuck to him more or less through life, and which was often misunderstood. No one had a tenderer heart, no one combined in a greater degree the gentleness of a Christian man's conduct, with the style and habits of a restless, dashing, and chivalrous officer. The softer side of his character was now to receive a permanent development, not only by his marriage with one who was in every way worthy of him, but by his coming under the influence of an earnest religion for which the dangers and escapes of his past career had well prepared him. At the same time no one had a greater horror of display.

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While some of his compeers, with all sincerity, embraced a very demonstrative form of piety, his would never have been known except by his actions, his abstinence from all questionable indulgences, and his attention to his Christian duties. Curiously enough, when he at last obtained a ship, he was indebted, not to his own services, but to the interest of one whom the Government of the day wished to oblige, the before-mentioned Sir Thomas Hislop, who, by witnessing his conduct in the 'Java,' had become hisdevoted friend.

His appointment to the command of the 'Arachne,' 18, introduces us to a portion of our hero's career with which the public are too well acquainted to require any lengthened account,—the Burmese war of 1824-26. The chastisement of the Burmese had become a necessity, for that Empire was persistently using very great wealth and a very complete organization (for a barbarous power) against the Eastern frontier of our Indian territory. With all the pride of a flourishing Oriental State, these people could not believe what English power meant till they bought their experience in this war. The chief interest of the campaign lay in its being the first instance of a Naval force being used for such a great distance (nearly 700 miles) up a river, and in the use of the first steamer, the 'Diana,' ever employed in Naval warfare. Captain Frederick Marryat, the novelist, who, in the 'Larne,' 20, gallantly commanded the Naval forces before Chads' arrival, must have the full credit for this idea. Though since this war our Naval forces have acted up rivers in China and South America, it may be questioned whether that peculiar kind of warfare was ever more admirably conducted, or more uniformly successful. The enemy was barbarous, it is true, but his force was better equipped by land and sea than that of any such Power with whom the English have been engaged. He made a most gallant and even ferocious resistance, part of the time under a general, Bandoolah, whose abilities would have done no discredit to a European service. Still further, the climate was deadly—our troops numbering nearly 9,000, of whom 4,000 were British—lost eighty per cent. of their number, and our flotilla—including Commodore Grant* in the 'Liffey,' 50, two 26-gun frigates, 'Tees,' Captain Coe, and 'Alligator,' Captain Alexander, with four corvettes, the 'Slaney,' Captain C. Mitford; 'Larne,' Captain Marryat 'Arachne,' Captain Chads; and 'Sophie,' Captain F. Ryves, and a number

* The gallant and good Commodore in the midst of success, was carried off by cholera, and buried at Pulo Penang.

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of the Company's cruisers, &c.—suffered most severely. But nothing could stop the career of such a general as Sir Archibald Campbell, or Naval commanders such as Marryat and Chads. Sir Archibald, reported to the Governor that the Naval officers and men in the 'Irawaddy,' "nobly maintained the long-established fame of the British Navy."

Twice over the latter officer was superseded by seniors, Captain Alexander, and Commodore Sir James Brisbane, the former of whom died, and the latter was obliged to leave from illness, from which he shortly after died in New South Wales. The command was each time resumed, and the work mostly done by the man whose iron constitution resisted every assault of climate, and whose fiery energy was felt to be contagious in both services. At the close of the war, he was, as senior Naval officer, one of the Commissioners for dictating the peace agreed upon between the Golden-footed King and the British General, which were in substance as follows:—"To cede in perpetuity the provinces of Aracan recently conquered, with their islands and dependencies. To pay one million sterling for the expenses of the war. To receive a British resident at Ava, and to send a Burman minister to reside at Calcutta. To abolish all exactions upon British shipping in Burman ports which are not demanded of the Burmese in British ports, and to enter into a commercial treaty on principles of reciprocal advantage."

The first instalment of £250,000 was conveyed to Calcutta by Captain Chads in the 'Alligator,' 28, into which ship he had been posted in 1826.

Such was the termination of the Burmese war, in which the valour, perseverance, and skill displayed by our land and sea forces were only exceeded by their kindness and generosity to their vanquished enemies. It would fill the whole of our space to detail the various forms in which the thanks of his superiors, in the Army and Navy, of the Governor-General of India, and of the House of Commons, were conveyed to him. He was not indeed mentioned by name in the latter document, as etiquette required that the Commodore of the East India station should alone be named; but to Chads belonged the thanks. He was admirably supported by the officers under his command, and invariably on cordial terms with the Army (a virtue not always to be traced in the joint proceedings of the two Services). Living in boats for months, continually under severe fire, and exposed to every hardship to which such services are liable, there never seems to have been a murmur, or a single moment's flagging of zeal. The practice of the chief was to lie down (generally on a hen-coop) early in the evening, and thus secure some hours' rest. At one o'clock he was up, and made a

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practice of pulling round the flotilla to see that everything was correct. The first to explore, plan, and lead, never caring how he exposed himself, this was the man to ensure success. He was gratified by the reward of the C.B., and his name now became famous. Yet after paying off the 'Alligator,' he was kept several years on shore once more, fretting at his enforced inactivity, and using every effort to obtain employment in vain. In later times he was able to look with more equanimity on these delays: "We never know whether we are sailing too fast or too slow," he used to say. Though a long while working his way up to the list of Admirals, he mounted to the head of that list very rapidly, and considered that he was within one or two of the place where he would have been had he obtained his earlier promotions as quickly as the men of interest.

To Sir James Graham he owed his next advancement. On coming to the Admiralty, Sir James heard his story, and acknowledging his ill-treatment, asked him if he would like to be knighted. "No," said Chads, "I only want a ship." Soon afterwards, Sir James employed him as Commissioner to inquire into the circumstances of the loss of the 'Amphitrite,' a female convict-ship, wrecked on the coast of France. Our Consul had been bitterly accused by the French press of neglect and barbarity, but it turned out that the charges were ill-founded. This delicate mission was performed with so much tact and ability, that Sir James gave him the highest praise,* and soon afterwards appointed him to the 'Andromache,' a 28-gun frigate, about to proceed with Lord Napier as Commissioner to China. A notice of forty-eight hours was all that was given him for a three years' commission, after waiting so long, and most of this (for there was no rail in 1834) was taken up with posting from Portsmouth to Plymouth; but to few men would such an emergency make less difference. It turned out after all that the ship was delayed.

In the 'Andromache,' Captain Chads' chief services were the affair of the Bogue forts in Canton River, and the suppression of piracy in the Straits of Malacca. In both cases it was the commencement of a long series of petty wars which have gradually made the English acquainted with these people. At the time, it was novel and strange enough. In China, the

* His letter contains these words: "Your recent conduct under trying circumstances at Boulogne was judicious, disinterested, and in every respect worthy of your high reputation." Nothing could induce Captain Chads to take any remuneration for this service. He was glad to be employed, and would like a ship, but his service was due to his country, and he would not receive money.

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East India Company had pursued a policy suited to suppliants for liberty to trade. That trade was thrown open in 1833, and Lord Napier's mission was to place it on a footing which at least might not be derogatory to a great nation like England. The Chinese, in their ignorance, little understood the new aspect of affairs. With them it appeared a matter of life or death to keep the British trade on its former degraded and servile footing; and this is the only excuse which could be made for the insults they heaped on the new Commissioner. The 'Imogene,' with a senior officer, Captain Price Blackwood, had joined the 'Andromache' before both parties came to blows, and the two small frigates speedily showed the Chinese their rashness in provoking a combat. The passage of the principal batteries, the Bogue, or Bocca Tigris forts in 1834 was exceedingly well managed, and very small loss sustained on our side compared with that of the enemy. The decided measures now taken by Lord Napier and his gallant Captains established matters on a satisfactory footing for some time to come.

The Malay pirates furnished Captain Chads with another opportunity for showing his energy and ability. These people, who had been taught by long immunity to regard themselves as employed in a perfectly legitimate calling, were, in fact, by no means unlike the old Norsemen. They spent their whole lives on the sea, and handing down the traditions of their ancestors' exploits from father to son, used with consummate skill their very fast and formidable prahus, were perfectly acquainted with the vast labyrinths of creeks and islands which abound in their seas, and had long been the terror of European traders, though they preyed more systematically, because more easily, on the Cochin Chinese and other less warlike races of their own blood. In 1836 Captain Chads was appointed joint Commissioner with Mr. (afterwards Sir George) Bonham, Governor of Singapore, for their suppression. His measures were taken with his usual promptitude, and met with their usual success. At the Arroas, at Gallang, at Port Romania, and at Siak, his boats (generally under his First-Lieutenant, Archibald Reed, a good officer, who had served under him in Burmah) completely destroyed every piratical squadron they came across, besides one important nest of these people; and struck such terror into the whole population on either side of the Malay peninsula, that he was able to make treaties with numerous Malay Rajahs who had encouraged the system. For some time there was a cessation of piracy. How difficult it has been found in later times really to eradicate it; how much we have owed to Rajah Brooke in the matter, and to many gallant Naval officers who have followed in Chads'

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footsteps, is well known. So skilfully were all Captain Chads' measures combined, that his boats suffered but little loss at the hands of these sanguinary warriors, who neither gave nor took quarter. At Siak, indeed, commanded by some unusually brave chiefs, they made a stout resistance (one prahu was deliberately blown up by its wounded chief rather than surrender), which cost our force the loss of seventeen men killed and wounded; but this was an exception. No innate courage, or even rudimentary discipline could make spears, krisses, and jingalls a match for six-pounders, muskets, and cutlasses in the hands of British sailors. The service done in the Straits of Malacca called forth the strongest encomiums from all quarters. It was at this period that he gained the friendship of Lord Auckland, the Governor-General of India, which lasted warm and fresh till his Lordship's death. There were few better public servants than Lord Auckland, and he soon discovered a kindred spirit in Captain Chads. His words to the Admiral on the station, Sir Bladen Capel, were as follows:—"His Lordship in Council feels it impossible to avoid expressing to your Excellency his extreme satisfaction with Captain Chads' conduct in every particular, and gladly avails himself of this opportunity of recording the high estimation in which he holds that officer's professional character and talents for command." The East India Company presented him with a gold sword, and the merchants of each of the three Presidencies with costly gifts, each with a suitable inscription.

How well can those who had the privilege of sharing in these engagements remember the contagious spirit of zeal and emulation which their Captain infused into all under his command. Himself penetrated through and through with public spirit, the officers and men caught the contagion, and had but one feeling of honourable rivalry as to who should see most service and gain most distinction. To earn his praise was distinction enough for any one. It was in this ship that he matured so many of the ideas which had occupied his mind during earlier days, and through long years of enforced retirement. The gunnery of the 'Andromache' was the surprise and astonishment of the East India station, and yet it was taught and practised in such a way as never to be irksome to the crew. Instead of the more modern system of one day in the week, on which everything was to be sacrificed to a long and laborious drill, a short and stirring exercise, cleverly varied, was assigned to almost every evening. This was assimilated as much as possible to actual service, so that the men took a pride and pleasure in it. They knew what they could do, and they saw why they did it. They

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fully believed the old 'Andrew Mac,' as they called her, could beat half-a-dozen of her own size combined. One of the most distinguished of the old war officers, the late Admiral Sir Robert Otway, inspected the ship on paying off. His delight in her efficiency was expressed in the following words:—"What a pity it is, Captain Chads, that we are not at war, that your ship might have an opportunity of distinguishing herself!"

With the seamen he was one of the first officers to commence that system of indulgence in the matter of leave to go on shore when in port, which has since become an organization. The men appreciated it, and always came off to their leave. It seems strange now that we should have been so long, even in our own day, in finding out that our seamen are human beings who require to be treated as such; but it is still more strange to look back at the shameful way in which they were treated before the great mutinies of the old war, and to reflect on the absence of the plainest common sense and humanity which characterized the ideas of that age. The progress has been slow but sure, and not the least amongst the agents in bringing it about was the subject of this memoir. With all this warlike zeal, careful discipline, and consideration for the seamen, was combined that other element which we have seen was part of the Captain's character, a determination to respect and encourage religion. In days when a Sunday service was too generally neglected in ships which did not carry a chaplain, and very far from regular when they did, Captain Chads never failed, blow high or blow low, to perform the regular Church Service himself with reverence and devotion, and to read a short sermon. Still further, for the midshipmen and boys, though no one else was obliged to attend, he had as regularly an afternoon service in his own cabin. Nobody was ashamed of being religious under such auspices, and though it is not to be supposed that either officers or men arrived at perfection, yet at least swearing when carrying on duty was unknown, and flogging a most rare and exceptional event.

To the midshipmen he was a father, taking them on shore with him wherever he went, and billeting them amongst his friends at such places as Calcutta, Bombay, and Madras; to the lieutenants and mates an elder brother, counselling them in difficulties, and instructing them from the wide range of his own experience. No wonder, then, that his ship was a real home to its inmates, a family where everyone had an interest in each other, a green spot to which in after years many an officer and seaman looked back with fond recollections and thankful hearts.

(To be continued.)

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SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

The Thirty-Third Anniversary.

The thirty-third Annual Meeting of this national Institution, incorporated by Act of Parliament, and supported by voluntary contributions, to assist destitute persons cast away upon our coast, was held at the Cannon-street Hotel on the 11th May.

We observed among the company present:—T. Eustace Smith, Esq., M.P., Admiral Hon. Arthur Duncombe, Vice-Admiral Buckle, C.B., Captains, Royal Navy, Hon. Francis Maude, J. Liebenrood, W. H. Symons (Second Secretary), T. Osmer, J. J. Brown, A. Boyle, and Sir J. Heron Maxwell, Bart.; Reverends Dr. Cumming, Dr. Roberts, W. R. Payne, R. N.; Messrs. Joseph Anderson, H. D. Stewart, C. K. McAuliffe, J. Holt Skinner, J. Howorth, N. Nelson, N. Griffiths, F. Tuckett, Robert Walker, John Pasco, R.N., Leslie Lean, E. C. Lean, W. W. Glenny, R. R. Ward, — Fieley, — Bruce, Frederick Hill, — Powell, H. Glanvill, Noel Tomkins, Samuel Tomkins, and — Beaumont; Captains Vincent Budd, John Steele, Thomas Tribe, — Barnett, and Robert Saunders. There were also a number of ladies present, and fifty pensioners from the Royal Alfred Aged Merchant Seamen's Institution.

The Society effectually meets the necessities of all destitute persons cast on any part of the coast, foreigners as well as natives. The former are sent to their nearest Consul, and the latter to their homes. The widows and orphans of our Mariners are promptly relieved in their bereavement. The total number succoured between the 1st January and 31st December, 1871, amounted to 9,298. This, in brief, is the object of a Society, the need of whose labours in a country geographically situated as ours is, must be apparent to all. Another purpose it serves, is to remove the favourite plea of beggars that they are shipwrecked mariners. In reference to this device, they, in truth, find themselves in Othello's position, with their "occupation gone." The Society's labours are carried on without any great stir or bustle. It has agents on the sea-coast, and even inland agents, who administer the funds with a promptitude which is commendable, and with a zeal for which they cannot be too greatly thanked.

To the regret of all present, the President of the Society, his Grace the Duke of Marlborough was unable, through a severe family bereavement, to be present, but, in the emergency, his place was occupied to the satisfaction of all present by the Hon. Arthur Duncombe.

Letters were also read from his grace the Duke of Cleveland and others, regretting their inability to be present.

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The Meeting having been opened with prayer by the Rev. W. R PAYNE, R.N.,

The CHAIRMAN, after having commented upon the importance of the Society, and commended its objects to the public, called upon the Secretary, FRANCIS LEAN, Esq., R.N., to read the following Report:—

In presenting the Thirty-third Annual Report of this noble charity to its benevolent supporters and the general public, your Committee feel profoundly grateful to Almighty God (from whom cometh every good and perfect gift), that He has enabled them, from year to year, to congratulate them, and specially their fellow-labourers, on the satisfactory progress of the Society. It has gone on steadily increasing its income, and thereby the means of extending its beneficence to the objects for whose benefit it is associated, of which it may be observed your Committee have not failed to take advantage: in proof thereof they call attention to their last report, wherein they state that in dependence on the generous support of the public, they had extended the scale of relief to the Widows and Orphans of Mariners and Fishermen dying a natural death, and that such extension would involve an increased outlay of about £3,000 per annum. As the regulation took effect on the 1st of January, 1871, they are enabled to report that the additional relief afforded has not come much short of their expectation.

In reviewing their labours for the last twenty-six years, your Committee have great pleasure in calling attention to the fact, as proved by their reports, that they have avoided seeking to build up a large fund, but have taken advantage of the bounty of the public, rather to extend the charity of the Society; thus it will be found that although by the blessing of God the income has increased 500 per cent. during the aforementioned period, the relief to the objects of the charity has also increased 1,000!! nevertheless the funded property is at present but a trifle over one year's income.

The horrors of shipwreck are fearfully familiar to those inhabitants of the towns and villages on the coasts, and often present scenes of the most harrowing description, specially on the north-east. At Bridlington, in one gale alone, one hundred vessels were either driven on shore or were seen to go down at their anchors, whilst the distracted wives and families of the crews of some of the vessels were flying from point to point screaming for help; the life-boats during the height of the tempest being powerless to succour with the exception of a few; fifty-one bodies were washed on shore, many others will be no more seen till the sea gives up its dead. A number of vessels were driven on shore in other places; at times it occurs that several hundreds of shipwrecked vessels are strewn on that fatal shore of our Island extending from Yarmouth to the Firth of Forth.

The solitary shipwrecks and founderings at sea, by collision or otherwise,

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often result in the loss of a larger number of lives even, than when numbers of vessels, as before described, have been driven on shore. The loss of the 'London' will long be remembered; recently a fine steamer, the 'Delaware' left Liverpool for Suez, and, when off Scilly, she was driven on the rocks and immediately went to pieces; two out of forty-nine men that formed her crew saved themselves as by a miracle; these were the first and third mates, whom your Honorary Agent succoured and passed back to Liverpool; this, as you are aware, is the benevolent duty of your Honorary Agents, who are to be found wherever a ship is wrecked, whether on the shores of the United Kingdom or the Isles adjacent. They give also the like care when landed to the poor shipwrecked sailor picked up at sea or brought home from abroad; all are sent to their homes by rail or steamer as most convenient: foreigners alike partake of your charity, if a Consul of their nation be not on the spot.

Your Committee most respectfully press the claims of our Merchant Seamen on the nobility, gentry, and public at large; much as they feel they have to be thankful for, in that the hearts of so many have been enlarged towards them, and here they desire *specially* to notice the large-heartedness of one of their number, their Vice-chairman, William Stuart, Esq., of Aldenham Abbey, Herts, evinced by his presentation to the Society of £5,000 with this remark, that he would rather give it *now* than leave it till after his death! This noble act they feel will bear no comment, words would spoil it; they can only say that they trust it may be suggestive to those to whom the stewardship of large means has been confided: "Go, and do thou likewise."

The following statistics, under their different heads, will be read with interest as an epitome of the working of the Society, and at the close of this report there will be found a statement of Receipts and Payments, which they hope their generous supporters will find satisfactory, viz:—

Income,—

The gross income for the year amounts to £28,365 9s. 2d. which is in excess of 1870, £5,704 12s. 0d. The following donations and subscriptions of £20 and upwards are thankfully acknowledged:—Her Most Gracious Majesty the Queen, £25 (annual); Mrs. Henry Kemble, £25; Mrs. Cholmley, £100; Charles Baring Young, Esq., £100; Dublin Port and Docks Board, £25; A Friend (per Secretary), £25; Mrs. Henry Gamble, £25; Duke of Cleveland, K.G., £50; "H. D. Y.," £1,000; William Stuart, Esq., V.P., £5,000; Lloyd's Register of British and Foreign Shipping, £105; Committee of Lloyd's, £21; Worshipful Company of Mercers, £26 5s.; Miss Harvey, £20;

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Worshipful Company of Grocers, £50; Nehemiah Griffiths, Esq., £21; Governors and Directors of the Royal Exchange Assurance Corporation, £50; Lady Jane Bourchier, £20; E. P. Rothwell, Esq., £20; John Clark, Esq. (Dundee), £50; Joseph Pease, Esq., £25; Foresters and Odd Fellows, Mistley, proceeds of Demonstration, £25; John Holgate, Esq., £26; Miss Holgate, £25 10s.; Sir John Ramsden, Bart., £25; Lord Muncaster, £20; Mrs. Danby Vernon Harcourt, £50; Dundee Harbour Trustees, £25; Worshipful Company of Goldsmiths, £50; Worshipful Company of Merchant Taylors, £26 5s.; Governors and Directors of the London Assurance Corporation, £25; Duke of Devonshire, £50; and Trustees of the late Wm. Thorngate, Esq. (per Henry Compigné, Esq.), £70 (annual).

Mariners and Fishermen Subscribing 3s. per annum,—

The number for 1871 has been 47,917; this is 341 less than the numbers subscribing last year, which is to be regretted, especially as it arises from excess of deaths, which has been over 2,425, and has only been met by 2,084 new subscribers. The men thus subscribing receive a certain amount for loss of clothes, when shipwrecked, and their widows and orphans an allowance at their death. Thus your Committee are seeking to cultivate provident habits among our seamen; but their subscription of 3s. yearly is by no means equal to the good insured, which is met by the bounty of the public; neither does it interfere with the broad Charity that meets all poor shipwrecked persons cast destitute on the coast—*there*, destitution constitutes their only claim; this Charity is *freely* given to *all*, foreigners, as well as natives.

Honorary Donors and Subscribers,—

These, including the Branches, number 21,519.

Legacies announced in the past Year,—

Miss Anna Hunt, £50; Miss Mary Caroline Berryman, one eighth of residue of personal estate and effects; Mrs. Eliza Watson, £100; Capt. Anderson, £5; Matthew Black, Esq., £10; Mrs. Penelope Osborne, £50; Mrs. Jane Lane, £10; Miss Mary Clarke, £10; Miss Margaret Waring, £100; Miss Bald, £50; Mrs. Charlotte Elizabeth Walmsley, £200; Rev. E. Dalton, D.D., £10; Mrs. Hayes, £30; Peter L. Hussey, Esq., £50; Miss Mary Ann Wood, £809 11s. 6d. additional, through Miss Jackson.

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Vessels Wrecked,—

Your Committee still have to regret that the wrecks continue to be increasingly numerous, both on the shore, and by collisions and other accidents at sea, numbering upwards of 5,000 annually; this may partly be expected from our extended commerce, but much arises from reckless, driving competition.

Shipwrecked Persons,—

During the past year, 5,004 have been relieved at the place of wreck and forwarded to their homes. This number includes the crews of vessels belonging to the following nations forwarded to their Consuls, viz.:—America, Austria, Belgium, British American Colonies, France, Germany, Greece, Holland, Italy, Norway, Persia, Prussia, Spain, and Russia.

Widows, Orphans, and Aged Parents,—

Relief has been given to 4,294 during the past year, which includes 1,869 widows and orphans, who have been previously relieved on the death of their relatives, but consequent upon the *widows* being left with *young* children, they have been further relieved by an annual grant awarded to them for the first few years of widowhood, as the case may be; the *aged* widow is always considered in these grants.

Total Numbers Relieved,—

In 1871, amounted to nine thousand two hundred and ninety-eight persons, making a total of 213,085 since the formation of the Society in 1839.

Honorary and Pecuniary Rewards,—

One Gold Medal, and £25 in cash, have been awarded during the past year for saving 21 lives from shipwreck on the high seas and coasts of the Colonies, making a total of 35 Gold and 233 Silver Medals, and £986 5s. for assisting at the saving of 5,708 persons since 1851.

"The Shipwrecked Mariner" Quarterly Magazine,—

In this little periodical, published quarterly by George Morrish, 24, Warwick Lane, Paternoster Row, price 6d., will be found much interesting matter connected with your Society's field of labour, such as details of shipwrecks, relief afforded during the quarter, and other subjects having reference more or less to our great maritime power. Its circulation is something over 9,000

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copies annually; it returns a small profit to your Society, and is found otherwise useful in advertising its operations; your Committee therefore hope the friends of the Charity will promote its circulation.

Travelling Secretaries,—

Messrs. W. C. Prince, James Bancks, Lindon Saunders, and A. M. Gillham, are the gentlemen now performing this duty, which is to visit the Honorary Agents, thus bringing them into personal communication with the Central Office; to revive declining Agencies, and establish new ones where it might be expedient, to hold public meetings, and to collect funds. Your Committee commend them to the kind consideration of every friend of the sailor for help in their onerous duties.

Your Committee regret to report the loss to your Society, by death, of one of its oldest supporters and Vice-Presidents, viz., Sir Thomas Dyke Acland, Bart., and also of the following fellow-labourers, who acted as Honorary Agents in their several districts, viz.:—Capt. W. K. Nicholas, R.N., for Lostwithiel; John Berry, Esq., for Ashburton, &c.; Francis Bedwell, Esq., for Bath; Rev. James Macpherson, for Hull; Mr. Joseph F. Boyd, for Larne; James Shannon, Esq., M.D., for Ennistymon; Dr. O'Donnell, for Kilrush; H. L. Pritchard, Esq., M.D., for Port Talbot; and John Harries, Esq., for Newport, Pembroke.

Your Committee have unmixed satisfaction in calling attention to the Royal Alfred Aged Merchant Seamen's Institution, an Institution established by your Society, at Belvedere House, Erith, but now worked with untiring and zealous benevolence by a committee of gentlemen, in whose hands, with God's blessing, it is fast rising into a position such as the worn-out Merchant Seamen of this great maritime country ought long since to have had. It shelters the aged sailor, rather than he should go to the workhouse, and gives the poor old man who has a wife to take care of him, a small pension. Our Sailor Prince has become its Patron; and Mr. Thomas Baring, M.P., one of the first merchants in London, its President; and the Trinity House is represented among its officers by its Deputy Master, and one of the elder brethren, as well as by its Master, the Prince. Funds are greatly needed to meet the cry for help from numerous aged, half-starving "British Tars!"

Your Committee continue to receive the kindest and most benevolent help from their fellow-labourers on the coast, acting as your Honorary Agents, whose onerous duties in affording relief to the poor mariner are often excessive.

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They desire to express their great obligation to the Clergymen and Ministers of Christian congregations who have, from their pulpits, pleaded the cause of the sailor and his desolate widow and orphans; also to the British and Foreign Sailors' Society, the Thames Church Mission, Missions to Seamen, the Lady and Gentlemen Collectors, the Scottish Board of Fisheries, and the Officers of the Coast Guard; also to the Directors of the Railway and Steam Packet Companies, by whose aid the operations of the Society are greatly facilitated, and the comfort of the sufferers materially increased.

In conclusion, your Committee are most thankful to God, under whose blessing this noble Charity has been brought to its present high standing in the field of usefulness. They record, with gratitude to Him, that for the last twenty-seven years of its existence, He has year by year enabled them to report material progress, answering, in His grace, their prayers in their weekly meeting, that He would "enable them to alleviate calamity and loss, by timely and sufficient aid to the objects for whom they labour.

By Command of the Committee,
FRANCIS MAUDE, Capt., R.N.,
Chairman.

Mr. Eustace Smith, M.P. for Tynemouth, said: In rising to move the first resolution, I think I may most sincerely congratulate you upon the very satisfactory report which we have just heard read of the noble Society whose interests we have this day met to promote. I think it requires very few words of congratulation on my part to express to you how gratified I am, and how gratified, I am sure, you must all feel, that this Society, which has done so much for the shipwrecked mariners and fishermen of our coast—a Society which has afforded assistance, as we learn from the Report, to the extent of nearly 10,000 persons, and which has, since its formation in 1839, given assistance to not far short of a quarter of a million of people—I say it must be gratifying to us all to feel that this Society is still—thanks to the zeal and efficiency with which its interests are worked—going on prosperously and increasing its sphere of benevolence and usefulness. I observe from the Report that the income of the Society is largely increasing, and that is very satisfactory. From the year that has just expired, there would at first sight appear to be a very large increase, but the great bulk of that increase is due to the munificent donation of the Vice-chairman of this Society, Mr. William Stuart; and I am sure that you will all feel that, while the increase in the income of the Society is so small, this noble donation, from which the Society has benefited during the last year, is not only noble in itself, in the purpose for which it is intended, but useful to us in giving us a stimulus to do what we can to promote the interests of the shipwrecked mariner. I feel that as years go on we must look forward certainly

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to no diminution, but possibly to an increase, in the claims upon this Society. However much has been done in order to save life and to avoid shipwreck on our coasts, we must still remember that the shipping of our country has undergone a considerable revolution within the last few years, and although there has been a considerable improvement in the class of vessels employed on our coasts, yet those vessels travel at a speed very different from what they did ten years ago. We must therefore expect that, after we have done everything in our power, there will still be possibly an increasing number of shipwrecks, and consequently of claims upon this Charity. I do hope that the example set us by the munificent donation given last year will only be a stimulus to us to do more to advance the interests of the Society. I have the more pleasure in addressing you to-day because I myself am a native of, and member of Parliament for, a place on that north-east coast which is alluded to in the report. Living, as I do, very near the sea, I can speak from my own personal experience as to the harrowing scenes and great distress I have witnessed in consequence of the terrible shipwrecks which do occasionally occur. Having lived there all my life, I can say that I know full well what timely and useful assistance this Society has given to the helpless strangers who from time to time have been cast upon that coast. I feel that you will agree with me in cordially accepting the resolution—

"That this meeting desires to record its satisfaction with the highly favourable report now read, which it leaves in the hands of the Committee to print and to circulate."

Sir JOHN HERON MAXWELL, Bart., speaking as a member of committee, observed that this Society was so perfectly well known throughout the whole kingdom that it at once commended itself to the sympathy and support of every one who had paid the least attention to its operations. As an instance of the terrible disasters which were occurring on our coasts from time to time, he might mention one that took place some time ago at Bridlington. The Report then circulated was to the effect that fifty-one bodies were washed ashore, but he happened to be at that place last autumn with his family, when he was told there were no fewer than sixty-seven bodies washed ashore at that time. Such a fact was sufficient to raise in every right-feeling breast the warmest sympathy on behalf of such a Charity as the present, whose ministrations extended not merely to shipwrecked and surviving mariners themselves, but to those who, but for its aid, would have been left destitute. The great munificence of Mr. W. Stuart, who gave the Charity £5,000, was a notable incident in the history of the past year. Such munificence was rarely equalled, and certainly not in the history of this Society. Like the noble and the true-hearted man he was, Mr. Stuart preferred that his money should be given during his life, and not on his decease, because now he would be able to see the fruits which

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it would bear to the glory of God and to the good of perishing men. He rejoiced to know, and the meeting would only be proud to hear it, that, without being obtrusive, words in season had been dropped by the administrators of the Society's bounty which had led to the surrender of souls to the Redeemer of mankind. In this way, not a few had been saved from death spiritual as well as from death eternal.

Captain LIEBENROOD, R.N., moved the next resolution—

"That this meeting desires to record its regret for the loss the Society has sustained by the death of one of its oldest supporters and vice-presidents, viz., Sir Thomas Dyke Acland, Bart., and also of the following gentlemen, who acted as honorary agents in their several districts, viz: Captain W. K. Nicholas, R.N., for Lostwithiel; John Berry, Esq., for Ashburton, &c.; Francis Bedwell, Esq., for Bath; Rev. James Macpherson, for Hull; Mr. Joseph F. Boyd, for Larne; James Shannon, Esq., M.D., for Enniskymon; Dr. O'Donnell, for Kilrush; H. L. Pritchard, Esq., M.D., for Port Talbot; and John Harries, Esq., for Newport, Pembroke."

He observed that a bare statement of the facts relating to this Society was sufficient to enlist universal sympathy with its objects. Its machinery was as simple as its officers were prompt in the remedy which it afforded to seamen, and it should have, as it most certainly did have, their warmest support. Whilst speaking upon the subject he could not commend too highly a little quarterly maritime Magazine, called "*The Shipwrecked Mariner*." This little work gave a full account of the proceedings of the Society, and entered into details which must be extremely interesting to all persons concerned in the welfare of "those who go down to the sea in ships and do business in great waters." The work also contained accounts of shipwrecks on other coasts besides those of England, and teemed with information respecting matters concerning the welfare of seamen and the improvement of vessels. He could not too highly commend it, not merely for its excellence as a magazine, but for the admirable object it was designed to serve. When he said that the profits arising from its sale were wholly devoted to the Shipwrecked Mariners' Society, he thought he had added a last argument why his hearers should promote its circulation. With reference to the Society, he must say that he regarded it as the imperative duty of each one of them to see that the coffers of the Institution were kept full, and that their ministrations of love and mercy to these poor shipwrecked men should not be sparing. It was to these men that they owed most of the comforts by which they were surrounded in daily life, and they should, in simple gratitude, see that in time of dire distress these men did not lack what was necessary by their stinting. Like a former speaker, he had no idea that the work in which they were engaged would ever cease, but rather that it would increase. The fact was, that year by year the number of wrecks was greater than the preceding, and therefore they must make renewed exertions to keep pace with the rising demands. While there

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was an apparent increase in the Society's income, there was in reality a decrease, for they could not always hope to receive such munificent donations as had been given. The contributions on the part of seamen, he regretted to say, had diminished, and that ought not to be. He cordially supported the resolution, and he must add that one thing that endeared the Society to him was the thoroughly Christian, and he might even say Christian-like character in which its bounty was administered, and its whole operations conducted. In closing, he must say that he was heartily glad to see the old tars present. He hoped that as they advanced in years they would grow in grace. He also hoped that they might long live to enjoy the comfort which kind friends had provided for them, and that at last, when life was over here, they would enter upon that life which is immortal, in the mansions of the blest.

Mr. Holt Skinner seconded the resolution so ably moved by his friend, and whose opinions he most cordially endorsed. He begged his hearers to be active in promoting the welfare of the Society, and reminded them of the necessity of working to-day "for the night cometh when no man can work."

The Rev. Dr. Cumming observed that he was not a mariner, though twice he was nearly a shipwrecked mariner. He was once shipwrecked off the coast of Suffolk. The resolution he had to move was this—

"That this meeting desires to offer its grateful thanks to Almighty God for the steady progress reported from year to year with which the Society has been favoured, and, in doing so, thankfully acknowledges the benevolent and untiring zeal of the honorary agents on the coast, to whom its warmest thanks are due; also to the lady and gentlemen collectors, the honorary auditors, the officers of the Coastguard, the British and Foreign Sailors' Society, the Thames Church Mission, the Missions to Seamen, the Scottish Board of Fisheries, the Directors of Railway and Steamboat Companies, and last, not least, the Clergy and Ministers of Christian congregations for their charitable and Christian support in carrying out this great national work, embracing as it does the destitute shipwrecked persons of every nation and clime cast upon our shores."

He (Dr. Cumming) remembered in that Book to which ministers of all denominations referred, the question was once put, "Who is thy brother?" and the lesson it taught was, that it was our duty in the sight of God to help him if he needed assistance. This Institution responded in a noble way to that question. The friends and supporters *had* found their brethren, and found them in a state which appealed most earnestly to their feelings and their sympathies, and they desired with all the enthusiasm of their hearts, and all the resources of their pockets, to respond to that question. This Society, as he had already said, was answering that question. It felt that it was its brother's keeper, and it further felt that where there was relationship there was responsibility. To know a want was to be answerable in the sight of God for the mitigation of that want, to the best of their ability, and if they knew any that

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were suffering at that moment, any that were destitute, by whom a kind word was needed, and a small contribution would be of the greatest relief—then by responding to that question which he had propounded at the outset, they would add comfort to their own declining years, and a sweet thought with which to cheer their own dying bed. This was but a duty devolving upon them, and one that they ought to make for themselves. To help a brother was a positive luxury. A great many people having exhausted the pleasures of the world were continually trying to find out some new gratification, and to experience some new sense of joy or delight. Did they know that that old-fashioned Book, which a great many people seemed to ignore, and a great many more disbelieved, told mankind of one of the sublimest pieces of philosophy and one of the noblest pleasures of philanthropy? It was contained in these words, "It is more blessed to give than to receive." They had never risen to the highest pitch of Christian enjoyment until they had felt it a more intense pleasure to give a sovereign than to receive one. A friend of his (Dr. Cumming's), an American, who was very fond of expounding passages of Scripture, and professed to be a very great Christian, was one day waited upon by a good man who had a most excellent claim for his munificence and liberality. He asked him to give him something handsome towards the charity on behalf of which he pleaded. The answer of the American was, "Well, I will think of it." "I don't want you to think of it," was the reply, "I want you to do it." "Whatsoever thy hand findeth to do, do it with all thy might." "Well," said the other, "I have only got so much, the rest is salted down" (invested). "You are very able at expounding passages of Scripture," said the good man, "will you expound any upon the 'salted down' fortunes? You think that merely drawing the interest and giving according to that is sufficient, but that is not the liberality which the Word of God commands and enjoins. You are to do what you can according to your possessions." Let those present adopt this principle for themselves, and the blessing of God would attend them.

He (Dr. Cumming) felt assured that people neglected works of pity and compassion more from want of thought than from want of heart, and he closed his remarks by quoting the following lines from a poet who seemed to have embraced this sentiment of the remorse occasioned thereby:—

For the blind and the cripple were there,
And the babe that pined for bread;
And the houseless man, and the widow poor,
Who begged to bury the dead!
The naked, alas! that I might have clad—
The famished I might have fed!

Each pleading look that long ago
I scanned with a heedless eye;

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Each face was gazing as plainly then
As when I passed it by;
Woe, woe for me, if the past should be
Thus present when I die!

No need of sulphurous lake,
No need of fiery coal;
But only that crowd of human-kind
That wanted pity and dole—
In everlasting retrospect—
Will ring my fiery soul!

Alas! I have walked through life,
Too heedless where I trod;
Nay, helping to trample my fellow worm,
And fill the burial sod,—
Forgetting that even the sparrow
Falls not unmarked by God!

I drank the richest draughts,
And ate whatever was good—
Fish, and flesh, and fowl, and fruit,
Supplied my hungry mood;
But I never remembered the wretched ones
That starve for want of food!

I dressed as the noble dress,
In cloth of silver and gold,
With silk and satin, and costly furs
In many an ample fold;
But I never remembered the naked limbs
That froze with winter's cold.

The wounds I might have healed!
The human sorrow and smart!
And yet it never was in my soul
To play so ill a part;
But evil is wrought by want of thought
As well as want of heart!

Captain the Hon. FRANCIS MAUDE, R.N., observed that this was a vote of thanks to God for the steady progress that He in His great mercy had permitted the Society to make, as well as to those who had given personal service. He remembered some years ago trying to realise to his own mind, and to the minds of his hearers on that occasion, what was the amount of work the Society had really done during the year, and the number of persons it had benefited. The only way that he could do it was this: Exeter Hall comfortably seated 3,000 persons, and he tried to draw a picture of the people benefited pouring in or out of that large building, and that would about represent the good that the Society had done as regards the number in that year. This year, however, they could have filled Exeter Hall three times over. He

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was sure that a fact of this kind must show both the activity of the Society and the vast field in which they had to labour. Many persons in the Meeting must regret the absence on the present occasion of Mr. Brograve, son of the gentleman who thirty-three years ago suggested the idea of such a Society as this. That gentleman had been suffering very severely from an attack of illness, and nothing else would have prevented him from being present. He was glad to state that a lady present had presented two cheques of £25 each, one for this Society, and the other for the Royal Alfred Institution, which was represented by the old tars, whom all must rejoice to see in the Meeting. It was impossible for anyone simply attending that Meeting to judge of the benefit they derived from the co-operation of the honorary agents. Those gentlemen were nearly 900 in number, so that it was impossible for anyone to be wrecked on the British Coast without finding an honorary agent to take him by the hand. They had had under their care cases of shipwrecked mariners who, by the timely relief received from the honorary agents, had been themselves the first persons to announce their safety to their families.

The resolution was unanimously adopted.

The Rev. Dr. ROBERTS moved—"That the following members of Committee going out by rotation be re-elected—viz., W. S. Lindsay, Esq.; Captain V. Budd; Commander J. T. Forster, R.N.; J. J. Mayo, Esq.; Captain E. Littlehales, R.N.; Vice-Admiral Buckle, C.B.; Captain Liebenrood, R.N.; Andrew Swanzy, Esq.; and D. J. Jaffé, Esq."

Captain BOYLE, R.N., seconded the resolution.

Vice-Admiral BUCKLE, C.B., moved—"That the cordial thanks of this Meeting are offered to Admiral the Hon. Arthur Duncombe, for the able and courteous manner in which he has conducted it, and for the interest he kindly takes in the welfare of the Society." Whilst thanking the present Chairman, they must all very deeply regret the event which had necessitated the absence of the noble Duke.

Sir JOHN HERON MAXWELL, Bart., seconded the motion, and said he had known the Chairman for just fifty years. They were shipmates in 1822, and had since met on several occasions only to increase the esteem which he (Sir John) felt for him. He had never more pleasure in meeting him than on occasions like this. No one took a warmer interest in this Society than did Admiral Duncombe.

The CHAIRMAN: Ladies and gentlemen, I feel that I am not deserving of your thanks, because I have had but very little to do. The wrecks which took place at Bridlington have been mentioned, and I would say that I live within a few miles of the place where that sad event happened, and in connection therewith we were obliged to call upon the coroner to hold 60 or

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70 inquests. In all cases, photographs of the dead bodies were taken as they were washed ashore. Many of them were foreigners, and one or two were men of colour. By means of these photographs several were identified by bereaved relatives, who, at least, had the melancholy satisfaction of knowing what became of them, instead of being kept in suspense with regard to their fate. I mention this as an interesting feature in photography, for I think photographs should be taken in all cases where bodies are washed ashore and cannot be identified.

The proceedings then closed.

OUR WORN-OUT SAILORS.

THE following characteristic letter written by an old Tar from one of the Union Workhouses, shows how the buoyant spirit of poor Jack is sustained amidst the most overwhelming calamity. The writer is a candidate for admission to the benefits of the Royal Alfred Aged Merchant Seamen's Institution, and it is written in the hope of procuring votes at the coming Election. The applicant has evidently seen better days, and when it is considered the hopeless state of desolation a man is reduced to, when compelled to canvass from the wards of a workhouse, without friends and without money, to pay the postage of a letter, it is marvellous that the spirit even of a sailor does not quail in the attempt:—

"I am seventy-two years of age, have been following the sea since 1810, from boy to seaman, second mate, chief mate, and master. I was pretty fortunate till 1851, when, riding at anchor in Holyhead Harbour, the Steam Packet 'Columbo' ran my vessel down and sunk her immediately in seven fathoms water.

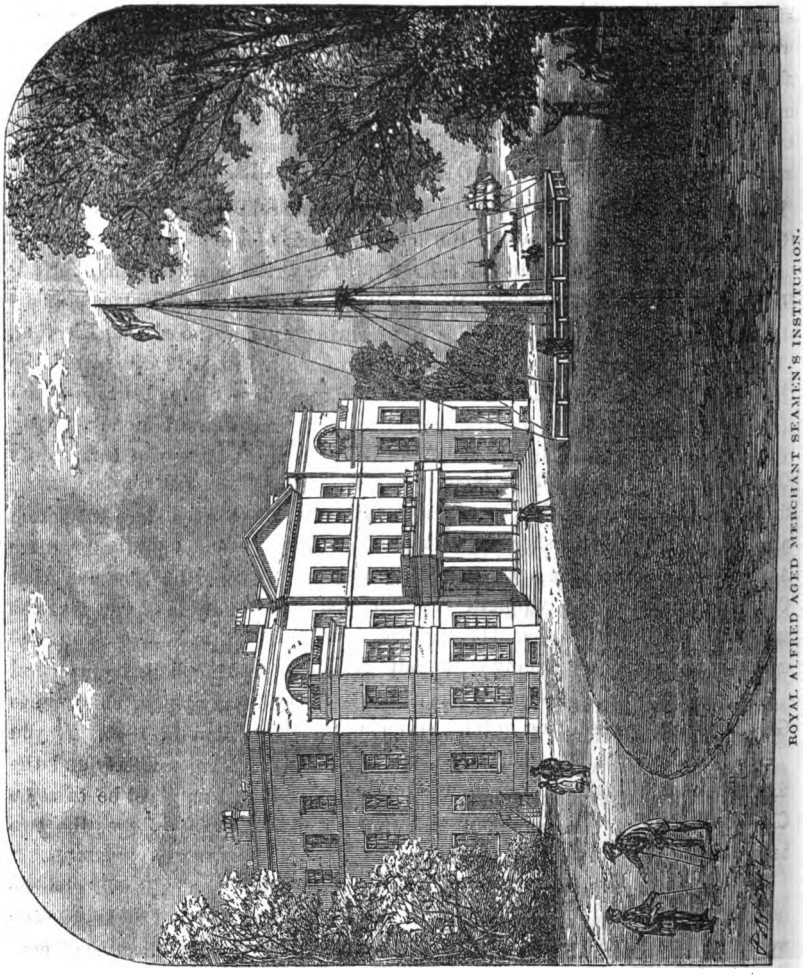
"From that time I am sorry to say I have been making both lee-way and stern-way, until, in 1861, I was compelled, with two of my young children, to go into Dutton Union. I came to Great Yarmouth Union in 1865. If you will be pleased to vote for me, that I may once more enjoy liberty and the benefit of that most splendid Royal Alfred Institution, I may yet be of some real service to my two young children, under fourteen years of age, the two youngest of twenty-five sons and daughters.

"If you will assist me by voting for an out-pension for me, it will give me an opportunity of being serviceable to young seamen of this port by instructing them in the practical part of Navigation as well as in the theory. I conducted a Floating Church in Runcorn, Cheshire, and left it by my sight failing. I went totally blind, and underwent five operations in two years in the Eye Infirmary, Liverpool; by that means my sight was partly restored, so that I can now write these lines.

"I paid to Greenwich from boyhood till it was discontinued; to the Muster

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Roll until 1851; to the Shipwrecked Mariners' Society until 1851; to the Merchant Seamen's Fund, and to many petitions. I have never received any



ROYAL ALFRED AGED MERCHANT SEAMEN'S INSTITUTION.

pension or relief but from the parish. I have good health and very good constitution, for which I am at all times thankful to my Almighty Creator and

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Preserver. I have been eleven times overboard; five times shipwrecked and sunk. In 1815 I was saved by Captain Manby's apparatus; by the shot fired over the wrecked vessel, I made fast to a line with five others, jumped into a raging sea in a gale of wind; but I am thankful I have not had a bone broken. In 1851 I was possessed of £1,300 to £1,400 real and personal, but the stream has been unfavourable and the wind always ahead. It signified not which tack I was on or what I took in hand, ever since 1851 until 1866. When all was gone, I was obliged to bear away for a port where I now am at anchor under a bold weather shore with real good holding-ground. I cannot get adrift or weigh anchor unless the most honourable, humane, charitable gentlemen will, by their aid, allow me to slip from my moorings and once more make sail to use my efforts to instruct the younger branch, before I go hence and be no more of service to any in this world.

"God bless the Queen and all the Royal Family, especially the most illustrious Princess Louise and her beloved noble Lord Lorne."

OUR SEAMEN AND SEA CAPTAINS.

PART II.

(*Continued from page 75.*)

Our Blessed Lord loved to labour among the maritime population which thronged the shores of the Sea of Tiberias; nay, were not many of His disciples chosen from the fishermen who pursued their calling upon its waters? As if to warn succeeding ages against the neglect of seamen, Christ dwelt at Capernaum, and there wrought His "mighty works;" and it was on the same Sea of Tiberias that He performed both His first and last private miracles for the strengthening of the faith of His "sailor apostles."

We find St. Paul prolonging his stay at the larger seaports of Asia and Greece, and also preaching to the "shipmen" on the stormy Adriatic.

That there was a sympathy between the primitive Christians and the mariner, we gather from their adopting a ship as the symbol of the Church; while much of the imagery in the writings of the early Fathers has been drawn from the sea and ships.

To the hardy fishers of Britain the glad tidings of the Gospel were, at an early date, conveyed by the missionary monks, who sought to evangelize the world. In the reign of Edward I., the monasteries around our island were open to the collier seamen; and during the next three centuries, both under the Plantagenets and the Tudors, they were encouraged to present prayers to the *Maris Stella* and St. Nicholas while afloat, and offerings at their shrines while ashore.

At the dawn of the Reformation, when seamen were still chiefly engaged in

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the coasting trade, or upon short foreign voyages, they had frequent opportunities of attending the ministrations of the clergy of the Reformed Faith.

Longer voyages were attempted in the reigns of Elizabeth and one or two of her immediate predecessors. Several of the shipping companies sent out chaplains with their merchant fleets. On referring to the fifteen articles which "Martyn Frobisher" drew up for the regulation of his crews on his third voyage, undertaken in the year 1578, we find that the first article runs thus:

"*Imprimis* to banishe swearainge, dice, cardes' playeinge and all filthie talk, and to serve God twice a daie with the ordinarie service, usuall in the Church of England." *

One might imagine from the sequel that chaplains had been carried, and religious services held, for the benefit of the merchant adventurers and gentlemen who sailed with, rather than for, the seamen who manned the expeditions, and that our consular chaplaincies are relics of that age. Be this as it may, when in after years the hitherto strange seas were mapped out on our charts, and their winds and currents ascertained, so that single ships instead of fleets might float on their bosoms and visit them as traders, chaplains were dispensed with, and it was left to the Captains of the Merchant Service to decide whether they would themselves instruct their crews, or allow them to grow up in ignorance of the truths of the Gospel. Sorry are we to have to state that while Dutch Captains have shown a willingness to accept the obligation, our English Captains as a class have neglected the religious instruction of their men; hence the British seaman of to-day, perhaps, knows less about religion than did his forefathers who ploughed the seas from three hundred to six hundred years ago, although there are striking exceptions, as we shall hereafter show.

The seaman's spiritual instruction, bodily comfort, and moral elevation, until the early part of the present century, occupied little attention; his case was all but ignored; people seem to have thought that if anything could have been done for him, it would have been done long ago. At length, the nation awoke to a sense of its responsibility. The Board of Trade, Sailors' Homes, the River Police, Seamen's Savings Banks, Bethels, "Missions to Seamen," and kindred institutions were established in the hope of ameliorating his condition. The good effected by these means has been such as to convince even the most sceptical that the seaman is "not all evil." Yet we have not done what could be in any sense regarded as an expression of gratitude on our part at all commensurate with the debt we owed him.

It cannot, however, be denied that there are in his circumstances ills which no Acts of Parliament can remedy, and no societies can reach.

* MSS. Otho., E. 8, p. 110. British Museum.

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Having lived in a ship's forecastle, and having subsequently laboured in a sphere which gave us every facility for studying his character, we have come to the conclusion that between him and those on shore who would wish to do him good there is a missing link; and that, while we cannot for a moment overlook the duty of the landsman to provide means for averting the baneful effects of shore life, as experienced by the seaman, we must also remember that he must be taught while at sea to appreciate the efforts made on his behalf. As, in many respects, the seaman's case is a peculiar one, it can only be met by a special organization. If Jack is to be improved, he himself must have the foremost hand in the work. For any extensive, important, and permanent reform, we must seek the co-operation of our merchant sea-captains. The ship-owner, as employer, ought to do much; but here, unfortunately, from the nature of the service, he does not come into direct contact with the employed. Our Captains must be regarded as accountable for the seaman's conduct while he is afloat, as we alone must be held responsible for his life while he is ashore.

A Captain is thoroughly aware of the trials and temptations that lie in the way of the young and unwary, having himself trodden in the same path. He knows a seaman's weak side, and wherein he is most assailable. He meets him when antagonistic influences are less numerous, and consequently less powerful; and has him under his care for a longer period than anyone else, and that, too, at a time when conscience is at work reproving him for his sins. The Captain's position on board ship enables him to do something more than command. "The Captain of a ship has almost royal opportunities during the voyage." He is the head of a community—a priest who has his congregation ever within reach—a magistrate who can personally regulate the morals of those under his charge. He has much spare time while at sea; but seamen also have spare time, and need direction as to how to employ it to advantage—which direction no one can better afford than the Captain.

We shall now proceed to give a brief sketch of a few of the ways in which a Captain may benefit those who sail with him. In doing so, we shall purposely enforce the duty which devolves upon him of supplying religious instruction for his men. The labours of the seamen's missionary, unless supplemented by those of the Captain, must in many instances prove fruitless.

Within the last few years daily morning prayers have become a regular custom in the Royal Navy. Twenty-five per cent. of the vessels in commission are without Chaplains. Hence often the duty of reading prayers to the ship's company has devolved upon the Commanding Officer. A Captain of a merchantman might as easily hold daily service as the Captain of a man-of-war. Merchant seamen are not averse to a daily worship of God. A service on board-ship might for a time be called a

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"police service" and a "solemn farce," but prejudice would soon be overcome, and those who would never of their own accord search after the truth, would be brought within its sound; while others who, it may be, are desirous of living holy lives, would be encouraged to confess their Saviour. As to the most suitable hour for conducting such a service, perhaps that adopted on board Scandinavian and German ships for "Gebets," *i.e.* religious worship, as it occurs between the change of the watches, is the best.

It is matter for satisfaction, so far as it goes, that Sunday is a day of rest on board most vessels. Nothing besides washing decks in the morning and the ordinary working of the ship is required by a Captain of his men. Some Captains avoid even washing decks by having it done on the Saturday afternoon. As far, however, as regards anything beyond this, things seem to be little better than at the beginning of this century, when by the seaman "the only honour paid to the Almighty was a clean shirt on Sunday." It has been computed by the Rev. Dr. Baynes, late Chaplain of the London Sailors' Home at Wells Street, that Sunday Services are not held on board more than seven per cent. of our merchantmen.

Surely our Captains ought to do more to ensure the due observance of the Lord's day at sea. If a Captain furnished a dozen or score of the sixpenny paged Prayer-Books, published by the Christian Knowledge Society, which have bound up with them a beautiful selection of hymns, and if he added to these a volume or two of short and interesting sermons, he would have gone far towards supplying the lack of the regular clergyman's services. The advantage of the paged Prayer-Book is that in using it, Jack has no difficulty in finding the prayers and making himself familiar with their arrangement. Besides this, Captains might permit, and also press upon, their men to attend the Churches in foreign ports where English Chaplains are stationed. Since, however, there are many large harbours unprovided with Chaplains, might not some of our godly Captains be ordained lay-deacons and granted licenses to prosecute Church-work among our seamen when at a distance from home? The society "Missions to Seamen," * which has during the last seventeen years employed staffs of Chaplains and Scripture-Readers at the principal ports around our Coast, would probably be willing to extend the grant which in many cases, it has made to the fishing-fleets, and supply its flag to this Captain's lay-diaconate. The hour and place of service could thus be signalled to the crews of the surrounding ships in the roadstead or harbour. We are acquainted with a Captain who for several years carried this Society's flag at the main. Through his efforts, often on silent rivers in far-off lands was heard a song of praise to the Christian's God, sung by seamen's lips.

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* 11, Buckingham Street, Strand, W.C.

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If he be cut off from religious services for lengthened periods, the seaman is in danger of losing all interest in Divine things. If he be left in ignorance of his duties as a moral and responsible being, he will be conscious of no impulses towards a higher culture. Conscientiously engaged in, religious services will always promote instead of hindering discipline. The Secretary of the Tyne Sailor's Home, has repeatedly told us that the morning prayers conducted by the chaplain of the Missions to Seamen's Ship, 'Joseph Straker,' at the Home, have led to a marked change for the better in the conduct of the boarders. The experience of Captains who have adopted public worship on board their ships has also been of an encouraging character. Men have gratefully acknowledged to us the benefit they have received from instruction given to them by their Captains. We remember a Greek, a Russian, and a Spaniard, who asked us to procure for them copies of the New Testament in their own language, that they might be able to learn more about the truths which their Captains—Englishmen of true missionary spirit—had impressed upon them while at sea.

Each Captain should endeavour to obtain a library of instructive and interesting books for the use of his men. Libraries of this description have been placed on board some vessels by shipowners and some by Sailors' Societies, but most of our merchantmen are without them. With a good library, many an hour which otherwise would be passed in idleness, might be very profitably spent. Care should be exercised in the choice of books for such a library. Suitable religious literature should be mingled with works of general interest, but must not predominate, or the seaman will not be slow to evince his disgust; for to use his own expressive language, "he does not believe in religion being rammed down his throat with a handspike." Let sound intellectual pabulum be offered him—encourage him to read our best authors and he will become a better man—a tone will be given to him; a refinement of feeling and a love of purity will take the place of his coarseness of mind and immorality of life. In anticipation of this work in which Captains could so well engage, a seaman once showed us a box of books which he had but recently purchased for six pounds. He said that he regularly took to sea with him a number of volumes for circulation among the crew. His words on hearing our expression of surprise at a sight so unusual, were, "What is the use of the money which God has given me strength to work for, if I do not use part of it for God's glory? What would be my feelings if my ship were going down when I recollected that I had put all my money in the bank instead of spending a few pounds of it in trying to benefit the souls of my shipmates?"

The landsman whose education is defective can attend night schools and science and art classes, but the seaman once launched on the world runs great risk of receiving no more book-learning during his life-time. Captains with the large amount of spare time at their disposal might do much

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towards lessening this evil. The experience of Captain Henry Toynbee, a gentleman well known in sea circles, is worthy of attention:—"We have found," says he, "a morning class from ten to eleven very useful. The pupils are generally the best-behaved part of the crew, and when they do misbehave, are shy in coming to school again, showing that it is a check upon them. Three or four of our former forecastle scholars are officers of ships."* The men should be urged to enter such institutions as the Winterbottom Nautical College, at South Shields, a foundation which is a lasting monument to the wisdom and the spirit of genuine patriotism of one of the greatest benefactors of the class. This College, which is ably conducted by the Rev. Dr. Hooppell, offers, free of cost to the man who has been a year at sea, every facility for the acquirement of a high-class general and technical education. In the matter of education, to our disgrace be it said, English seamen are vastly inferior to those of Germany, Norway, Sweden, Denmark, and Holland. Let any English Captain examine his crew, and he will find that many of his own countrymen have but a slight acquaintance with the three R.'s, whereas their foreign shipmates have made considerable progress in Latin and one or two modern languages. If he will not be at the trouble to verify this statement, he has but to inspect his ship's articles, and he will find that while all the seamen under thirty years of age, of the nations we have mentioned, can write their signatures in full, a very large proportion of Englishmen have to be content with affixing their marks. The New Education Act doubtless will, in the next generation, remove this national reproach. In the meantime our Captains must be held responsible for the condition of the men already afloat.

The seaman understands little or nothing about investments, such as annuities, building societies, and assurances. He seldom makes provision against accidents, and often, after shipwreck, he has to commence the world anew as he stands.† Frequently his earnings are large, but he knows not to what uses to apply them, and yet if seamen do not become provident early in life, what chance is there for them when they become old? We have seen aged merchant seamen, who had been impressed during the French war, and had served under our great Admirals, driven to pick up a precarious and scanty livelihood by "plying sculler" on our rivers. In many cases the seaman's parish—if he be able to discover it—has at length to support him, and the citizen of the world becomes the inmate of the Union.‡ Whatever other modes of saving their money the Captain might suggest to his crew, he should not

* "Our Sailors' Wants, and how to meet them."

† Except some 48,000 of them who subscribe to the Shipwrecked Mariners' Society.

‡ The Royal Alfred Institution, at Belvedere-on-Thames, has been established to take away this reproach.

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omit to point out to them the advantages of the Seaman's Savings' Banks, that they may be the more readily induced to respond to the hint of the Shipping Master when they are being paid off. If this were done, we should not see the cab awaiting the seaman as he goes half muddled with drink to the pay-table, and the crimp watching outside ready to rob him of his newly-received wages.

A Captain ought to impress upon his men the duty of keeping up communication with their homes while they are away from England, and to allow them every facility for doing so. If the owner of the ship and the Captain's wife look anxiously for news of the vessel's arrival, is it not certain that the mother of the prodigal, who years ago ran away to sea, and has not since written to her, will be glad to hear from her long-lost boy? A Captain in such a case might do more than persuade him to write to his relatives, he might induce him to visit them, and thus reap the benefits of rest and change, of scenes and companions, at his own homestead. Surely it is not such a difficult task to prove to the seaman that the comforts of his own home are to be preferred to the wretched accommodation of a boarding-house.

The voyage ended and the ship once more moored in her home port, Jack's connection with her ceases, and during the interval between the date of his arrival and the day on which he is paid off, he is under the necessity of seeking a temporary abode. Nor is he left at liberty to choose his residence. Ere he can quit his vessel he is beset by runners. By the promise of loans of money and an *ad libitum* supply of drink, they allure him to the boarding-houses—filthy haunts of vice—which they represent. It is now that the seaman's severest trial assails him. An order from the Captain upon the Sailors' Home might here be of great service.

It would be well, we think, if something could be done to attach the seaman to his ship, and to encourage him to remain in the same "employ," and to sail under the same Captain. A landsman is not constantly changing the employer whom he serves, the workshop in which he labours, and the house in which he dwells. Our old seamen loved their ships, and were wont to manifest a lively interest in them. This was natural, as they had served in them for years, and had conceived an affection for objects which were identified with so many events of their lives. The termination of their voyage did not bring their engagement to a close. We have met an old seaman, who was in one ship, boy and man, for forty years. If crews sailed for many voyages in the same vessel, the benefit to the owner, captain, and seamen themselves would be great. The peculiar qualities of their ship would become known to the men, and many of the losses resulting from frequent changes of hands would be averted; the Captain would then have those with him whom he had learned to trust, and in whose welfare each successive voyage had deepened his interest, and the seamen would have a Captain whom they had been accustomed to love and to honour.

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It may be said that the seaman cannot afford to stay on shore until his vessel is again made ready for sea, but this objection would be obviated were he enrolled in the Royal Naval Reserve, and attended the month's drill while she was refitting. The hours spent on board one of Her Majesty's training ships during the day would prevent that enforced idleness so prejudicial to the seaman, while at the same time, sufficient leisure for recreation would be at his disposal in the evening. If a greater number of our merchant seamen belonged to the Reserve, we should often see them sailing more than one voyage in the same ship; and were our Merchant Captains officers in the same service, we should oftener see the blue ensign flying at the peaks of our merchantmen.

Our Captains ought to strive to cherish a patriotic feeling in the seaman's breast, by encouraging him to make a home of his own ashore. To this end the Master Mariner's Asylums—at present complete failures in several of our seaports—might, we fancy, with the sanction of those for whom they were originally instituted, be made available for the seaman. We are annually shorn of much good material by the gold-fields of Australia and San Francisco, the diamond mines of South Africa, and the higher pay offered by American shippers. We can dispense with many of those of our working shore population who emigrate, but in no case can we afford to lose a single British seaman. At present there are more than twenty-two thousand foreign seamen—many of them occupying positions of trust—sailing in English ships. In war time these men can be of no possible service to the State. And although—we know not how soon—we may again be called upon to contend for the sovereignty of the seas, we are told "it is impossible to man twenty per cent. of our merchant fleet with a fair proportion of those who are entitled to be termed able or ordinary seamen."* Married men, who are the best seamen as a rule, now take almost exclusively to the coasting trade, the Mediterranean steamers, or our river craft. These men would leaven the rough and worthless material too often to be found on board our foreign-going vessels. We believe that many of them might be secured for the India and China trades, were the half-pay monthly note easily obtainable. Complaints of the degeneracy of seamanship would then be unheard, and no longer should we be told of so-called able seamen who cannot steer or take a true cast of the lead.

In carrying out the reforms we have suggested, Captains will doubtless have to encounter many difficulties and much opposition. Still they have opportunities of doing a vast amount of good—even in a single voyage. In general they manifest but little sympathy for their men. Two objects seem to engross all their attention—a rapid passage and an over-strained economy on board their ships. One owner says, "The greatest obstacle I encounter is the thorough indifference of the masters to carry out my

* Log of a Merchant Officer.

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instructions and take an interest in those who are so immediately under their care for so long a time;" and a partner in a large Liverpool firm has stated in a letter to us "Much depends upon the Captains; for instance, in two ships we recently paid off, one had not more than six or seven 'very good-conduct men,' and in the other ship the whole crew, excepting two men, received the certificate. We attributed the results in this case to the difference of masters."

All that is demanded of our Captains is that they shall do their duty by their men. The work we desire them to engage in is one with which some of the noblest names are associated. Louis IX. of France ordered three sermons a week to be preached on board his ships, and likewise taught the crews himself. Our own Richard Cœur de Lion watched carefully over the morals of his seamen. Queen Elizabeth's Captains—many of whom raised themselves from lowly positions in the Merchant Service—showed respect for God's ordinances, and took a paternal interest in the well-being of their crews. The advice of one of them was, "Keep good company; beware of fire; serve God daily: and love one another,"—advice the more readily acted upon as it was backed by example. In our own day a Gambier, a Hope, a Hillyar, a Franklin, and a Parry have each in turn worked hard for the seaman. The experience of one who had lived on board ship and tried to be good himself and do good to others, is full of encouragement to every Captain who is desirous of attempting a reform, but feels a backwardness in commencing. "I am sure," says such an one, "that the real way on board a ship is to commence *soon—at once*—what you intend to practise, and it will not be difficult afterwards. The commencement is, I am sure, the most difficult for us."

Compassion, professional feeling, self-respect, self-interest, one's duty towards one's neighbour and to God, ought all to conspire to impress upon each Captain the obligation he is under with reference to his men. The work before our Merchant Captains is a noble one. Give us for one generation a number of able, good, and energetic workers who really care for those under their charge, and more will be done for the seaman's temporal and spiritual welfare than has ever been accomplished by all the means hitherto employed.

A NEWFOUNDLAND DOG SAVING LIFE.

We are indebted to the kindness of the Rev. Dr. Jobson, of the Wesleyan Conference office, for the following illustration. The scene depicted will serve to remind our friends of some of the perils to which our brave seamen are exposed in the pursuit of their daily calling. The fearful gales by which our shores are so often visited are known to all; but it is impossible to estimate the amount of suffering and disaster which result from them to our maritime

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population. It is ascertained that from four to five thousand British vessels are annually wrecked in different parts of the world—very many of them upon our own shores; and often these calamities are accompanied by scenes of horror which must appeal to the heart of every one.



We subjoin two recent instances of lives saved from drowning by that noble animal and friend of the sailor, the Newfoundland Dog.

The American mail steamer that arrived at Plymouth on the 12th March brought a thrilling account of the wreck of the barque 'Lilly Parker,' of Swansea, Captain Fletcher, of Liverpool, commanding, who left for Halifax on 3rd January. The watchmen on duty at Sable Island were attracted by the whining of a dog, and on attaching a lantern to his neck were able to follow him, and were brought to the beach, where they found a woman and her child, a little girl two years old, lying almost drowned. They removed her to the Sailors' Hospital, about half a mile distant, where she lay insensible for a day or two. The child died the following morning from the exposure. When the mother became conscious, she asked where she was. Her appearance was refined and handsome. On being told that she had been saved from some wreck, and was then in the hands of those who would take care of her, she earnestly expressed

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her gratitude. Memory returning, she suddenly asked, "Where is Robert? Where is Captain Fletcher?" Nobody could tell. The surgeon could only respond that as nothing had yet been learned of the wreck, Captain Fletcher might be safe. The poor lady wept bitterly, and asked for her child. Her story is substantially as follows:—The 'Lilly Parker' was bound to Halifax with merchandise and salt. After being out five days, the fore-top-mast and fore-top-gallant-mast were carried away in a severe gale which lasted over forty-eight hours. Jury masts were supplied, and the 'Lilly Parker' proceeded on her voyage for ten days, after which she again experienced foul weather, in which the fore-top-gallant-mast was lost. After being thirty days at sea she encountered a violent hurricane, and lost nearly all of her foremast, and the mizenmast was literally split in two by a tremendous sea, which also made a large breach in the bulwarks, and forced the ship on her beam ends. Thus disabled, the barque continued until the 12th of February, when it was found that she had drifted over 500 miles out of her course, and lay in the latitude of Sable Island; a strong north-east wind sprung up, and the sea rose to a fearful height. The wind increased and the ship lost her rudder. The ship was tossed about like a log, until she drifted on a lee shore, striking heavily upon a submarine ledge. The barque filled rapidly, as her bows had been stove in. The storm still raged so wildly, it was useless to suggest any plan of rescue. Further than this, Mrs. Fletcher's bewildered memory could not lead her. The barque suddenly broke in two, and those on board were either thrown into the sea, or had time to seize some portion of the wreck before the vessel fell asunder. All was confusion and dismay. Some shrieked for ropes, some for boats, and the captain cried out wildly for his wife. Mrs. Fletcher remembers little after the parting of the ship, until she was conscious of being dragged ashore by somebody, as she thought. She held her babe firmly clasped to her during the awful ordeal. It was her faithful Newfoundland dog that saved them, and the noble animal was worn out, when his whining attracted the attention of the watchman.

On a recent Sunday morning, about four o'clock, the 'Columbus,' in ballast, Captain Geddes, master and owner, of Silloth, ran ashore on a dangerous point between Seascale and Sellafield. It appears that at daylight the crew, in order to give timely warning to the inhabitants of the perilous position of their vessel, threw a bottle overboard, which floated in with the tide, containing the name of the distressed vessel, and giving instructions to telegraph to Silloth and Whitehaven as to the position of the vessel. The rocket apparatus was immediately despatched to the latter place on receipt of the news, but on their arrival the crew had gained the shore under the following circumstances:—About half-past eleven in the morning, a gentleman residing in the neighbourhood was taking his usual morning walk, accompanied by his favourite Newfoundland dog, and seeing the perilous position of the crew, he urged the

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sagacious animal into the water. The dog immediately took to the water, and on nearing the vessel the captain threw out a line, which the dog seized in his mouth, and returned to its master. The line was secured, and the crew, four in number, succeeded in reaching the shore safely.

He grasps the hawser with his teeth,
His suit is won!
Back, back, through surf and foamy wreath,
Through 'whelming surge, for life or death;
His task is done.

The rope is strong, the hands are stout:
"Ahoy! Ahoy!"
Like fragile shell, the trembling boat,
Is haul'd ashore, with cheer and shout,
And breathless joy.

JACK'S SLEEVE BUTTONS.

"GRANDPAPA," said little Harold Sylvester, climbing on his grandfather's knee, as they sat around their Christmas fire in the snug dining-room at Bowerhill, "Grandpapa, what very funny buttons you have got to your shirt sleeves, not white like Charlie's and mine: are they made of real gold, grandpapa?" "Aye, that they are, my boy," said the old gentleman, turning back his coat cuff, "and they came from a funny place, I can tell you, Harold, for they have been, like Jonah in the Bible, several days in a fish's belly; yes, there's an odd story connected with the way they came into my possession."

"A story, grandpapa," shouted all the children, jumping up and clapping their hands, "oh! do tell it us." "Well, my dears," replied Dr. Sylvester, "if you will sit still and listen quietly, you shall hear all about it.

"Many years ago, before your papa was born, indeed before I was married, I had a strong wish to see a little of the world before settling down to practice in my native town of T——, and as I had then just completed my studies and obtained my medical diploma, I applied for, and obtained, an Assistant-Surgeon's commission in the Royal Navy, and was ordered to embark at Portsmouth on board the 'Lion,' a large frigate then fitting out at that port, for the purpose of conveying Sir Gore Ouseley to the Persian Gulf, as Envoy Extraordinary from our English King George the Third to the Shah of Persia. The 'Lion' was a ship of considerable size, mounting, if I remember rightly, 50 guns, and carrying a crew of 300 men, besides the Ambassador and his suite. She was commanded by Capt. Heathcote, an experienced and gallant officer, and as she was in other respects well officered, there was every reason for expecting a pleasant and prosperous voyage. The ship, however, proved to be a slow sailer, and, what with one delay, and another, some months

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elapsed before we arrived at the port of Bushire, which was our destination. By this time I had become heartily tired of the voyage, as well as of a sea life, and resolved, when once again ashore in Old England, there to remain and follow my profession on *terra firma*.

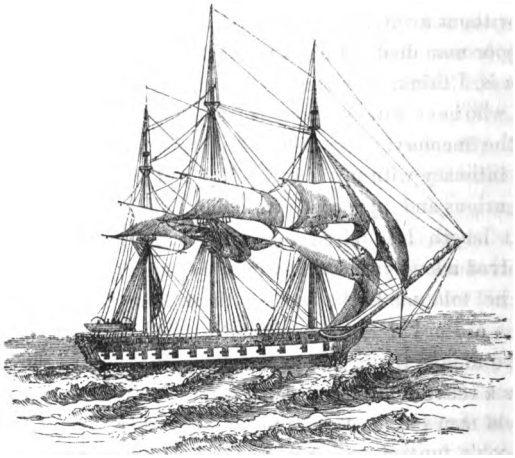
"In the course of our voyage out, I had formed a gossiping acquaintance with the cook, who was a man of more intelligence than is usually found amongst those of his class. You must know that on board ship it used to be by no means necessary for a cook to understand anything appertaining to cookery as a qualification for the office, the post being usually given by the Captain to an old worn-out tar, incapable from age or infirmity of going aloft or doing any other sailor's work. In the present instance, my friend, the cook, owed his appointment to having lost a leg in a cutting-out expedition in the Basque Roads, some years previously, having on that occasion had the good fortune to save the life of our present Captain, who was then Lieutenant in charge of the boats. Now this old cook was, as I have said, a very intelligent fellow, and he used to tell me many a long yarn under the forecastle after the day's duty was over, and so I got to be attached to the old fellow, and was very sorry when he fell ill of fever and came under my charge as medical officer. You may be sure I did my utmost for him, but without avail, and in less than a fortnight from his taking the disease, the poor man died. I shall never forget the scene of his burial. A funeral at sea is, I think, even more solemn and affecting than on the land, and on those who have witnessed one it frequently leaves an impression never erased from the memory. Now I had forgotten before to tell you that, in the course of my intimacy with my old friend, I had frequently remarked that he wore a very curious and apparently valuable pair of gold sleeve-links at his wrists, and at length I inquired how he became possessed of them. This question involved a long yarn by way of reply, which I cannot now remember, but I believe he told me he had taken them from the corpse of a Spanish Captain at one of Lord Nelson's great battles. Be that as it may, they struck me as being so unique that I had half made up my mind to purchase and take them home as a relic, but the circumstance afterwards escaped me, and the death of the old man put it out of my head altogether.

Well, the cook's funeral took place on the day before we anchored in the harbour of Bushire, and after landing the Envoy and his suite, we took up our permanent moorings to await their return. Whilst lying idly at anchor, our ship's crew were allowed to bathe alongside as often as they pleased, provided no duty was interfered with, and amongst others I frequently enjoyed a plunge, but one day the dorsal fin of a huge shark was observed under our counter, after which you may be sure there was no more swimming for Jack. Some of our Midshipmen, who are always on the alert for a frolic, determined to try and catch the monster, and a piece of pork having been procured, a shark-hook

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was baited with it and thrown overboard. There is a very amusing and well-told description of the capture of a shark in the January number of *The Shipwrecked Mariner*, which I will lend you to read, Harold, and you will then form a very correct notion of the way in which we succeeded (for we did succeed) in capturing the ravenous brute. Well, when he was hauled on deck and killed, nothing would satisfy the men but that I, as one of the captors, should perform a *post-mortem* examination, which one and all insisted, I alone, in virtue of my medical capacity, was entitled to do. After some demur, I complied, and with the assistance of a couple of the men opened the shark's internals, when lo and behold, what should we find therein but a human corpse sewn up in a hammock, which it instantly occurred to us must be that of our old cook! And so indeed it proved to be, for there existed positive proof of the identity in the gold sleeve-buttons which had been inadvertently left in the poor fellow's shirt-sleeves when he was sown up in his hammock to be cast overboard."

MISCELLANEOUS.



A NARROW ESCAPE FROM DROWNING.

On board the same ship already mentioned as the scene of the feats of "Dusty Ray,"* there was a man of very small stature, and who, nevertheless, doing his duty on the forecastle, looked among his fellow-workmen like the pigmy in the giant's stronghold. Moreover, although a favourite among them (as is always a willing man), he more or less came under the denomination of a diverting little vagabond; a never-failing butt to his companions for launching the arrows of their wit; or poking their fun, as it is technically termed; and he was, therefore,

* See "A Man Overboard," No. LXXIII., page 18.

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one of those usually collected for dirty jobs, such as scrubbing or blacking anchors, &c. One morning, as the ship was running down the Archipelago, before a fiery north-easter, at the rate of twelve or thirteen knots, a man fell from the bows, and was far astern in her wake before the life-buoy could be let go, however rapidly it was disconnected at the first alarm. The poor fellow's case seemed indeed a desperate one.

"He shouted: nor his friends had fail'd
To check the vessel's course,
But so the furious blast prevail'd,
That, pitiless perforce,
They left their outcast mate behind,
And scudded still before the wind."

Not, however, in the present case, like Cowper's "Castaway," was the strong swimmer left to his lonely fate. His friends were seamen, his floating house as good a specimen of a man-of-war as ever showed her number to the rock of Gibraltar. The sail was taken off, and the ship rounded to, in spite of wind and waves, her way deadened, and her boat's crews bending on their oars, in the direction of the life-buoy, then far astern in her wake. Rapid as had been the execution of the whole manœuvre, the case of the man seemed hopeless. The boats were seen to return; every glass was directed from the poop, to distinguish the form of the sufferer himself, but in vain. The life-buoy alone was seen in tow of one of the boats. All hope had vanished. They were alongside; when, to the astonishment and unfeigned delight of every soul on board, up jumped the little forecastle-man, as gay as a lark after his long swim, and fully prepared to encounter the jeers of his shipmates on the score of his mishap, which arose from venturing over the bows unslung. His powers of swimming had saved him, and elicited general applause.—*Casualties Afloat.*

Wrecks in the Bosphorus. — The Black Sea, proverbially dangerous and treacherous in all ages, has, since the increase of commerce in later years, swallowed up incalculable wealth in ships and merchandise, while the annual amount of destruction of human life has been one miserable repetition of the same sad stories. A considerable percentage, at all events, of the known and registered wrecks has occurred near the entrance of the Bosphorus. This is a difficult point to make in foul weather, for there is what is called the "false mouth," into which, if lured by the resemblance of the coast, the mariner steers his vessel he will infallibly get on the rocks, never to get off again. The coast thereabouts, in one word, is a "nasty" one; and when it is added that from a perfect calm the sea is sometimes lashed up in twenty minutes into a terrible tempest, it may be concluded that the Euxine is not a general favourite with "those who go down into great waters."

After much consideration on the part of merchants and the shipping interest in the city of Constantinople, a committee was appointed about four years ago to co-operate with the Ottoman Government to devise the best means for diminishing risks to ships trading in the Black Sea with this port, and a scheme was adopted which has happily been of the greatest service. A lightship has been established in the Black Sea facing the entrance to the Bosphorus. Lights and beacons are erected on the coast, and certain prominent rocks are whitewashed every year, so as to render them more conspicuous. In addition to these precautions, a life-boat service has been organized, which extends about thirty miles along each of the Asiatic and European coasts of the Black Sea

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starting from the mouth of the Bosphorus.

The frightful gales which occurred recently have tested the efficiency of these lightship and lifeboat services, and I am glad to draw the attention of your readers to this subject, because it affords me the opportunity of mentioning the gallant conduct of the Englishmen who are the captains in this service, and to report favourably on the pluck, intelligence, and skill of the native crews.

And first of the lightship. I believe I am correct in saying that no lightship in the world lies in such deep water as the one mentioned. It is anchored about twenty miles north of the mouth of the Bosphorus, and when a gale blows from the north her rolling is something inconceivable. The monthly reliefs had, on the occasion of the last storms, to be withheld for a fortnight after they were due, and if the ship was not actually in great danger, the authorities may well be excused for having felt great anxiety about her safety. There is no doubt whatever that the captain (Matthewson) and the crew endured intense hardship for many days from the cold and wet, and the ship's qualities were seriously tested. The two captains (each being off duty on alternate months) have been lent to the Government by the Trinity House, and on them devolves the real management of the ship—a task of no little difficulty, as the arrangements of a lightship have to be carried on with a technicality and precision which are somewhat foreign to the ideas and practice of an Oriental Administration. A second and better lightship, to remain in reserve and relieve the present one in the Spring, has been nearly finished, at a cost of not less than £8,000 to the Government arsenal. But this cost is as nothing compared with the advantages derived by the shipping. I have often heard masters of ships devoutly thanking God for these lights, declaring that without them their ships would have been lost.

This winter, up to the present time, the greatest casualties on the coast have been on the west or European side. The lifeboats on this side, four in number, are under the superintendence of Samuel Palmer, an English coastguardsman, who possesses great experience in the management of rocket batteries and other life-preserving contrivances. Palmer has not only instructed his crews, but has infused into the men the same spirit and zeal which animate himself, as the history of the last few weeks would prove. At one particular time there were ten vessels ashore, nine of which became total wrecks; but no fewer than sixty-one lives of their crews were saved by the rocket apparatus and boats. There were, unfortunately, about thirty lives lost, owing chiefly to the occurrence at one time of all these wrecks; for the distance the crews had to get over in travelling from one scene of devastation to another was very great. Still, many an act of daring gallantry was performed during the awful gales. If medals for saving life reached this part of the world, I could point out several worthy objects for such an honour. Palmer is one of the best specimens of an old English sea-dog, and is almost as much at home in the water as on it or ashore. One lifeboat crew rescued all the crew, except two, of the bark 'Phœnix.' One of those lost was her captain, who was too impatient to wait for the rocket apparatus; he tried to get ashore on a sort of raft, which was overturned by the sea, and was drowned. The other was the cook, who died of cold and exposure as soon as he landed at Karabournou. All the others suffered more or less from cold and frostbite, for there was a snowstorm raging all the time.

The plan of having refuge-houses along the coast supplied with soup, tea, clothing, and other necessaries, has proved an excellent one, and signal-guns on foggy nights have warned many ships from rushing to destruction. Three ships, one of them Russian and another

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Greek, were got off by the help of the lifeboat crews, and on the whole the service has shown itself in excellent form this season. Since it has been instituted the men have saved on the European side ninety-one lives and a large amount of property. On the Asiatic side, under the management of John Doyle—another capital specimen of a British seaman—about sixty lives and several valuable ships have been rescued during the last three years; but this year the casualties have fallen on his mate's side of the coast.

I must not omit to state that the natives take a lively interest in the lifeboat services. The sympathy and kindness of the villagers on both coasts are deserving of acknowledgment, and have been particularly noticeable during the late heavy gales.

Of course, all the service, with its ships, boats, crews, apparatus, and officers absorbs money. The expense is defrayed out of a tonnage due—viz., 20 paras (one halfpenny) per ton levied on ships of all nations trading to the Black Sea. With regard to this tax it is strongly contended by some of the foreign authorities that the proceeds should be exclusively applied to the service, and, with that view, that they ought to be kept apart and administered separately, and not be absorbed by the general funds of the Admiralty. It is, however, but fair to state that hitherto the proceeds have neither permitted of reimbursing the Treasury's considerable advances for the establishment of this service, nor covered the expenses of its maintenance.

There are a few defects in the lifeboat and lightship administration which depend upon two causes. The first is the subordinate officers; clerks and superintendents are not always the proper men, and are too numerous. The second and greatest is that in certain details the service is starved. Bad and cheap buildings have been erected, repairs are not kept up, and there is a roundabout and dilatory mode of obtaining what is wanted. Little things like lifeboats and rockets are liable to be overlooked by a grand administration chiefly concerned with ironclads and monster cannon. If Salik Pasha, the Port Admiral, one of the best officers in the Turkish navy, and under whose direction these services are now placed, had the immediate control of this administration, great advantage would ensue.

In connection with this subject I must not fail to mention the name of Sir Philip Francis, Her Majesty's Judge and Consul-General, whose constant exertions for securing a still greater success to this most valuable philanthropical institution are beyond all praise.—*Times Correspondent.*

COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.

For the Shipwrecked Mariners' Society.

	£	s.	d.
COLDSTREAM.—Sermon in West U. P. Church, per Rev. Mr. Young	1	16	0
CHURCH LAWFORD, RUGBY.—"Church Offerings," per Rev. D. Wanchope (Life Gov.)	5	6	2
LONDON. — The following contributions have been received, viz. :—			
Dublin Port Board	25	0	0
E. R. P. G.	20	0	0
Friend (per Secretary)	25	0	0
George Moules, Esq.	21	0	0
LOSSIEMOUTH.—Sermon in Church, per Rev. M. Hendry	1	9	2
MARGATE.—Proceeds of an Amateur Performance	20	0	0
PORTLOE.—Sermon in Veryan Church, per Rev. J. Coates	0	16	3½
PORTSMOUTH. — Collected			

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	£	s.	d.
at Offertory and on board H.M.S. 'Serapis,' per Rev. H. W. Millett (Life Gov.)	2	19	6
SHANGHAI, CHINA.—Contributions from Seamen's Church, per Rev. E. W. Syle (Life Gov.)	13	2	9
ST. ANDREWS.—Sermon in Episcopal Church, per Rev. L. Tuttiott (Life Member) ...	5	0	0
STIFFKEY AND WELLS.—Sermon in Holkham Church, per Rev. A. Napier.....	4	12	8

SUNDERLAND.—A public meeting was held in the Victoria Hall, March 23, the EARL of DURHAM in the chair, but for want of space, the report of it must stand over for the next number.

The following subscriptions of £5 and upwards were announced, viz.:—

Right Hon. the Earl of Durham, £50 don. and £10 annually; H. T. Morton, Esq., £25 don.; Thomas Spencer, Esq., Ryton, £25 don.; Geo. Elliot, Esq., M.P., £25 don.; James Laing, Esq., £25 don.; Edward Backhouse, Esq., £25 don.; Jas. Hartley, Esq., £25 don: Sir W. G. Armstrong, £10 10s. don.; William Nicolson, Esq., £10 10s. don.; R. L. Pemberton, Esq., £10 don. and £1 1s. annually; R. M. Hudson, Esq., Hon. Agent, £10 don.; Wm. Stobart, Esq., £10 don.; John Hutchinson, Esq., £10 don.; George Welford, Esq., £5 5s. don.; Peacock Brothers, £5 5s. don.; Thos. Smith, Esq., M.D., Cheltenham, per Wm. Nicholson, Esq., £5 5s. don.; John Candlish, Esq., M.P., £5 don. and £1 1s. annually; Thomas Steel, Esq., £5 don.; Robert Walters, Esq., £5 don.; Mrs. Peter Thomson, £5 don.; Thomas Reay, Esq., £5 don.; F. D. Johnson, Esq., Durham, £5 don.; Trustees of Lord Crewe's Charity, £5; collected at the close of the meeting, £18 4s. 9d. Total £386 5s. 9d.

REWARDS FOR SAVING LIFE ON THE HIGH SEAS.

The following rewards were granted by the "Shipwrecked Mariners' Society" during the past quarter, viz:—

March 15th.—Captain the Hon. Francis Maude, R.N., V.P., in the chair.

A letter was read from the Secretary of the Royal Humane Society, enclosing an application for relief from the Captain of the smack 'Fawn,' for saving the lives of the crew of the 'Captain Hawthorne,' by picking them up at sea, when nearly exhausted, in their boat.

An explanatory letter was also read from the Bangor agent, stating that there were six men belonging to the smack when they saved the crew of the 'Captain Hawthorne,' and that they were thirty-six hours on board, and the master had had no remuneration.

It was proposed by Captain Vincent Budd, seconded by Vice-Admiral Buckle, C.B., and carried unanimously, that the sum of £3 be awarded to the master of the smack, and £1 each to the rest of the crew, the master's award to cover the expense of provisions.

A letter was read from Messrs. Hay & Co., agents at Lerwick, reporting the gallant conduct of John Goodlad and A. Leask, in saving the lives of John and James Slater, at considerable risk of their own, their boat being capsized on a stormy night at sea.

It was resolved that £2 each should be given to John Goodlad and A. Leask.

March 22nd.—Captain the Hon. Francis Maude, R.N., V.P., in the chair.

Rear-Admiral Hand, C.B., brought under the notice of the Committee the following letter, addressed by Captain the Hon. Walter C. Carpenter, of Her Majesty's Ship 'Ariadne,' to the Admiralty:—

"Her Majesty's ship 'Ariadne,'

"Gibraltar, March 11.

"Sir,—It is my painful duty to report the very large and lamentable loss of life which occurred on the morning of

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Friday, the 8th inst., in lat. 40 15 N., long. 12 10 W., 130 miles distant from the coast of Portugal, between Oporto and Lisbon, when Mr. Jukes, sub-lieutenant, and Mr. Talbot, sub-lieutenant, and eight seamen perished in the gallant but unsuccessful attempt to save the life of a seaman who had fallen overboard, making the total loss two sub-lieutenants and nine seamen—in all, eleven lives.

"I have also to report the loss of both quarter boats, with all their gear. I will endeavour to give in detail an exact account of what happened.

"On the morning of the 8th inst., about 6 o'clock, the foot-ropes of the maintopsail (a half-worn sail) carried away, and the sail split, and it was then shifted by the watch, which was completed about 7.15. Soon afterwards, in resetting the maintopgallant sail, Felix Richardson (ordinary) fell overboard from the maintopmast crosstrees. The ship was then running under single-reef topsails and foresail, with a strong breeze from W.N.W. on the starboard quarter, with a long heavy following swell, causing the ship to roll heavily; the force of wind 6 to 7; the speed of ship 9½ to 10 knots.

"The ship was immediately brought to the wind on the starboard tack and hove to, and the cutter was lowered and pulled in the direction of the man. When the boat was clear of the ship, she behaved well, and made good way against the wind and sea, and I apprehended no danger to her.

"Soon after 8 o'clock, finding that the ship was drifting considerably to leeward of the boat, and the wind increasing, with heavy squalls, I hoisted the cutter's 'recall,' and ordered full steam to be raised with all despatch, and, having lowered the screw and furled sails, was enabled to commence steaming to windward in the direction of the cutter at 9.50 a.m. After steaming for a few minutes she was observed to have borne up before the wind and to be pulling towards us.

"On nearing the boat, and in rounding the ship to in order to place her under our lee, I saw the crest of a heavy sea take her broadside on, as she was endeavouring to turn head to wind, which instantly capsized her and completely swamped her.

"Having rounded the ship close to windward of the swamped boat, to which several of the crew were clinging, as well as to the scattered boat's gear, an attempt was made to lower the starboard cutter (now the lee one), but, unfortunately, owing to the after-fall fouling on the boat touching the water, she was immediately swamped, and her crew and officers placed in great peril, all of whom were picked up with the exception of one man, William Heaney, ordinary seaman, who was lost.

"It now only remained to place the ship in such a position as to drift over the wreck of the first boat, and to save life as best we could by throwing ropes and gratings, &c., to the men in the water. This was done under considerable difficulty, owing to the heavy swell, the strong wind, and the great length of the ship, and we succeeded in saving four men.

"The ship was kept under steam, among and around the debris of the wrecked boat for a very considerable time, until all possible hope of any survivors had vanished, and, finally, we bore up under sail for Gibraltar.

"The four men saved from the second cutter all agree that the boat behaved admirably, without shipping any water of any consequence till the moment she was swamped by the sea breaking and taking her on the broadside in the unfortunate attempt of bringing her head to wind; they all say that Mr. Jukes and Mr. Talbot were among the first to be washed away. While deeply lamenting the loss of these young officers—one of whom was a near relative of mine—it is a sad pleasure and consolation to be able to speak to the high merits of both of them, who had always shown zeal in

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the performance of their duty, and were ever foremost in cases of danger and saving life, and had gained the respect and affection of all who knew them.

"The bright side remains to this sad narrative—namely, the promptness and alacrity in executing orders on the part of officers and ship's company in a moment of great anxiety and excitement, when it was necessary to work the yards, head and after sails, in conjunction with the steam, to lay the ship in exact position for rescuing life, in which service I was ably assisted by Staff-Commander Pounds.

"I think it only my duty to bring to notice, for the favourable consideration of my Lords Commissioners of the Admiralty, the conduct of Lieutenant Bromley, Mr. Egerton, midshipman, and the crew of the first cutter, who, having seen the other boat swamped, willingly risked their lives in order to help their shipmates, with the unfortunate result already stated.

"It is also my desire to especially report the gallant conduct of Mr. Ellis, boatswain, second class, borne for the instruction of cadets (a survivor from the late Her Majesty's Ship 'Captain'), and George Loram, quartermaster, who, at great peril of their lives, went down with slip-ropes under the port-quarter of the ship to attempt rescuing a drowning man; but the heavy swell and rolling of the ship rendered it impossible, and Mr. Ellis narrowly escaped with his life.

"I have the honour to append a nominal list of the gallant officers and men who were lost on the occasion, as well as a list of the four men saved from the second cutter.

"I have the honour to be, sir, your obedient servant,

"W. C. CARPENTER, Captain.

"To the Secretary to the Admiralty."

It was proposed by Rear-Admiral Hand, seconded by Captain Vincent Budd, and carried unanimously, that this Committee recognising the self-devotion of Mr. Ellis and George Loram, in the cause of humanity, award to each the silver medal of the Corporation. The Admiralty have since authorized that the recipients may wear the same on their right breasts.

The following letter of acknowledgment has been received from the Hon. Captain Carpenter, R.N.:—

"Her Majesty's Ship 'Ariadne,'
"Malta, May 15, 1872.

"Sir,—I beg to acknowledge the receipt of two silver medals, forwarded by you from the 'Shipwrecked Mariners' Society,' for Mr. Ellis, boatswain, and G. Loram, quartermaster, serving in this ship, for their gallant exertions on a recent occasion to save life.

"I have presented these medals to them in the presence of the whole ship's company, and of all on board; and beg to offer my sincere thanks for this prompt recognition of gallantry, which I request you will be good enough to convey to the members of the Society.

"I have the honour to be, sir, your obedient servant,

"W. C. CARPENTER, Captain.

"To the Secretary of the 'Shipwrecked Mariners' Society.'"

April 12th.—Captain the Hon. Francis Maude, R.N., V.P., in the chair.

A letter was read from the agent for Dublin, forwarding an application for reward from the master and crew of the 'Ocean Queen,' for taking the crew of the 'Flora' from off their foundering vessel and landing them in safety.

It was resolved that 30s. be given to the master, and 20s. each to the two men.

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REWARDS FOR SAVING LIFE ON THE COASTS.

The following are the rewards granted by the "Royal National Lifeboat Institution" during the past quarter, viz :—

April 4th.—Mr. Thomas Chapman, F.R.S., V.P., in the chair.

The silver medal and a copy of the vote inscribed on vellum were granted to Mr. Daniel Reading, master of the Ramsgate Harbour steam-tug, in acknowledgment of his general gallant services in aiding to save life from wrecks on the Goodwin Sands.

Eleven pounds was also voted to pay the expenses of the Broadstairs Lifeboat when she put off to the Goodwin Sands on the 19th ult., during a fresh gale and in a very heavy sea, and saved one of the crew of the brig 'Defender,' of Sunderland, which had stranded on those sands. The Ramsgate lifeboat and harbour steam-tug had also gone off to this wreck shortly after the Broadstairs boat. The last-named boat was the first to arrive at the scene of the wreck, but when running in towards the vessel, she was nearly capsized by two successive seas, and was driven to leeward, and before she could regain her position, the Ramsgate lifeboat was enabled to save seven of the shipwrecked men, the Broadstairs boat rescuing the other man.

Rewards amounting to £87 were also granted to the crews of other lifeboats of the Institution for going off on service during the storms of the past month. Thus, on the 22nd ult., the Yarmouth surf lifeboat was the means of saving the crew, numbering eight men, of the brig 'Viscount Lambton,' of Rochester, which had gone on Yarmouth Beach, while the Caistor surf lifeboat brought safely ashore the crew of six men of the stranded brig 'Ark,' of West Hartlepool On the night of the 27th ult., the Dutch schooner 'Douro' was overtaken by a heavy southerly gale in St. Austell Bay, and ultimately she was driven ashore and became a total wreck. Happily the Fowey lifeboat was instrumental in saving the crew of four men. On the following morning the lifeboat at Kessingland, on the Suffolk coast, went off to a distressed vessel, the barque 'Exe,' of Exeter, which ultimately sank near Lowestoft. Fortunately all the crew were saved; two men were taken into the lifeboat on their own boat being swamped; the rest came ashore in another of the ship's boats. The lifeboat at Padstow most gallantly saved seven persons, including the master's wife and child, from the stranded bark 'Viking', under very trying circumstances. A double reward was granted to the crew of the boat, together with the silver medal and a copy of the vote inscribed on vellum, to Mr. William Corkhill, the coxswain, in acknowledgment of his brave services in that lifeboat on this and previous occasions. The thanks of the Institution inscribed on vellum were voted to the Rev. Hugh Wilson, hon. secretary of its Ballywalter branch, together with £5 to four other men, for saving three men whose boat had capsized off Ballywalter, county Down, during stormy weather on the 13th of March. Two of the endangered men were saved by a boat which put off manned by three men, and the other one was rescued through the prompt exertions of Mr. Wilson, who took one of his horses, had it attached to a cart, and with his man took it into the sea, and fortunately succeeded in dragging the drowning man from the sea into the cart, when he was brought ashore in safety. Payments amounting to £1,100 were likewise ordered to be made on different lifeboat establishments.

The Annual Meeting of the Institution was held in the Egyptian Hall, Mansion House on April 8th, Captain his Royal Highness the DUKE OF EDINBURGH, K.G., R.N., in the chair. There was a large

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and influential attendance of ladies and gentlemen.

His Royal Highness made a most interesting speech, commendatory of its objects, and then called upon

Mr. Lewis, the Secretary, to read the report, which stated that during the past year 18 new lifeboats had been placed on the coast, some of them at new stations, and others to replace worn-out or inferior boats. New transporting-carriages and boat-houses had likewise been provided for several of those boats. The Institution had 233 lifeboats on the coasts of the United Kingdom and in the Channel Islands. During the past year those boats saved the lives of 658 persons; nearly the whole of them having been rescued under circumstances of peril that would have precluded any ordinary boats from proceeding to their aid. In addition to those services, no fewer than thirty-one ships were saved by the lifeboats. It was indeed gratifying to know that the lifeboat services of the year had been characterised by their usual gallantry, and, happily, without the loss of a single life amongst their brave crews. The storms of the past year in the seas of the British Isles had, fortunately, not been characterised by any fearful shipwrecks attended with great loss of life. Towards the latter end of 1871, however, the gales on our coast became unusually frequent and violent. The total number of shipwrecks on the coast of the United Kingdom in 1871 was 1,574, accompanied by the loss of 626 lives. In the same period the Institution contributed altogether to the rescue of 882 lives; of these 658 owed their lives immediately to the lifeboats, and for saving the remainder the Institution granted rewards to the crews of shore-boats and other persons, in acknowledgment of their laudable exertions. Thus during the past year the Society had granted as rewards 19 silver medals and votes of thanks inscribed on vellum, besides £2,302 in money. Since the formation of the Society, it had expended on lifeboat establishments, and other means for saving life from shipwreck, £290,000, and voted 91 gold and 826 silver medals for saving life, besides pecuniary rewards to the amount of £36,673. The number of lives saved during the forty-eight years, from the establishment of the Institution in 1824 to the end of the year 1871, either by its lifeboats or by special exertions for which it had granted rewards, was 20,746. The receipts of the Institution during the year 1871 had been £28,140 4s. 3d; and the expenditure, including liabilities, £29,421 1s. 8d.

Resolutions in support of the Institution were then moved, and carried unanimously. The speakers were the Lord Mayor, Sheriff Sir John Bennett, Admiral of the Fleet Sir George Sartorious, K.C.B., Sir John Hay, Bart, M.P., Sir James Elphinstone, Bart, M.P., Lord Garlies, M.P., Sir T. Edwards-Moss, Bart., Rev. G. T. Prescott, M.A., Sir Edward Perrott, Bart., Admiral Sir W. H. Hall, K.C.B., and Mr. Thomas Chapman, F.R.S., each of whom enlarging on the points mentioned in the report, enforced the claims of the Society on public benevolence.

A cordial vote of thanks having been passed to His Royal Higness, and to the Lord Mayor for granting the use of the Egyptian Hall, the proceedings then terminated.

May 2.—Thomas Chapman, Esq., F.R.S., V.P., in the chair.

The silver medal and a copy of the vote inscribed on vellum were presented to Mr. Samuel Bate, assistant coxswain of the Padstow lifeboat, for his general gallant services in that boat, and particularly on the occasion of seven persons being saved by the lifeboat from the barque 'Viking,' of Sunderland, when that vessel was wrecked in Harlyn Bay, on the 2nd April last.

Rewards amounting to £60 were also granted to the crews of various other lifeboats for recent services to distressed vessels and their crews. The new Brighton

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tubular lifeboat put off to the brigantine 'Thomas,' of Dumfries, which had driven on the Little Burbo Sandbank, and quickly became a total wreck. A very heavy sea was running at the time, and the men were compelled at once to take to their boat; unfortunately one of them was washed therefrom and drowned, the rest were taken into a pilot-boat and afterwards transferred to the lifeboat, which brought them safely ashore. A few days previously the Holyhead lifeboat had been called out by signals of distress shown from the steamer 'Kestrel,' of Cork, which was in a dangerous position in Carnarvon Bay during stormy weather. In going to the vessel, round the Head, the lifeboat encountered tremendous seas; she, however, behaved very well; but when she reached the steamer, the master, while expressing his sincere thanks to the lifeboat men for going off to him, declined their aid, as he was waiting the arrival of a steamer which had been sent for, and which afterwards towed the 'Kestrel' into Holyhead Harbour. The lifeboat regained its station in safety at two o'clock in the morning, after having been absent seven hours.

The silver medal, and a copy of the vote on vellum, were awarded to Mr. George R. Scott, a native of Nova Scotia, and boatswain of the ship 'Beethoven,' of St. John's, N.B., for his brave services in going along the towing hawser from his ship to a steam-tug which had her in tow off Liverpool, during a storm, when it was otherwise impossible to convey a message to the master of the steamer. The vessel was in imminent danger of going aground at the time, and it was essential that the course should be changed. The thanks of the Institution inscribed on vellum, and £5 were also voted to Mr. James Jamieson, owner of the smack 'Lily,' of Lerwick, together with £10 to the crew of that vessel, in testimony of their praiseworthy services on the 16th March, in saving three men belonging to the schooner 'Isabella,' of Dundee, which had been abandoned off the Scotch coast. The crew had taken to their own boat, and when rescued, after much difficulty by the fishermen, were in a most exhausted state. Their preservers at once attended to their wants in the most kind manner, and returned with them from their fishery to the shore. Payments amounting to £1,862 were likewise ordered to be made on different lifeboat establishments.

June 6.—Mr. Thomas Baring, M.P., F.R.S., in the chair.

Rewards amounting to £112 were granted to the crews of lifeboats of the Society, for services rendered during the past month. The Brightstone, Grange, and Brooke (Isle of Wight) lifeboats had gone off during a fresh gale from the south-west, and in a heavy ground swell, to the brig 'L'Etoile,' of St. Malo, which was wrecked near Sudmore. The former boat was the first to arrive at the scene of the wreck, when she took off the crew of eight men and landed them in safety. The Swansea lifeboat had proceeded to the assistance of the ketch 'Jupiter,' of Hamburg, which had gone ashore near the harbour during a strong gale from the west, the sea breaking heavily over her. Some of the crew of the boat were put on board, and with the aid of a steamer the vessel and her crew of four men were taken into port. The Hastings lifeboat was launched on the occasion of the steam-ship 'Baltimore, being run ashore off that place after she had been in collision with the Spanish steamer 'Lorenzo Semprun.' The boat remained alongside for about four hours, with the view of securing the safety of the crew and passengers. The Wexford No. 2 lifeboat had been taken out during a strong gale from the N.N.E., and through a very heavy sea, which repeatedly broke into the boat, and found the yacht 'Little Dorrit,' of Weymouth, on the Dogger Bank, on her beam ends and covered with water. Happily the two men on board were saved by the gallant exertions of the lifeboat men a short time before the little craft sank.

Payments to the amount of nearly £900 were also made on different lifeboat establishments.

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RELIEF TO FISHERMEN AND MARINERS, THEIR WIDOWS, ORPHANS, &c.

"LEAVE THY FATHERLESS CHILDREN, I WILL PRESERVE THEM ALIVE; AND LET THY WIDOWS TRUST IN ME."—JEREMIAH XLIX. 11.

Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans, and aged Parents of the Drowned, &c., between the 1st March, and 30th May, 1872.

NOTE.—In the following tables M stands for mariner, whether of the Royal Navy, Transport, or Merchant Service; MM master mariner; A apprentice; F fisherman; PB pilot and boatman; W widow; O orphan; AP aged parent. The figures following signify the amount of relief, and Agency where it was given :—

	£	s.	d.	
9 M, 2 MM, 4 W, 7 O, 1 AP	65	3	9	*London.*
3 M, 1 MM, 1 W, 1 O	26	5	0	*Aberdeen.*
1 W, 2 O	4	17	6	*Aberdovey.*
1 W, 4 O	13	0	0	*Aberystwith*
3 M	3	9	0	*Amlwch.*
2 F	5	10	0	*Anstruther.*
1 MM, 1 W	7	10	0	*Arbroath.*
1 M, 1 W, 3 O	8	1	3	*Ardrossan.*
1 F	1	10	0	*Avoch.*
1 W, 2 O	7	2	6	*Ayr.*
1 M, 1 MM	7	15	0	*Bacton.*
1 MM, 1 W, 3 O	13	0	0	*Bangor(W).*
1 M	3	2	6	*Barlochan.*
8 F, 3 PB	17	9	6	*Barra.*
2 W, 6 O	17	2	6	*Belfast.*
2 M, 1 MM	8	12	6	*Berwick.*
1 M, 1 W, 1 O	7	6	3	*Blyth.*
1 MM	2	17	6	*Bosham.*
1 W	8	0	0	*Boston.*
1 W	8	0	0	*Bridlington.*
1 W, 4 O	12	10	0	*Brightlingsea.*
4 M, 1 PB	3	15	0	*Bristol.*
1 W	8	0	0	*Brixham.*
2 PB	2	17	6	*Broadstairs*
21 F	52	11	11	*Buckie.*
1 PB	2	17	4	*Burnham.*
1 M, 2 W, 2 O	15	7	6	*Cardiff.*
1 O	5	18	9	*Cardigan.*
1 W, 1 O	3	15	0	*Cork.*
1 W, 2 O	11	5	0	*Dartmouth.*
1 W, 5 O, 1 AP, 10 PB	35	13	9	*Deal.*
1 M, 1 AP	9	7	6	*Dinas Cross.*
1 W.	7	15	0	*Dublin.*
1 M, 1 W	8	17	0	*Dundee.*
1 MM	9	7	6	*Emsworth.*
1 W, 3 O	11	7	6	*Erith.*
1 MM, 1 W	6	11	3	*Exeter.*
1 W, 3 O	19	17	6	*Exmouth.*
1 PB	2	10	0	*Falmouth.*
2 F	4	10	0	*Filey.*
1 W, 3 O	14	0	0	*Fishguard.*
1 W	3	5	0	*Fleetwood.*
1 M, 1 MM	4	2	6	*Framilode.*
1 W	3	0	0	*Garliestown*
1 MM	3	2	6	*Girvan.*
3 M, 4 MM	13	17	6	*Glasgow.*
1 W, 2 O	6	15	0	*Gloucester.*
1 MM, 1 W, 5 O	10	13	9	*Goole.*
1 M	4	0	0	*Gourock.*
2 W, 1 O	13	12	6	*Grangemouth.*
1 W, 3 O, 1 PB	14	0	0	*Gravesend.*
1 M	2	0	0	*Greenock.*
1 W, 2 O, 1 PB	7	15	0	*Greenwich.*
1 M, 1 MM	4	17	6	*Grimsby.*
1 MM	3	4	9	*Guernsey.*
15 M, 5 MM, 1 W, 1 O, 1 AP	95	0	0	*Hartlepool*
1 M, 5 A	11	15	0	*Harwich.*
1 W, 3 F	13	10	0	*Hillswick.*
8 M, 4 W, 3 O, 2 AP	52	2	6	*Hull.*
1 MM, 1 PB	6	0	0	*Hunstanton*
1 AP	3	10	0	*Inverkeithing.*
1 M, 3 PB	7	0	0	*Inverness.*
1 M, 1 MM	11	10	0	*Ipswich.*
1 W, 2 O, 1 AP	18	7	6	*Jersey.*
1 W, 1 O	4	1	3	*Killyleagh.*
2 M	6	5	0	*Kincardine.*
1 F	1	17	6	*Kingstown.*
1 M, 1 MM	4	18	6	*Kirkwall.*
1 M, 3 W, 1 O, 1 F	28	3	9	*Leith.*
2 W, 2 O, 1 AP	16	12	6	*Lerwick.*
2 M, 1 PB	10	17	6	*Limekilns.*
2 W, 6 O	18	15	0	*Littlehampton*
12 M, 3 W, 4 O, 1 AP	50	0	0	*Liverpool.*
1 MM	3	17	6	*Llanelly.*
2 M, 1 MM	6	15	0	*Looe.*
2 M, 1 MM, 1 W	11	13	9	*Lowestoft.*
1 M	2	15	0	*Lyme.*
1 MM, 1 W	7	10	0	*Maldon.*

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	£	s.	d.	
1 PB	4	0	0	*Margate.*
1 M	4	0	0	*Middlesboro'*
1 W, 2 O	10	10	0	*Mistley.*
4 M, 2 MM, 4 W, 7 O, 2 AP	58	5	4	*Montrose.*
1 F	1	10	0	*Moville.*
1 AP	6	5	0	*Newcastle.*
1 W, 2 O	6	0	0	*Newhaven.*
1 M, 1 MM	4	2	6	*Newport (M)*
1 M, 3 W, 1 O	23	7	6	*New Quay (W)*
8 M, 3 MM, 7 W, 2 O, 2 AP, 2 PB, 1 A	105	1	6	*N. Shields.*
6 M	11	12	5	*Padstow.*
2 M, 1 MM	1	17	6	*Penzance.*
1 PB	3	2	6	*Pill.*
1 M, 2 W, 4 O	13	4	6	*Plymouth.*
1 MM	6	0	0	*Portinllaen.*
1 M	5	0	0	*Portsoy.*
1 W, 1 O	4	13	9	*Pt. William*
1 W	3	0	0	*Queenstown*
1 W, 1 O	4	13	9	*Ramsgate.*
1 M	2	7	6	*Reawick.*
1 MM	1	12	6	*Rochester.*
1 W, 4 O	15	0	0	*Runcorn.*
1 M, 1 MM, 1 W, 7 O, 1 AP, 2 F	48	5	0	*Scarboro'.*
1 M, 1 MM	4	8	6	*Scilly.*
2 M	3	12	6	*Seaford.*
1 M, 2 MM	10	4	0	*Seaham.*
1 F	0	16	0	*Selsey.*
2 M, 3 MM	13	7	6	*Shoreham.*
1 MM	3	12	6	*Sligo.*
1 M, 2 W, 3 O, 1 AP	20	6	3	*Southampton.*
1 M	5	6	3	*Southend.*
9 M, 3 MM, 10 W, 14 O, 1 AP, 3 PB	133	13	6	*S. Shields.*
1 M	3	5	0	*Southwold.*
1 M	3	0	0	*Spalding.*
1 W, 3 O	10	1	3	*Staithes.*
1 M, 1 W, 2 O	9	10	0	*Stiffkey.*
1 A	1	12	6	*Stranraer.*
1 W	8	0	0	*Stromness.*
29 M, 12 MM, 13 W, 17 O, 1 A	235	12	6	*Sunderland*
1 M, 1 W	6	10	0	*Swansea.*
4 M, 1 MM	7	15	0	*Teignmouth*
1 O	3	5	0	*Thurso.*
1 M	2	0	0	*Topsham.*
1 W, 4 O, 2 F	12	15	0	*Voe.*
3 M, 1 MM	7	4	6	*Warkworth.*
3 M	13	15	3	*Weymouth.*
1 M, 1 MM, 1 W, 1 A	15	15	6	*Whitby.*
1 W, 2 O	9	0	0	*Whitehaven*
2 W, 3 O	16	15	0	*Whithorn.*
1 MM, 2 AP	10	7	6	*Whitstable.*
4 M, 1 MM	10	14	6	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 115; Orphans, 166; Aged Parents, 20; Master Mariners, 68; Mariners and Apprentices, 182; Fishermen, 45; Pilots and Boatmen, 32; Shipwrecked persons—Subscribers, 219, and Non-Subscribers, 275, in all 1,122 persons relieved, at an expense, inclusive of that in the succeeding table, of say £2,838 10s. 1d.!!!

The necessity for such an Institution will be obvious from the fact that during the year 1870 the deaths of Seamen in the British Merchant Service reported to the Board of Trade numbered 4,523. Statistics show that deceased married Sailors leave, on an average, three children, and these, with the widows, are, in the great majority of cases, left almost destitute, and oftentimes absolutely so.

HEROIC CONDUCT OF A CAPTAIN'S WIFE.—A remarkable instance of a woman's devotion and heroism has transpired by the arrival at New York of the brig 'Abbie Clifford,' of Stockton. She left Pernambuco on the 27th of March, for New York, with a cargo of sugar. On the second day out Gustave Johnson, a seaman, was taken sick with yellow fever, and died on the 1st of April. Allen Smith, another seaman, died of the same disease on the 9th, and the steward, J. J. Fay, also died of fever. Captain Clifford, the officers, and the majority of the crew were also prostrated by the fever, and notwithstanding all the devotion and attention of Mrs. Clifford, the wife of the captain, the chief officer succumbed and died. After his death Mrs. Clifford took sole command of the vessel, navigated her, and brought her sick husband and remainder of the crew to New York, when the brig was placed in quarantine. Above Cape Hatteras the 'Abbie Clifford' encountered a terrific north-east gale of five days' duration, which split the sails into ribbons and carried several spars away, but Mrs. Clifford seems to have been fully equal to the emergency. It appears that she has been at sea several years with her husband, and has made most of the calculations during that time. Had it not been for her attention to duty and her mathematical knowledge, there is scarcely a doubt that the 'Abbie Clifford' would have been recorded in the list of missing vessels.

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RELIEF TO SHIPWRECKED CREWS.

"THERE IS SORROW ON THE SEA."—JEREMIAH XLIX, 23.

The Crews of the following Vessels wrecked on various parts of the Coast, or foundered at sea, have been boarded, lodged, clothed, and forwarded to their homes by the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," *between the* 1st *March and* 31st *May*, 1872.

Vessel's Name.	Port.	Amount of relief. £ s. d.	Vessel's Name.	Port.	Amount of relief. £ s. d.
Arethusa	Larne	0 18 0	Grace	Jersey	1 2 6
Admiral	London	0 1 6	Hector	—	3 0 0
Ann Hewett	Yarmouth	0 6 1	Hero	Whitstable	1 7 6
Arab	Whitby	3 6 0	Hope	Whitstable	1 3 0
Argyle	Bangor	0 19 6	Helen	Bridgwater	0 7 6
Argo	Belfast	5 3 0	Hettie	Hartlepool	0 8 0
Abdul Medjid	London	0 7 9	H. N. Hutchings	Ipswich	1 10 0
British Crown	N. Shields	8 10 0	Henry Lawson	S. Shields	2 0 0
Belvedere	—	3 0 0	*Isabella	Montrose	9 0 2
Baltic	Grimsby	0 18 0	Isabella Hunter	Hayle	2 17 0
Captain Hawthorn	Wigtown	2 15 6	Jessie	Portsmouth	1 8 6
Claudia	London	1 10 0	Jane Almond	Padstow	1 0 0
Christina	Whitstable	1 17 0	Jane Howard	Hartlepool	3 6 0
Corsair	Sunderland	2 10 0	Leader	Banff	0 17 6
Carrick Maid	Ayr	4 2 6	Lady Ida Duff	Macduff	2 2 0
Concord	Plymouth	3 7 6	Law Ogilby	Swansea	0 18 0
Ceres	Sunderland	1 0 0	Lord Hardinge	Newhaven	1 0 0
Defender	Sunderland	4 5 0	Lothian	N. Shields	2 10 0
Delhi	London	3 15 0	Lahore	—	5 0 0
Dacian	Glasgow	0 11 6	Lord Metcalfe	Aberdeen	0 13 0
Denmark	Liverpool	0 10 0	Lizzie Furn	Hull	0 10 0
Exe	Exeter	10 14 3	Little Dorrit	Weymouth	1 0 6
Ellen Ann	Llanelly	1 17 6	Marcella	Halifax	0 8 6
Elizabeth	Aberystwith	0 4 0	McDonnell	Sunderland	17 18 6
Elizabeth Fry	Liverpool	0 12 0	Mary	Sunderland	0 2 0
Favourite	Liverpool	0 2 6	Marquis of Lorne	Runcorn	4 16 6
Flora	Newry	1 7 4	Morning Star	Guernsey	1 13 0
Fleur de Marie	Teignmouth	9 3 0	Mary	St. Ives	3 3 0
Golden Fleece	Newhaven	0 7 6	Matagorda	Aberdeen	2 1 6
Gleaner	Port Gordon	14 9 6	Mary Anne	—	0 10 6
George Pyman	Hartlepool	11 17 0	†Mona's Queen	Ramsey	1 1 3
Goodwood	N. Shields	0 15 0			

* The Hon. Agent at Lerwick, Shetland, in reporting this case on the 21st March, states that these "three men were landed at Scalloway, helpless and at death's door from long exposure in an open boat, and it was absolutely necessary to provide them with lodgings and medical attendance; the other boat with the rest of the crew, were landed at the Orkneys afterwards, and the men were being attended to by the Hon. Agent at Scalloway. The following narrative has been received from Mr. J. H. Jamieson, owner of the smack 'Lily of Lerwick,' who picked them up:—'We left Scalloway on Saturday the 16th instant, bound on a fishing voyage. At 7 p.m. being about 20 miles N.W. by N. from Foula Isle, sighted a boat, hove to and picked her up with some difficulty, the sea being high; found there were three men in it in a very exhausted state. They informed us that they belonged to the schooner 'Isabella' of Montrose, that they left Tayport bound for Copenhagen, coal-laden, on the 11th inst., at 4 a.m., and at 12 p.m. same night, the vessel sprang a leak, and being likely to founder immediately, these three men jumped into the one boat and got away, the other five men had the long boat on the rail when they pushed off, but they never saw them afterwards. They had no bread, no water, and no oars, and appear to have had nothing to eat but some bits of seaweed found floating past. Having seen shipwrecked crews picked up before, I had some idea of how to treat them. We put dry clothes on them, and gave them first a small cup of tea with a little rum, after twenty minutes doubled the dose, and after a like interval let them have an egg lightly boiled with half a biscuit soaked in tea, then put them to bed, made a pot of water gruel, and kept giving them a little all through the night. I let them have a mouthful of water once or twice, but had to keep the dipper out of their way. We got back to Scalloway yesterday forenoon, landed the men, and had Dr. Cowie over from Lerwick, who has remained with them all night.'" The Hon. Agent at Kirkwall reported on the 19th March that "one of the boats of the 'Isabella,' of Montrose, with part of the crew ot that vessel, five in number, arrived at that port, after having been four days and nights in their boat, without meat or drink, and some of them without shoes; they had neither oars, masts nor sails."

† The Hon. Agent at Amlwch reported, on 22nd April, that "the poor fellows lost their vessel a few miles from the Isle of Man. They were bound from Whitehaven to Douglas, and the vessel sprang a leak, and they came across the Channel about 40 miles before the wind in their small boat, 14 feet long. They were quite exhausted, and could not proceed home at once. The sea was running very high, and it is almost a miracle that they were able to keep the boat afloat."

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Vessel's Name.	Port.	Amount of relief. £ s. d.	Vessel's Name.	Port.	Amount of relief. £ s. d.
Margaret & Ann	Berwick	0 10 0	Salamander	N. Shields	3 11 0
Mary Catharine	Boston	0 7 6	Sarah M.	Hull	3 5 0
Mitz	Belfast	10 0 0	Superb	Hamburg	0 8 6
Mina	Arbroath	0 13 0	Strathmore	London	1 0 0
Nimrod	Dundee	4 7 9	Storm	Padstow	3 0 0
Noor Jehan	Sunderland	22 4 3	Scud	Lowestoft	14 12 0
Ostrich	Penzance	4 3 0	Sherlock	Sunderland	3 2 0
Orient	Sunderland	1 10 0	Thomas & Kate	Jersey	0 8 0
Pollo	Shoreham	1 10 0	Telegraph	Newry	3 10 0
Panama	Blyth	1 0 0	Teesdale	Sunderland	15 9 0
Princess Elfleda	Whitby	1 0 0	Thomas	—	0 18 0
Prima Donna	Whitby	0 4 0	Uncle Tom	Bangor	0 6 6
Rover	Whitby	1 14 6	Victoria	Hull	3 2 0
Robert Fletcher	Sunderland	4 7 6	Viscount Lampton	Rochester	3 12 1
Raby Castle	London	5 10 0	Viking	Sunderland	19 13 10
Rhodes	Sunderland	9 10 6	White Rose	Glasgow	0 14 0
Saucy Maid	Yarmouth	0 10 6	*Zuma	Guernsey	0 10 0
Stampede	St. John's	1 2 6			

* The Hon. Agent at Bideford reports on the 23rd March, that "this vessel drove on shore on her voyage from Bilboa, in a gale of wind, when three out of a crew of eight perished, the rest were saved by having life-belts on. The person now relieved was supercargo, got one of his legs broken by the falling of a mast, and for thirteen weeks has been lying in a publichouse at Hartland, attended by a doctor, and is now, with much difficulty, attempting to make his way home to Guernsey, through the help of the Society."

THE TERRIFIC CYCLONE AT MADRAS.—Madras has been visited by a cyclone so terrible in its nature that we have to go back many years to find anything like its parallel. In 1858 a similar storm occurred, and resulted in the loss of many vessels. The scenes on shore were sad enough to behold, but a still more dreadful sight was to be witnessed on the beach, from whence one could see that almost every vessel that had been riding at anchor in the roadstead on the previous evening had suffered severely. About half-a-dozen vessels were wrecked, and others were in great distress and were fast drifting towards shore. It would seem that the fury of the tempest acquired very great vigour at about three o'clock in the morning, and at this time signs of distress were communicated by some of the ships to the authorities on land. The marine officials rendered all the assistance possible, and, at an early hour, a crowd of persons were assembled on the beach ready to do what they could to assist the unfortunate people in distress. The men of her Majesty's 2-21st Fusiliers deserve honourable mention for their gallant conduct on the occasion. As soon as the news of the calamity became known to them, they turned out and worked hard in administering to the wants of the distressed, and in saving life and property. The honourable the governor and a large number of other gentlemen were also out at the scene of the destruction, sympathized with the unfortunate sufferers, and showed themselves willing to lend a hand to rescue those who were in distress. By eleven o'clock the following English ships were found to be wrecks:—The 'Hotspur,' 'Burlington,' 'John Scott,' 'Armenian,' 'Sir Robert Seppings,' 'Inverness,' 'Ardbeg,' 'Missir,' and the 'Kingdom of Belgium.' The 'Hotspur,' 'John Scott,' and 'Armenian,' came on shore opposite to Messrs. Parry and Co.'s office, and of these vessels the 'Hotspur' was furthest from shore. The 'Sir Robert Seppings and the 'Kingdom of Belgium' were wrecked near the fort. Of the vessels that came to grief the 'Ardbeg' fared the worst. She ran against a groyne, and shortly afterwards went to pieces. And next to this vessel, with regard to the severity of the disaster that overtook her, was the 'Hotspur.' All the other vessels ran far into the shore. Of the vessels that were wrecked, two had lives on board. Then as to the 'Hotspur,' two or three men are said to have been drowned, but there is as yet no evidence of this. We have already mentioned that the ship 'Ardbeg' struck against a groyne, and went to pieces. Only six of the crew escaped. Captain Hobson and the remainder of the crew have not since been heard of. One of the soldiers of her Majesty's 2-21st Fusiliers while assisting, was struck by a spar on his head, and was thus killed.—*Madras Times*, May 3rd.

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Portfolio.

NEARING LAND.*

"*The shipmen deemed that they drew near to some country.*"—Acts xxvii. 27.

READER, it is a solemn thought to you—I am drawing nearer eternity! It is said of Columbus, that he first discovered he was approaching the shores of the new continent by seeing branches of trees, with land-birds perched upon them, floating on the waves. This great "shipman," seeing these, "deemed he was drawing near."

Is there anything leading you to do the same? Years are gliding away. Your health may be failing—grey hairs be gathering upon you—old friends and associates may be missed—all these things may lead you to "deem" that you, too, are drawing near the shore, and that the voyage will soon be over!

Oh, regard every solemn providential dispensation—every sick-bed, and death-bed, and newly-formed grave—as one of these branches cast into the sea of life, telling that the haven cannot for you, too, be far off. Let it be a joyful intimation, that you are nearing the blissful shores of Heaven. "Now is your salvation nearer than when you believed."

"My Father's house on high,
Home of my soul how near,
At times, to faith's illumin'd eye,
Thy golden gates appear!"

SAVED TO THE UTTERMOST.

AT the age of seventy-nine, John Newton testified, "I have been enabled to commit my soul to Him who says, 'Him that cometh to me I will in nowise cast out,' and 'who is able to save to the uttermost.' These two texts have been as two sheet-anchors, by which my soul has rode out many a storm. when otherwise hope would have failed. 'In nowise' takes in all characters, and 'to the uttermost' goes many a league *beyond all difficulties. I recommend these anchors; they are sure and steadfast.*"

A SAILOR'S EPITAPH.

THE following lines are inscribed over a sailor's grave in the little yard belonging to the Fishermen's Church, St. Brelade's Bay, Jersey:—

"Weep for a Seaman honest and sincere,
Not cast away, but brought to anchor here;
Storms had o'erwhelmed him, but the conscious wave
Repented, and resigned him to the grave.
In harbour, safe from shipwreck now he lies
Till Time's last signal blazes through the skies;
Refitted in a moment, then shall he
Sail from this port on an Eternal Sea."

* "The Sailor's Text Book." Nisbet & Co., London.

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J. COOPER. Jr. Sc



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THE SHIPWRECKED MARINER

No. LXXVI. OCTOBER, 1872. Vol. XIX.

DISTINGUISHED ADMIRALS.

SIR HENRY D. CHADS.*

(*Continued from page* 125.)

AFTER paying off the Andromache in 1837, Captain Chads was again for some time on half-pay. During this period, however, he was once employed on a very important commission, viz., to inquire into and relieve the distress caused by the famine in the West of Ireland. It was no slight distinction to be selected for a difficult and invidious task from amongst all the officers, civil and military, at the disposal of Government. We have had experience of a still more severe Irish famine since that time, but we have no record of a more judicious application of public money than was made by this sea-officer, a stranger in Ireland, suddenly called upon to act on his own resources in an entirely new sphere, and under novel circumstances. At the close of three months of arduous work, he was rewarded with a letter from the Treasury, announcing that "my Lords are fully satisfied with the zeal and correctness with which you have applied yourself to the performance of the very difficult and important duties upon which you have been employed." He was offered the remuneration of £1 a day for this service (surely a somewhat niggard reward), but once more, as in the case of the Amphitrite Commission, he positively declined it.

* By Professor MONTAGU BURROWS, Capt. R.N.

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In 1841 he was again sent to India in the 'Cambrian,' a fine 36-gun frigate,* in which he conveyed Lord Ellenborough, the new Governor-General, and thus had the opportunity of making a lasting friendship with another man of kindred spirit. In this ship—as she arrived too late to share in the triumphs of Sir William Parker's brilliant campaign in Northern China, and was principally employed in a somewhat wearisome service on the Chinese coasts after the war was over—the principal points to be noticed are the extraordinary perfection to which her Captain again brought his gunnery, and the development of a system of exercise in shifting masts, yards, and sails, which has, we believe, never been surpassed. He was led to turn his attention especially to this matter, in consequence of the depression caused amongst the seamen by the sickliness of the climate; and it had an excellent effect. Sir William Parker spent the greater part of a day on board, witnessing the performance of the crew. On his return to his flag-ship he wrote a letter to the Admiralty, and made the signal for the captain of the 'Cambrian.' When he arrived, the Admiral showed him this letter, in which were the expressions: "Nothing can be more perfect than the 'Cambrian.' I have never seen a real man-of-war before." Parker was no mean judge. On one occasion, while on this station, the troops being struck down with sickness, Captain Chads, with characteristic kindliness, invited the whole of the sick officers to come and live on board his ship, and filled his cabin with them. He was Commodore on the East India station after Sir William Parker left, but returned home, and paid off the 'Cambrian,' in 1845.

It was by this time generally acknowledged that the place of our officer on the list of Captains by no means represented his relative merits to other officers, and successive Admiralties did themselves credit by offering him every mark of honour and species of employment. Lord Haddington, on his paying off the 'Cambrian,' at once gave him the 'Excellent,' gunnery ship, in succession to his oldest and best friend, Sir Thomas Hastings, who had raised that establishment to so high a pitch of usefulness. Next year he had the Good Service Pension. Four times during the nine years he commanded the 'Excellent,' he was offered equally honourable and more lucrative employments than that command, one of them (by Lord Auckland) being a seat at the Admiralty; but he invariably replied that

* It was characteristic of Captain Chads that he was offered a much larger ship, which would have given him £100 a-year more pay; but he chose the 'Cambrian,' as likely to give him the opportunity of a more active commission.

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he thought he could do more good to the Service where he was. He had found his right place, and the Navy felt confidence in his management of a department which required, during the adjustment to modern needs, the experience of a tried war-officer.

No officer was ever appointed to a post by any concurrence of public opinion more nearly approaching to an unanimous vote. It was now that he brought the whole of his past life to bear on the profession of his choice, and he became more and more trusted and consulted upon the welfare of the country in many other departments besides his own. He was on perpetual Committees, engaged in perpetual experiments, involved in a vast mass of correspondence—yet no one ever saw him flag. It was one long stretch of zealous service, extended with unsleeping watchfulness over the whole space of his horizon.

It may be well to group together a few of the changes he introduced into the system of Naval gunnery after he came to the 'Excellent,' most if not all of which held their ground with general approval as long as the artillery, for which they were designed, held theirs. Some were introduced only after the greatest opposition, and that from officers of the highest reputation; yet they turned out to be rightly introduced. Amongst these last may be mentioned the principle—for it almost amounted to the dignity of a principle—that cartridge and shot might be entered and rammed home together, and that shell might be entered over shot. The care with which the Navy had been taught that this should never be done had created quite a superstition on the subject. It was now boldly broken through, and no accident, it is believed, ever occurred in consequence. So also in the case of the 8-inch gun, which had become the favourite weapon of our ships, a little practice under his orders soon convinced the most sceptical that the old precautions against double-shotting it were unnecessary. Thus, the power of existing armaments was at once enormously increased, both in quickness of firing and weight of metal. If a war had suddenly broken out, these changes would have given at that time a great superiority to this country. Shells, again, were in their infancy—a prolonged infancy, for there had been little real improvement during many years; but our French neighbours had now (1849) invented a percussion shell instead of the old method of fuzes. Captain Chads set every likely inventor to work, in order to outstrip them; and it was in no small degree owing to his persistent encouragement that Moorsom was enabled to present the Navy with as good a weapon as the French, perhaps

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a better. Meanwhile—for it was a slow process—Captain Chads brought into use the nearest approach possible to what was required in the shape of a concussion shell, skilfully adapted from the old materials. The whole system of shell-firing was worked into great perfection by him, shells hung up between decks, supplies placed in the hatchways, shell magazines improved, &c. It would not befit a sketch of this sort to enumerate the various important improvements he introduced into the routine of the gunnery drills, or to show how his experience enabled him to remove many impediments to a perfect system of firing. Naval officers will recollect the wonderful skill with which he taught them to combine quickness and precision in a peculiar system of most practical great-gun drills; how he improved the method of supplying powder, of stowing magazines, and of concentrating fire; how gun-locks and tubes were brought to perfection under him; how he obtained a much larger allowance of shot, and even an allowance of shell, for practice in all ships afloat; and how he organized those drills for boarding and receiving boarders, of which he had seen the want in early life, as also for fire-quarters.

While providing for the training of seamen in the use of the carbine and rifle, he set his face against a system of making soldiers of them, which had previously been too much creeping into the Service. He knew well that the British sailor's soldiering must be performed in his own way, and that to merge the distinction between the two was simply suicidal. Unceasing were the efforts made to correct to the greatest nicety the ranges of guns, and to supply those of the new ones constantly introduced. He was always pressing forward the adoption of heavier and heavier ordnance, foreseeing, long in advance, what naval artillery must come to. With this view he ardently promoted experiments on eccentric shot, and urged the rifling of great guns before the idea had been accepted by any but the boldest thinkers. The screw, as a means of propulsion, was first applied to men-of-war during Captain Chads' command of the 'Excellent,' and in 1848 he was selected to report on the 'Blenheim,' the first screw line-of-battle ship. Here he had to perform the double service of trying the screw and making a Naval demonstration on the Irish coast, at the time of Smith O'Brien's ("cabbage-garden") rebellion. It is needless to say that this last office he performed with his usual sense, though happily there was no occasion for any display of more than ordinary talents. His experiments in the 'Blenheim' were entirely conclusive, and his report decided the question at once. Henceforth, it was only a matter of making

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the transformation of our ships, and building them with this especial view, quickly enough. With him it was a maxim that we must always, and at any cost, keep ahead of other nations. Thus, the moment the screw was introduced, he saw that the principle of running down an enemy had been established. He began to teach his officers that they must use their ships as rams, many years before the French built a special vessel for this purpose (which, we believe, he did not altogether advocate), or the Americans put the theory into practice during their Civil War. The adoption of a system of extremely fast vessels, with a few heavy guns on board, as a part of our Naval force, for the purposes formerly answered by our old frigates, was advocated by him from this time forward with the utmost pertinacity. Can we be said to have even yet altogether obtained what we require?

So entirely has the attention of the country been turned of late years to the all-important question of iron-plating ships and forts, and the power of penetration of ordnance into such plating, that it is not easy to remember that, when Captain Chads left the 'Excellent' in January, 1854, on obtaining his flag, the problem had scarcely begun, or at least was only just beginning to present itself. He did, indeed, most urgently press on the experiments upon iron plates, but the real questions of that day were how to destroy ships and arsenals most completely by means of shells; how to invent guns of sufficiently long range to render such fortifications as those of Cherbourg useless to their possessors;* and how to make our own coasts defensible under the new conditions which steam, and especially the screw in steamers, had introduced, but which the country was slow to understand. It will ever be to the great honour of Mr. James Fergusson that he (in 1852) at last aroused the nation to a true sense of the danger from foreign invasion, which Sir John Burgoyne and the Duke of Wellington had in vain pointed out some years before; and of Lord Palmerston that he had the patriotism to make use of his great popularity for the purpose of persuading the nation to spend sufficient sums on its defences.

* The establishment of an experimental range-ground at Shoeburyness was in no small degree due to Captain Chads' exertions. He always tried to carry the Royal Artillery along with him in his improvements, and, it may be said, succeeded. The heads of that noble Service fully acknowledged their debt to him, and a close communication was established between Woolwich and the 'Excellent' which has been of the greatest importance since that time.

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It is quite true that Fergusson's "Perils of Portsmouth" did not contain suggestions which it was thought fit to adopt in detail, though many of them have been adopted; but it was chiefly useful in eliciting a lively controversy between the writer and certain distinguished officers of Royal Engineers, and thus leaving the matter in such a state that it could not be suffered to sleep again. He proved to demonstration that Portsmouth (and *à fortiori* other places in England) could not, "as then fortified, resist a combined attack by land and sea for a single hour;" and he ended his remarkable pamphlet with these words: "If a man walks through the streets with a drawn sword in one hand, a loaded pistol in the other, others must arm also if they would protect themselves from his insolence or attack; but, if he merely adds bars and bolts to his doors, and lines his shutters with iron, none but thieves can complain, for these things hurt nobody. So, in the present case, adding to our fortifications can give no offence to any one; while they would add far more to our security than a very considerable increase of either our Army or Navy, and would be a permanent instead of an ephemeral defence" . . . (at present we are) "virtually provoking war, by exposing to all eyes the richest booty the world affords, so poorly protected as almost certainly to become the prize of the first bold adventurer who dares strike home to obtain it."

We were no doubt at this time in a state of extreme danger, which the expenditure of some millions, and the establishment of our Volunteer force, has done much to remove; but it is our present business to show that our national condition was not, at least, the fault of one by whom the words of the Great Duke had long been most seriously and mournfully pondered. In September, 1850, Captain Chads was sent with other officers, on the invitation of the future Emperor, then President of the Republic, to witness a great Naval demonstration at Cherbourg. His report is so valuable, and was no doubt so influential in many particulars, that we shall make no apology for extracting some portions. It appears to have been again sent to the War Office, as well as to a new First Lord of the Admiralty, in March, 1852. It is marked, "Secret and Confidential," but is now no longer so.* This Report is remarkable for the sagacity

* Independently of the Report referred to in the text, there was a very important Report of the condition of the French fleet and state of their gunnery, fortified by the reports of many other officers who had been trained under Captain Chads, and which he abstracted for the Admiralty. No one was more keenly alive to the

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with which it shows that the alarm which Cherbourg had created in the English mind was somewhat exaggerated, for, as he proves, we were gradually increasing the range of our guns so much, that the arsenal would soon be at the mercy of vessels which would themselves offer little or no mark to the enemy, especially at night. This has been literally fulfilled. It is now understood that the enormous sums which have been spent upon Cherbourg—far exceeding those hitherto spent on Portsmouth, the position of which enables it to be made impregnable—have been of very little use, and it no longer holds the place it was fondly intended to hold in the French programme of offence and defence. Next, he remarks on the French system of manning and organizing their fleet as compared with our own, and deduces the humiliating inference that, as our neighbours were far in advance of ourselves, as they possessed organized reserves while we had none, and could get a fleet to sea while we were talking about it, we must look well the fact in the face and set our house in order. "What," says he, "are our means of resistance before our fleets are manned and organized? Military men are the best judges as to their means of successful resistance on such an emergency, but I fear on this point it will be admitted that we are utterly deficient; the defences of our Naval arsenals, we know, are lamentably so. I will confine myself to the principal one, Portsmouth, with which I am most conversant, and here, I would ask, what defences are there to protect a fleet or the arsenal? Is there a *single gun* to prevent an enemy who might gain a temporary superiority in the Channel from destroying every vessel at Spithead and lying there harmless? Or, if he carried his views to the destruction of our fleet in the harbour and arsenal, is there a *single gun* to prevent his landing to the westward of Stokes Bay and marching by a direct road of three miles to Hardway? Our fleet would then be at his mercy, as the crowded state of the harbour would not admit of its removal, and from this point the arsenal might be destroyed; and all this might be effected almost without a gun being opposed to them. An enemy would have no occasion to go near the fortifications of Portsmouth or Gosport." (In red ink, dated March 15, 1852, on the margin of these remarks, the following words appear:—"Not a single step has yet been taken to remedy this most im-

necessity of watching the minutest changes introduced by our rivals; and, though it was generally agreed that we were decidedly in advance of the French, numerous petty improvements were the result of this visit to Cherbourg. He was always saying we could not afford to find these things out when a war came upon us.

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portant evil. All remains the same as when these notes were made in September, 1850. Our fleet, and the magazine containing all the naval ammunition, remain perfectly exposed to an enterprising enemy. Some batteries are building at Browndown which can be of no avail: too distant to be of any support to the works of Gosport, and therefore in a position weakening instead of strengthening the defences.") "In fact," he proceeds to say, "England as a nation is depending solely on her Naval supremacy, to maintain which it is indispensably necessary that there should be a *Reserve of Trained Seamen*. To a certain extent this may be obtained by the establishment of a second gunnery-ship at Devonport, which should be an efficient ship of the line. But, to carry this out fully, greater encouragement must be given to the seamen-gunners. As a proof that such is necessary, I have only to state that, during the eighteen years that this establishment has been in force, only 2,150 men have availed themselves of it. In addition to the foregoing, I would earnestly submit that there ought to be forts for the defence of our harbours. Spithead can only be protected by such being built on the sands. Strong and powerful forts on Warner Shoal or No Man's Land, and also at Hurst Castle and the opposite coast, would secure both the east and west entrance to Spithead; and, as such construction of forts occupies considerable time, it ought to be undertaken in peace. If this be neglected, Portsmouth, as our Naval arsenal, will be almost paralysed when a large fleet shall assemble at Cherbourg, unless we have a corresponding one at St. Helen's. As on a late occasion, so on any future one, when we have political differences with France, how shall we feel if she sends a fleet to Cherbourg with Spithead unprotected?"

It is well known that at last every one of these suggestions received attention. The Royal Commission appointed in 1859 to consider the defences of the United Kingdom, recommended these very forts, on a most elaborate scale; and they are at this moment, slowly indeed, but surely approaching completion.

The Continuous Service men,* the Naval Reserve,† and the Coast

* This system, which has now taken such root that it is hardly conceivable how the Service could have gone on without it, was strongly urged on the Admiralty by Captain Chads with much detail in Sept., 1852. We do not know whether there was any movement of importance in its favour, previously, but we believe not.

† The plan of a Naval Reserve of Merchant seamen, much such as has been adopted of late years, was urged on the Admiralty by Captain Chads in 1851 and 1852.

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Volunteers have done something to break the shock of a sudden strain upon our resources, and the organization upon a plan recommended by him of the Coast Guard,* has relieved us of a portion of our difficulty, while the Gunnery Establishment has received a considerable extension, though not so great as Captain Chads desired. His wish as to a second ship at Devonport for that department was gratified, and has been a conspicuous success. Greater privileges have also been given, at his request, to seamen-gunners, but he was never able to carry a point very near his heart, viz., that all officers should be obliged to receive the full training of the 'Excellent.' It has been already mentioned that he had a keen experience in his youth of the mischief caused by an education necessary alike for all midshipmen being confined to a certain section.† He found the same evil attaching to the education in gunnery to which a large portion of the abler officers of the service had voluntarily submitted, but which thus became far too much a class acquirement. Some remedy has been devised in the

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* There are amongst Sir H. Chads' papers, copies of numerous proposals to the Admiralty on the subject of the Coastguard. His humane feelings were much stirred by the over-work of these men, arising from the small number of them in proportion to the extent of our coast. His plans for increasing their number, as well as for organizing and employing them, have been almost exactly followed. To him it is almost entirely due that, wherever there is a coastguard station, there is not only a means of local defence, but an organization of gunnery drill amongst the men after the latest pattern of the central authority.

† Amongst Sir Henry's papers there are few which do more credit to his humanity and sagacity than one headed "Propositions for placing the supply of officers of the Navy on a wholesome basis." This is dated August, 1837, and was sent to the Admiralty in that year, as well as on at least two subsequent occasions. He eloquently pleads the cause of the "old mates" of those days, whose condition was the dark blot upon the Service, urges the re-establishment of the Naval College for all young officers alike, and shows how the supply of the various ranks might be kept on a proper footing without the existing injustice and anomalies. Most of his suggestions slowly won their way to adoption. In this place may be also mentioned the great moral reform he was the means of effecting amongst the younger officers of the Navy, by putting a stop to their free quarters in Portsmouth when waiting to pass their examinations. It is scarcely possible to imagine a more cruel temptation to these youths just returned from sea, or a more fruitful parent of every vice; yet it took many years to persuade the Admiralty to allow the Naval College and the 'Excellent' to be applied to one of their most obvious uses—the reception of "passing officers." The system was fully developed under the able superintendence of Admiral Key. To Sir Henry Chads' latest efforts is also due the humane provision that candidates for Naval Cadetships are no longer debarred from all hope by a first failure at the Naval College, as was for a long period their too severe fate.

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larger introduction of gunnery into the studies of midshipmen, but he wanted much more than this, and he was probably right. As far as the matter was in his own power, he took care that it should be a reality. Once in his career at least every officer might be caught. He must pass his examination for lieutenant at the Naval College at Portsmouth, and Captain Chads used every effort to make his examination in gunnery as strict as that in seamanship and navigation. The drills involved in the examinations he was content to leave very much to his examining officers, but he insisted on every midshipman coming into his own cabin to be examined and instructed by himself as the concluding portion of the ordeal. Thus every young officer in the Navy found himself face to face once in his life with the kindly and enthusiastic veteran, whose patience was never exhausted with the most stupid, nor praise ever withheld from those who showed ability. His practice was to put cases, which easily suggested themselves from the range of his great experience, and to see how the candidates could apply the seamanship and gunnery they had been taught. Of course, a certain amount of cramming could not be excluded even from such a system, however perfect; but there is no doubt that to many a young man the ideas gained in that somewhat awful hour were not only the first which connected theory with practice, but the germs of some fruitful thought or deed in his own person.

Nor, while thus providing for every defect he could discover, was he less useful in dealing with that numerous class of persons who are always found ready with advice or invention, and amongst whom it is always extremely difficult to separate the wheat from the chaff. One famous story of his sagacity was supposed to be too good to be true; but it was true. When the inventor of a mysterious method of striking an object at a great distance had made all his arrangements in a certain forest, Chads asked him to point out the object he meant to hit, and immediately making for it, placed himself there as the safest spot. While he encouraged the true man with all his heart, he had an instinctive eye for the charlatan. No man ever got to the real point of a difficult question more quickly or unerringly.

This sketch of his career while Captain of the 'Excellent' and Lieutenant-Governor of the Naval College has been condensed into the smallest possible space, since the general public will scarcely have patience for details; but it will be seen at once that the picture presented is that of a real man who contrived to impress himself on every service he undertook, the picture of one guided by an overpowering sense of duty, whether it was

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to combat an enemy himself, or to organize the forces of his country for future warfare. He who had

> "Chased brave employments with a naked sword
> throughout the world"

lived to hand down his lessons to more than one generation, and though, from slow promotion in early life, below others of his standing in great appointments, came to be regarded as in most respects the visible and tangible head of his profession.

His services as Admiral will not require any lengthened account. When the Russian War broke out, he was so low down on the Admiral's List, having only just obtained his flag, that he was only fourth (he afterwards became third) in command in the Baltic, under Sir Charles Napier, being instructed to hoist his flag on board the 'Edinburgh,' 60. To him, naturally, fell the organization of those motley crews which we sent to sea, and the scandal arising from whose inefficiency did more to enforce subsequent improvement than all the remonstrances which, as we have seen, our Admiral had never failed to ply. A very heavy labour it was, but he was well seconded; and as much was done as from such a system, or rather no system, of manning a fleet could have been expected. There was not much glory to be acquired in this war. The relations of ships to forts had not as yet materially changed. The Commander-in-Chief was somewhat unjustly blamed; but this resulted less from any real errors on his part, than from personal circumstances into which it is unnecessary to enter. It is sufficient to notice here the high-minded conduct of the Rear-Admiral, who, whether he agreed with his chief or not, never failed to stand by him, and even courted a share in the unpopularity of acts for which he had not a shadow of responsibility.

At Bomarsund, the zeal of Admiral Chads in landing his heavy guns (six 32-pounders of 42 cwt.), and causing them, with the able assistance of his flag-captain and old follower, Hewlett, to be dragged into position by seamen to the camp of Brigadier-General Jones, R.E., for four miles over execrable ground, consisting chiefly of steep, rocky hills and ploughed fields, cheering and animating the men by his presence, was the subject of favourable comment. After the surrender of the fortress, he succeeded in conducting three of his line-of-battle ships, in perfect safety, through the intricate navigation of the channel leading from Bomarsund to the anchorage of Led Sund. He landed in England and struck his flag in December, 1854, and as a reward for his services in this war he obtained the K.C.B., and the promotion of his flag-lieutenant.

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He hoisted his flag once more, as Commander-in-Chief, at Cork, from 1855 to the end of 1858, when he was advanced to the rank of Vice-Admiral, after which he did not serve afloat; but he was employed as Chairman of a Committee on Coast Defences in 1859. In 1865, he received the honours which mark the culmination of the services of a naval officer, viz., the G.C.B., and the Admiral's Good Service Pension. The latter years of his life he passed at Southsea with his family, still taking the keenest interest in naval affairs, and in constant communication with the Admiralty and his old comrades. He never considered half-pay as retirement. He was as much in the service at one time as another, his whole heart in it at all times. To the last that lofty form, as erect as in youth, reminding readers of "Marmion" of the Douglas,—

> "Though fallen its muscles' brawny vaunt,
> Huge-boned and tall and grim and gaunt,
> His locks and beard in silver grew,*
> His eyebrows kept their sable hue,"

was to be seen wherever matters of interest to either Army or Navy were being transacted. To the last, the Admiralty had the benefit of every suggestion for the good of the Service which crossed his mind. If sometimes a condemnation of the present in comparison of the past escaped his lips, and it was not often, who could blame the aged chief? Few, indeed, were less given to boasting of past achievements than Sir Henry Chads. It was very difficult to get him to talk of them, and many interesting circumstances which had come to the knowledge of his family by the channel of early friends and companions were only verified by persevering inquiry during the latter years of his life. His was not a character or a career of which it was so easy to obtain anecdotes as in the case of many far less distinguished men. There was a straightforward, simple earnestness about every action of his life which was the exact opposite of all notion of trifling. People felt the good he did, and the example he set, rather than talked about it. He formed a school unconsciously. No one so little dreamt of setting to work to form one.

He had been for many years a county magistrate, and no one was more regular at the Board, almost up to his death. One of his last acts there was to supply evidence of a fact bearing on an important local custom,

* Not that the Admiral ever wore a beard, which he would probably have considered a deadly sin, but his eyebrows continued bushy and black to the last, in contrast with his full head of silvery hair.

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dating from seventy years before. In the earlier days of his shore-going life, he was very active in political affairs, always on the Tory side; but though his politics never changed, he became in later years so much engrossed in matters connected with his profession, and so much in the habit of regarding successive Administrations with especial view to their public spirit in dealing with the defence of the country, that he was little conspicuous as a partizan. A firm believer in the merits of the British Constitution, he had a natural abhorrence of Radicalism, yet no one had a deeper or more intelligent sympathy with the wants of the lower class of our population. He never forgot an old friend of whatever rank, still less one in distress; and so numerous were the calls to which he considered himself bound to attend, that one-fifth of an income, never more than moderately sufficient for his station, was latterly devoted to works of benevolence. The local charities of his neighbourhood lost in him one of their warmest supporters. The Portsmouth Hospital, the Penitentiary, and the Seamen and Marines' Orphan School were the especial objects of his care; and the last may be said to have owed to him and his family the continuance of its very existence. We mention these more private matters, because they go to make up a character which we have seen was brought to bear on the public service in a noteworthy manner. In themselves as much or more might be said of many another good man, but we naturally wish to obtain a complete view of an officer like Sir Henry Chads.

We have spoken elsewhere of his earnest, faithful, unostentatious religion. Without it he could never have been the public servant he was. It shone brighter and brighter as the close approached. The break-up of a magnificent constitution, as so often happens, came somewhat suddenly at last, in the eightieth year of his age. A severe attack of bronchitis in January, 1868, left him much prostrated, and he felt his strength was gone. Death had no terrors for such a man, and his last illness was borne with that cheerful courage and pious resignation which became such a noble life. It had the alleviations of the tender care of a family, whose depth of devotion he had well-earned by a life-long devotion to them, and of the religious ministrations of one of his oldest and best loved friends, who, however, remarkably enough, preceded him on the last solemn journey of man by a few weeks. The sermon preached after his death (which took place in the following April) contained these words:—"The oldest, the best known, the most distinguished of our congregation has passed from our midst. No one more regular in his attendance than he, no one (I speak it without fear

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of contradiction) more fervent in devotion, more evidently impressed with the reality of the presence of the God he came to worship, no one more constant at the monthly Sacrament, no one more charitable, more keenly interested in all good works. He has gone from the feeble and imperfect worship of the Church Militant to join the mighty chorus of the Church Triumphant."

Standing by themselves, even glowing words such as these, like the tributes of family affection on a tombstone, might not carry as much weight as they ought; but, taken in connection with such a life as we have feebly attempted to sketch, they have a value which all must acknowledge. In a paper written many years before his death, and never intended for the eye of man—was found a list of the principal mercies which he had received through life; amongst these that he had been preserved twenty-six times in engagements with enemies. (This does not really represent, however, the number of times he was under fire.) He used to say that the only prayer he found time for before the battle with the 'Constitution,' was "God be merciful to me a sinner."

It was a most rare but surely no unnatural tribute to the character of the man, that the Port-Admiral, Sir Thomas Pasley, wrote a formal letter to Admiral Chads, the eldest son of Sir Henry, conveying the wish of the officers and seamen serving at Portsmouth, and especially of those on board the 'Excellent,' that there might be a public funeral; but the deceased had never forgotten the home of his early domestic happiness, and to be buried at Fareham, by the side of the faithful partner he had lost some years before, was the last wish he had expressed. A public funeral was incompatible with this desire, and it had to be gratefully declined, while his wishes were equally consulted in rendering the last solemn ceremony as private as possible. He could never tolerate display in life, and he was not to be inconsistent in death.

Let any one who reads this sketch recall to his mind Wordsworth's noble poem, "The Happy Warrior." If he has ever somewhat mournfully reflected upon that poem, and, comparing it with the character of our great English heroes, has discovered, as he has learnt more and more of their inner life from memoirs, correspondence, and contemporary literature, that it is too high a flight of imagination, an almost unapproachable ideal, it may encourage him to know that those who were most intimately acquainted with Sir Henry Chads do not shrink from bearing their humble witness that in every, even the minutest particular, he might well have sat for that picture.

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A VISIT TO THE 'AKBAR.'

THE frigate which first bore this name having become worn out, was replaced by the 'Wellington,' 74, and her name was changed to the 'Akbar,' who, as we gather from the "Popular Encyclopædia," was one of the sovereigns of India, and the greatest Asiatic prince of modern times. He was born in 1542, and after the death of his father ascended the throne, at the age of 13, and governed India under the guardianship of his minister, Beyram. His great talents were early developed. He fought with distinguished valour against his foreign foes and rebellious subjects, among whom was Beyram himself. His government was remarkable for its mildness, and the greatest tolerance towards all sects. Though compelled by continued commotions to visit the different provinces of his empire at the head of his army, he loved the sciences, especially history, and was indefatigable in his attention to the internal administration of his empire. The result of his statistical labours were published in three vols. in Calcutta and London in 1783—86. He died after a reign of forty-nine years, and his splendid sepulchral monument still exists near Agra, with the simple inscription, "Akbar the Admirable."

The name is most aptly chosen for the truly "admirable" institution, the "Reformatory School-ship," stationed in the Mersey, off Rock Ferry, Birkenhead. It was during the past summer that we were privileged to pay a visit of a few weeks as the guest of the worthy Captain and superintendent, Edwin Charles Symons, R.N., who has most comfortable apartments on board, comprising the ward-room and the fore and after cabins under the poop. The excellent chaplain, the Rev. T. Davis, has likewise apartments for himself and family on the main and upper decks. There is also a chief officer, a veteran retired boatswain of the Royal Navy; a schoolmaster, carpenter, five naval instructors, who have been retired as petty officers from the Navy, a bandmaster, assistant schoolmaster, and cook. A medical officer is also appointed to visit the school.

The managers are the Committee of the "Liverpool Juvenile Reformatory Association," established in 1855, and consisting of the leading men of the town and county, with the Mayor as president.

The complement of boys is 200, but there were 170 on board at the time of our visit. These are admitted from between the ages of twelve and fifteen. They sleep in separate hammocks on the orlop deck, and are allowed five minutes to engage in private prayer before turning in. They are supplied with plain, wholesome food, three times a day, viz., breakfast, dinner, and supper. The boys chant their grace both before and after each meal. The daily routine runs thus :—

5.15 A.M. Hands turn out to wash and dress.
7.0 „ Breakfast.

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7.30 A.M. Wash decks.

8.45 „ Muster at divisions, when they are inspected by the Captain, accompanied by the Chief Officer.

9.0 „ Prayers, sometimes extempore, and at others, short selections from the Book of Common Prayer, when the Chaplain also reads and expounds a chapter from the Bible; afterwards a hymn is sung, the Schoolmaster leading on the harmonium. The boys seemed to join in heartily, and sing remarkably well, the whole service occupying about a quarter of an hour.

9.15 A.M. to 12.15 P.M. The boys are divided into two Watches. One Watch attends School under a screen on the lower deck, and the other are at Nautical Instruction, making their clothes, &c., or away in the boats.

12.30 P.M. to 2.0 P.M. Dinner and Play.

2.0 „ 4.30 „ One watch in School, and the other at Nautical Instruction, &c.

5.30 P.M. Supper.

6.0 P.M. to 8.0 P.M. Play, skylarking on deck or aloft; sometimes sending top-gallant masts and yards down, or hoisting up boats.

8.15 P.M. Prayers and bed. For the latter we found the boys always ready, as, from never being idle, they are well tired out by the end of the day.

On the Lord's-day there are two services conducted by the Chaplain, consisting of the Church of England prayers abbreviated, and which last about an hour and a half. The excellent Chaplain possesses a great gift in explaining the Scriptures, which seemed to rivet the boys' attention, for we never witnessed a more attentive congregation. The last Sunday evening we were on board we were privileged to partake of the Lord's Supper, when about ight persons communicated, one of whom was a boy.

On Wednesdays, weather permitting, the boys land in the afternoon to play cricket, &c.

Saturday is devoted to general clearing, airing bedding, &c., and each boy has a bath.

All letters, for the boys or from them, are seen by the Chaplain before they are given or sent off; improper correspondence is suppressed, and all stamps or money sent to the boys must be through the Captain, which are handed to the Chaplain, and given by him to them at the discretion of the Superintendent.

Petty officers and well-conducted boys have the privilege of going home to visit their friends, going on shore with messages, and are selected for places of trust, which are only forfeited by misconduct. When a boy absconds, all leave is stopped for a limited period.

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The friends and relatives of the boys are allowed to visit them on board at stated periods.

The terms upon which the Committee receive children committed from gaols at a distance into these Institutions are, £1 with each child for clothing, and a weekly payment (in addition to the Government allowance, and any sums collected by the Government Inspector from the parents) of 1s. per week, paid quarterly, during the time the child remains in the institution. This latter payment may be compounded for by a fixed sum, as may be arranged with the Committee, payable on the reception of the child into the Institution.

Before considering any application for admission, the Committee require to be furnished with replies to certain questions on a printed form; and it is usually required that the boys be of a robust and strong constitution, and of suitable promise to make sailors of, and not less than 4 feet 8 inches in height, and 75 pounds weight.

No boy can be admitted except on the condition of his being subject to all the rules and regulations of the Institution as to training and instruction; and sentences must not be for less than five years; for, although practically it is very seldom necessary to detain the boys so long, the Committee find that the prospect of a considerably shortened term, in the event of good conduct, is a great incentive to improvement.

The secular instruction consists of reading, spelling, writing, and ciphering, and, as far as practicable, the elements of history, geography, social economy, and drawing. Each boy attends the school for instruction for not less than two hours daily. The religious instruction must be from Holy Scripture, and comprise the doctrines and precepts of Christianity, and to be given daily. The industrial training must be such as will best fit the boys for a sea life, and such handicrafts as can be conveniently practised.

The Chaplain has the general superintendence of the school teaching, directs the Schoolmaster as to the course of instruction, gives Bible-lessons in school—and we were thankful we had not to answer many of the questions off-hand, which, however, the boys seemed to answer readily—and, in the absence or illness of the Schoolmaster, conducts the school-teaching himself. He looks after the boys at all times, for individual reproof, exhortation, advice, &c., so as to gain an influence over them for good; visits the boys frequently in hospital, and when under punishment of solitary confinement, although there is seldom occasion for the latter.

On the discharge of any inmate from the School, he is provided with a sufficient outfit, according to the circumstances of the discharge, and is placed, as far as practicable, in some employment or service. If returned to relatives or friends, the expenses of such return are to be defrayed.

The 'Akbar' was visited by Captain H.R.H. the Duke of Edinburgh, R.N.,

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in June, 1866, and by successive First Lords of the Admiralty. The following account of the annual distribution of prizes is extracted from the *Times* newspaper:—"The annual distribution of gifts to the boys, as incentives to good conduct, took place on board during last winter, at which a large number of ladies and gentlemen, from both sides of the Mersey, attended. The elaborate, though somewhat grotesque, decorations of the main and lower decks evinced the interest the boys themselves take in the Institution. The railings and stanchions were festooned with evergreens and artificial fruit, in the formation of wreaths and other tasteful ornamentation. A well-stocked recess, which looked like a Bower of Plenty, had inscribed in front, 'God is Love,' and the welcome, 'A Happy New Year to you All.' The boys' band of the 'Akbar' performed a selection of music, and the boys sung in chorus, 'The Christmas Bells,' and, 'I love my little Island Home." Captain Stephens, R.N., then the superintendent, explained to the visitors the mode in which the prizes were given; they were, he said, subscribed by ladies and gentlemen very liberally, and were not given away indiscriminately, but with care and thought. There were petty officers in the ship, selected from the boys who behaved best, and who evinced a desire to do well, not only as regards their character, but in learning their duties; these wear distinguishing badges on the sleeves of their frocks. After the petty officers, the boys who came next were those who were entitled, by their conduct on board the ship, to wear two good conduct badges; then the boys who wore one; then those on probation—not classed, being under twelve months aboard; and then those who had forfeited their badges, but who had shown good conduct since. The prizes were distributed by ladies, and were classified, so that every boy got something. The hymn, 'From every stormy wind that blows,' was followed by 'God save the Queen.' Later in the evening, a lecture was delivered on 'Fire and Water,' illustrated with numerous chemical experiments, and as the visitors left the ship, the band played 'Auld Lang-Syne.'

"The Captain stated that since they had last met he had received numerous visits from boys who had been connected with the Institution, and had received letters from many others who were in distant lands, and he was happy to say that the majority of them had become respectable members of society and were doing well. The Rev. T. Davis, the excellent chaplain of the ship, returned thanks to the visitors for their attendance. He said that, isolated as they necessarily were, they were grateful for the sympathy and presence of the visitors. The work to be done on board that ship was peculiar. The boys were sent from various parts of England, but the majority, no doubt, were from Liverpool. These lads had been, unfortunately, deprived of the advantage of home influences; and it would seem that when they came to that Institution, the work of training them, especially on the part of the schoolmasters, required much care, good temper, perseverance,

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and self-denial. The boys came on board, never having known home influences of any kind, and their minds had been totally unexercised; and, when these facts were remembered, he thought it would be at once seen that the work in which the teachers were engaged required, as he had said, much perseverance and self-denial, and the visitors would understand how acceptable was the expression of their sympathy. The Chairman, John Cropper, Esq., said it was very gratifying to him, who had been in connection with the Institution from its commencement, to see it going on so satisfactorily, and accomplishing so much good. The boys seemed to be comfortable, cheerful, and well-conducted, and they did very much credit to the officers of the ship for the patience and ability which they had exercised in their training. The Captain returned thanks for the officers and himself. After an address, the boys were presented with articles suitable for winter use—woollen scarfs and socks, also clogs, leather belts, scarlet comforters, mittens, caps, braces, housewifes, as the sea needlework apparatus is called; and each boy received a small religious book."

During our stay on board, the boys were invited by a member of the Committee to his country seat in Cheshire, a few miles distant, to have tea on the grounds. This is always looked forward to by the boys as a great treat. We found a commodious tent erected in the fields, where a substantial tea was provided and served up by the lady visitors. The boys also partook of various amusements and athletic sports, such as dog races, jumping, running, cricket, and an electric bath, and, after a pleasant afternoon and evening, were marched, four deep, to the front of the house, headed by their band Here the kind host gave them an address, and called out one of the boys, who had jumped overboard and saved the life of another, for which the Liverpool Humane Society had awarded him a medal, and several gentlemen on the spot subscribed and presented him with a sovereign, which he said he should send to his mother. Captain Symons then requested them to give three hearty cheers for their kind host, which they did in true man-of-war fashion, and after singing, and the band playing "God save the Queen," they marched homewards, highly delighted with their day's outing.

We can assure any of our readers, when in the neighbourhood of the Mersey, that they could not spend a more delightful or profitable time than in visiting the good ship 'Akbar,' on board which they would receive every attention; and we are confident they would leave her fully possessed, as we were, with the idea, that it is no sham Institution, but a blessed reality, in which the reformation of many of the youth of our land is being effectually carried out in a manner such as the most earnest philanthropist would desire.

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DR. KANE'S ARCTIC EXPLORATION.

(*Continued from page* 95.)

We return to Dr. Kane's narrative. In his arduous search for Sir John Franklin and his crew he still hopefully held on his way. Under date of May 30th, 1854, he writes—

"We are gleaning fresh water from the rocks, and the icebergs begin to show commencing streamlets. The great floe is no longer a Sahara, if still a desert. Seal grow still more numerous on the level floes. By means of the Esquimaux stratagem of a white screen pushed forward on a sledge until the concealed hunter comes within range, Hans has shot four of them. We have more fresh meat than we can eat. For the past three weeks we have been living on rabbits, two reindeer, and seal. They are fast curing our scurvy. With all these resources—coming to our relief so suddenly too—how can my thoughts turn despairingly to poor Franklin and his crew? Can they have survived? No man can answer with certainty; but no man without presumption can answer in the negative. If, four months ago,—surrounded by darkness, and bowed down by disease,—I had been asked the question, I would have turned toward the black hills and the frozen sea, and responded in sympathy with them, 'No.' But, with the return of light a savage people came down upon us, destitute of any but the rudest appliances of the chase, who were fattening on the most wholesome diet of the region, only forty miles from our anchorage, while I was denouncing its scarcity.

"For Franklin, everything depends upon locality; but, from what I can see of Arctic exploration thus far, it would be hard to find a circle of fifty miles diameter entirely destitute of animal resources. The most solid winter-ice is open here and there in pools and patches worn by currents and tides. Such were the open spaces that Parry found in Wellington Channel; such are the streamholes (stromholds) of the Greenland coast; and such we have ourselves found in the most rigorous cold of all. To these spots the seal, walrus, and the early birds crowd in numbers. One which kept open, as we find from the Esquimaux, at Littleton Island, only forty miles from us, sustained three families last winter until the opening of the north water. Now, if we have been entirely supported for the past three weeks by the hunting of a single man,—seal-meat alone being plentiful enough to subsist us till we turn homeward,—certainly a party of tolerably skilful hunters might lay up an abundant stock for the winter. As it is, we are making caches of meat under the snow to prevent its spoiling on our hands, in the very spot which a few days ago I described as a Sahara. And indeed, it was so for nine whole months, when this flood of animal life burst upon us like fountains of water, and pastures, and date trees in a southern desert.

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"I have undergone one change of opinion. It is of the ability of Europeans or Americans to inure themselves to an ultra-Arctic climate. God forbid, indeed, that civilized man should be exposed for successive years to this blighting darkness! But around the Arctic circle, even as high as 72°, where cold and cold only is to be encountered, men may be acclimatized, for there is light enough for out-door labour.

"Of the one hundred and thirty-six picked men of Sir John Franklin in 1846, Northern Orkney-men, Greenland whalers, so many young and hardy constitutions, with so much intelligent experience to guide them, I cannot realize that some may not yet be alive; that some small squad or squads, aided or not aided by the Esquimaux of the expedition, may not have found a hunting ground, and laid up from summer to summer enough of fuel, and food, and seal-skins to brave three or even four more winters in succession.

"I speak of the miracle of this bountiful fair season. I could hardly have been much more surprised if these black rocks, instead of sending out upon our solitude the late inroad of yelling Esquimaux, had sent us naturalized Saxons. Two of our party at first fancied they were such. The mysterious compensations by which we adapt ourselves to climate are more striking here than in the tropics. In the Polar zone the assault is immediate and sudden, and, unlike the insidious fatality of hot countries, produces its results rapidly. It requires hardly a single winter to tell who are to be the heat-making and acclimatizing men. One of our party, George Riley, with a vigorous constitution, established habits of free exposure, and active, cheerful temperament, has so inured himself to cold that he sleeps on our sledge journeys without a blanket or any other covering than his walking suit, while the outside temperature is 30° below zero. The half-breeds of the coast rival the Esquimaux in their powers of endurance.

"There must be many such men with Franklin. The North British sailors of the Greenland seal and whale fisheries, I look upon as inferior to none in capacity to resist the Arctic climates. My mind never realizes the complete catastrophe, the destruction of all Franklin's crews. I picture them myself broken into detachments, and my mind fixes itself on one little group of some thirty, who have found the open spot of some tidal eddy, and under the teaching of an Esquimaux, or perhaps one of their own Greenland whalers, have set bravely to work and trapped the fox, speared the bear, and killed the seal, and wolves and whale. I think of them with hope. I sicken not to be able to reach them.

"It is a year ago to-day since we left New York. I am not as sanguine as I was then; time and experience have chastened me. There is everything about me to check enthusiasm and moderate hope. I am here in forced inaction, a broken-down man, oppressed by cares, with many dangers before me, and still under the shadow of a hard, wearing winter, which has crushed

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two of my best associates. Here on the spot, after two unavailing expeditions of search, I hold my opinions unchanged; and I record them as a matter of duty upon a manuscript which may speak the truth when I can do so no longer.

"*June* 1. At ten this morning the wail of dogs outside announced the return of Dr. Hayes and Wm. Godfrey. Both of them were completely snow-blind, and the doctor had to be led to my bedside to make his report. In fact, so exhausted was he that, in spite of my anxiety, I forebore to question him until he had rested.

"*A Seal and a Bear.*—On one occasion I saw a large seal basking asleep upon the ice. Taking off my shoes, I commenced crawling along step by step behind the little knots of floe. At last, when I was within long rifle-shot, the animal gave a sluggish roll to one side and suddenly lifted his head. Then, for the first time I found I had a rival seal hunter in a large bear, who was on his belly like myself waiting with commendable patience and cold feet for a chance of nearer approach. What should I do? the bear was doubtless worth more to me than the seal; but the seal was now within shot, and the bear 'a bird in the bush.' Besides, my bullet once invested in the seal would leave me defenceless. I might be giving a dinner to the bear and saving myself for his dessert. I pulled the trigger. My cap alone exploded. Instantly, with a floundering splash, the seal descended into the deep, and the bear, with three or four rapid leaps, stood disconsolately by the place of his descent. For a single moment we stared each other in the face, and then, with that discretion which is the better part of valour, the bear ran off in one direction, and I followed his example in the other.

"*June* 9. To-day, I was able to walk out upon the floe for the first time. I was very much struck by the condition of the floe-ice. Hitherto, I have been dependent upon the accounts of my messmates, and believed that the work of thaw was going on with extreme rapidity. They are mistaken; we have a late season. The ice-foot has not materially changed, either in breadth or level, and its base has been hardly affected at all, except by the overflow of the tides.

"*June* 11. Another walk on shore showed me the andromeda in flower. This rapidly maturing vegetation is of curious interest. Few of us at home can realize the protecting value of this warm coverlet of snow. No eider-down in the cradle of an infant is tucked in more kindly than the sleeping-dress of winter about this feeble flower-life. The first warm snows of August and September, falling on a thickly-pleached carpet of grasses, heaths, and willows, enshrine the flowery growths which nestle round them in a non-conducting air-chamber; and, as each successive snow increases the thickness of the cover, we have, before the intense cold of winter sets in, a light cellular bed covered by drift—six, eight, or ten feet deep—in which the plant retains

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its vitality. The frozen subsoil does not encroach upon this narrow zone of vegetation. I have found in mid-winter, in this high latitude of 78° 50′, the surface so nearly moist as to be friable to the touch.

"My experiments prove that the conducting power of the snow is proportioned to its compression by winds, rains, drifts, and congelation. The early spring, and late fall, and summer snows are more cellular, and less condensed, than the nearly impalpable powder of winter. The drifts, therefore, that accumulate during nine months of the year, are dispersed in well-defined layers of differing density. We have, first, the warm cellular snows of fall, which surround the plant; next, the fine impacted snow-dust of winter; and, above these, the later humid deposits of the spring. It is interesting to observe the effects of this disposition of layers upon the vegetable growths below them. These—at least, in the earlier summer—occupy the inclined slopes that face the sun; and the several strata of snow take, of course, the same inclination. The consequence is, that as the upper snow is dissipated by the early thawings, and sinks upon the more compact layer below, it is to a great extent arrested, and runs off like rain from a slope of clay. The plant reposes thus in its cellular bed, guarded from the rush of waters, and protected, too, from the nightly frosts by the ice-roof above it.

"This is evidently the season when the bears are in most abundance. Their tracks are everywhere, both on shore and upon the floes. One of them had the audacity to attempt intruding itself upon the party, during one of their halts upon the ice; and Bonsall tells a good story of the manner in which they received and returned his salutations. It was about half an hour after midnight, and they were all sleeping away a long day's fatigue, when M'Gary either heard or felt (he could hardly tell which) something that was scratching at the snow immediately by his head. It awaked him just enough to allow him to recognize a huge animal, actively engaged reconnoitring the circuit of the tent. His startled outcry aroused his companions, but without in any degree disturbing the unwelcome visitor,—specially unwelcome at that time and place, for all the guns had been left on the sledge, a little distance off, and there was not so much as a walking-pole inside. There was, of course, something of natural confusion in the little council of war. The first impulse was to make a rush for the arms; but this was soon decided to be very doubtfully practicable, if at all, for the bear, having satisfied himself with his observations of the exterior, now presented himself at the tent-opening. Sundry volleys of lucifer matches, and some impromptu torches of newspaper, were fired without alarming him; and after a little while, he planted himself at the door-way, and began making his supper upon the carcase of a seal which had been shot the day before. Tom Hickey was the first to bethink him of the military device of a sortie from the postern, and, cutting a hole with his knife, crawled out at the rear of the

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tent. Here he extricated a boat-hook, that formed one of the supporters of the ridge-pole, and made it the instrument of a right valorous attack. A blow well administered on the nose caused the animal to retreat, for the moment, a few paces beyond the sledge; and Tom, calculating his distance nicely, sprung forward, seized a rifle, and fell back in safety upon his comrades. In a few seconds more, Mr. Bonsall had sent a ball through and through the body of his enemy. I was assured that after this adventure the party adhered to the custom I had enjoined, of keeping, at all times, a watch and fire-arms inside the camping-tent."

Dr. Kane, finding the season a late one, redoubled his exertions to find open water, in the fond hope of escaping. A boat was fitted to a sledge, and all preparations were made; and, with five men, Kane started on his perilous journey. After immense toil, they reached open water, but soon a gale burst upon them. A short extract will show the peril they were in:—

"We were near foundering. M'Gary, an old Behring's Straits whaler—and there is no better boatman in the world than he—shared my doubts, as the boat buried herself again and again in the trough of a short chopping sea, which taxed all his dexterity in steering to meet. With the utmost exertion, we could hardly keep our boat from broaching to: a broken oar or an accidental twitch would have been fatal to us at any time. M'Gary handled that whaler's marvel, the long steering-oar, with admirable skill. None of us could pretend to take his place. For twenty-two unbroken hours, he stuck to his post without relaxing his attention or his efforts. We had passed several bergs; but the sea dashed against their sides so furiously as to negative all hope of protection at their base. The pack or floe, so much feared before, was now looked to for refuge. I remember well our anxiety as we entered the loose streams of drift after four hours' scudding, and our relief when we felt their influence upon the sea. We fastened to an old floe, not fifty yards in diameter, and, with the weather-surf breaking over our heads, rode out the storm under a warp and grapnel.

"It was with mingled feelings that we neared the brig. In the midst of the greeting which always met our returning parties, and which gave to our little vessel the endearing associations of a homestead, our thoughts reverted to the feeble chances of our liberation, and the failure of our recent effort to secure the means of a retreat. The brig had been imprisoned by closely-cemented ice for eleven months, during which period she had not budged an inch from her icy cradle.

"*August* 18. Reduced our allowance of wood to six pounds a meal. This, among eighteen mouths, is one-third of a pound of fuel for each. Our fare besides this is cold pork, boiled in quantity, and eaten as required. This sort of things works badly; but I must save coal for emergencies. I see darkness a-head. I inspected the ice again to-day. Bad! bad! I must look

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another winter in the face. I do not shrink from the thought; but, while we have a chance a-head, it is my first duty to have all things in readiness to meet it. It is *horrible*—yes, that is the word—to look forward to another year of disease and darkness, to be met without fresh food and without fuel. I should meet it with a more tempered sadness if I had no comrades to think for and protect.

"*August* 20 (Sunday). Rest for all hands. The daily prayer is no longer 'Lord, accept our gratitude, and bless our undertaking,' but 'Lord, accept our gratitude, and restore us to our homes.' The ice shows no change. After a boat and foot journey around the entire south-eastern curve of the bay, no signs!

"Hopeful as I had been, it was impossible not to feel that we were near the climax of the expedition. I determined to place upon Observatory Island a large signal-beacon or cairn, and to bury under it documents which, in case of disaster to our party, would convey to any one who might seek us intelligence of our proceedings and our fate. The memory of the first winter quarters of Sir John Franklin, and the painful feelings with which, while standing by the graves of his dead, I had five years before sought for written signs pointing to the fate of the living, made me careful to avoid a similar neglect. A conspicuous spot was selected upon a cliff looking out upon the icy desert, and on a broad face of rock the words—

'ADVANCE.' A.D. 1853—54.

were printed in letters which could be read at a distance. A pyramid of heavy stones, perched above it, was marked with the Christian symbol of the cross. Near this a hole was worked into the rock, and a paper, enclosed in glass, sealed in with melted lead. It read as follows:—

"'Brig 'Advance,' August 14th, 1854.

"'E. K. Kane, with his comrades (giving all their names), members of the second Grinnell expedition, in search of Sir John Franklin, and the missing crews of the 'Erebus' and 'Terror,' were forced into this harbour while endeavouring to bore the ice to the north and east. They were frozen in on the 8th of September, 1853.

"'During this period the labours of the expedition have delineated nine hundred and sixty miles of coast line, without developing any traces of the missing ships or the slightest information bearing on their fate. The amount of travel to effect this exploration exceeded two thousand miles, all of which was upon foot or by the aid of dogs.

"'Greenland has been traced to its northern face, whence it is connected with the farther north of the opposite coast by a great glacier. This coast has been charted as high as lat. 82° 27′. Smith's Sound expands into a capacious bay. It has been surveyed throughout its entire extent. From its

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N.E. corner a channel has been discovered and followed until further progress was checked by water free from ice. This channel trended nearly due north, and expanded into an apparently open sea, which abounds with birds and bears, and marine life.

"'The death of the dogs during the winter threw the travel essential to the above discoveries upon the personal efforts of the officers and men. The summer finds them much broken in health and strength.

* * * * * * * * *

(Signed)

"'E. K. KANE, Commanding Expedition.

"'Fox-Trap Point, August 14th, 1854.'

"And now came the question of the second winter; a host of expedients were to be resorted to, and much Robinson Crusoe labour ahead. Moss was to be gathered for eking out our winter fuel, and willow stems, and stonecrops, and sorrel, as antiscorbutics, collected and buried in the snow. But, while all these were in progress, came other and graver questions. Some of my party had entertained the idea that an escape to the south was still practicable. My party is subordinate and well-disposed; but if the restlessness of suffering makes some of them anxious to brave the chances, they may certainly plead that a second winter in the ice was no part of the cruise they bargained for. We are a set of scurvy-riddled, broken-down men; our provisions are sorely reduced in quantity, and are altogether unsuited to our condition. I fear the bane of depressing example, a reluctant, brooding, disheartened spirit would sweep our decks like a pestilence. I know all this as a medical man and an officer; and I feel that we might be wearing away the hearts and energies, if not the lives of all, by forcing those who were reluctant to remain. With half-a-dozen resolute men, I have no fears of ultimate safety.

"*August* 23. The brig cannot escape. I shall call the officers and crew together, and make known to them very fully how things look, and what hazards must attend such an effort as has been proposed among them. I will give them twenty-four hours to deliberate; and at the end of that time all who determine to go shall say so in writing. They shall have the best outfit I can give, an abundant share of our remaining stores, and my good-bye blessing. In the result, eight out of seventeen survivors of my party resolved to stand by the brig. I divided to the others their portion of our resources justly and even liberally; and they left us on Monday, the 28th. One of them returned a few days afterwards; but weary months went by before we saw the rest again. They carried with them a written assurance of a brother's welcome should they be driven back; and this assurance was redeemed when hard trials had prepared them to share our fortunes again.

"The reduced numbers of our party, the helplessness of many, the waning

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efficiency of all, the impending winter, with its cold, dark night, our penury of resources, the dreary sense of increased isolation—these made the staple of our thoughts. We were like men driven to the wall, quickened, not depressed. Our plans were formed at once; there is nothing like emergency to speed, if not to instruct the energies.

"It was my first definite resolve that, come what might, our organization and its routine of observances should be adhered to strictly. My next was to practise on the lessons we had learned from the Esquimaux. I had studied them carefully, and determined that their form of habitations, and their peculiarities of diet, without their unthrift and filth, were the safest and best to which the necessity of our circumstances invited us.

"*September* 9. All hands are out mossing. This mossing is a frightfully wintry operation. We cannot cut it out any longer, but are obliged to quarry it with crowbars, and carry it to the ship like so much stone.

"*September* 10. The work goes bravely on. To-morrow we begin to strip off the outer-deck planking, and to stack it for firewood. It is cold work, hatches open, and no fires going.

"*September* 16. Back last night from a walrus hunt. This Marston rifle is an admirable substitute for the primitive lance-head. It killed at the first fire. Five nights' camping out in the snow, with hard-working days between, have made me ache a little in the joints; but strange to say I feel better than when I left the brig. This climate exacts heavy feeding, but it invites to muscular energy.

"*September* 17 (Sunday.) Writing by this miserable flicker of my pork-fat lamp, I can hardly steady pen, paper, or thought. All hands have rested after a heavy week's work, which has advanced us nobly in our arrangements for the winter. Just as we were finishing our chapter this morning in the Book of Ruth, M'Gary and Morton came in triumphantly, pretty well worn down by their fifty miles' travel, but with good news, and a flipper of walrus that must weigh some forty pounds. It is a strange life we are leading. We are absolutely nomads, so far as there can be anything of pastoral life in this region; and our wild encounter with the elements seems to agree with us all. Our table-talk at supper was as merry as a marriage bell. One party was just in from a seventy-four miles' trip with the dogs; another from a foot journey of a hundred and sixty, with five nights on the floe."

Of the Esquimaux Dr. Kane writes gratefully, "We went to and fro between the villages and the brig, paid our visits of courtesy and necessity on both sides, met each other in hunting parties on the floe and the ice-foot, organized a general community of interests, and really, I believe, established some personal attachments deserving of the name. As long as we remained prisoners of the ice, we were indebted to them for invaluable counsel in relation to our hunting expeditions; and in the joint hunt we shared alike, according to their

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own laws. Our dogs were in one sense common property; and often have they robbed themselves to offer supplies of food to our starving teams. They gave us supplies of meat at critical periods; we were able to do as much for them. They learned to look upon us only as benefactors, and, I know mourned our departure bitterly."

"*Return of Withdrawing Party, December 12th.* Brooks awoke me at three this morning with the cry of 'Esquimaux again.' I dressed hastily, and, groping my way into the darkness above, made out a group of human figures, masked by the hooded jumpers of the natives. They stopped at the gangway, and, as I was about to challenge, one of them sprang forward and grasped my hand. It was Dr. Hayes. A few words dictated by suffering, certainly not by any anxiety as to his reception, and at his bidding the whole party came on deck. Poor fellows! I could only grasp their hands, and give them a brother's welcome.

"The thermometer was at minus 50°, they were covered with rime and snow, and were fainting with hunger. They had journeyed three hundred and fifty miles; and their last run from the bay near Etah, some seventy miles in a right line, was at this appalling temperature. One by one they all came in and were housed. Poor fellows! as they threw open their Esquimaux garments by the stove, how they relished the scanty luxuries which we had to offer them! The coffee and the meat biscuit soup, and the molasses, and the wheat bread, even the salt pork which our scurvy forbade the rest of us to touch,—how they relished it all! For more than two months they had lived on frozen seal and walrus-meat.

"*December 25th* (Christmas). All together again, the returned and the steadfast, we sat down to our Christmas dinner. There was more love than with the stalled ox of former times; but of herbs none. We forgot our discomforts in the blessings which adhered to us still; and when we thought of the long road ahead of us, we thought of it hopefully. I pledged myself to give them their next Christmas with their homes; and each of us drank his 'absent friends' with ferocious zest over one-eighteenth part of a bottle of sillery,—the last of its hamper. We passed around merrily our turkeys, roast and boiled, roast beef, onions, potatoes, and cucumbers, watermelons, and I know not what other cravings of the scurvy-sickened palate, with entire exclusion of the fact that each one of these was variously represented by pork and beans.

"So much for the merrie Christmas. What portion of its mirth was genuine with the rest I cannot tell, for we are practised actors some of us; but there was no heart in my share of it. My thoughts were with those far off, who are thinking, I know, of me. I could bear my own troubles as I do my eider-down coverlet; for I can see myself as I am, and feel sustained by the knowledge that I have fought my battle well. But there is no one to tell

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of this at the home-table. Pertinacity, unwise daring, calamity,—any of these may come up unbidden, as my name circulates round, to explain why I am still away." *

(To be continued.)

SAVING LIFE AT SEA.

The Committee † appointed by the Lords Commissioners of the Admiralty to inquire into "the question of the supply of lifeboats to the Navy, the best lowering apparatus adapted to the special services which men-of-war have to perform, and generally into the best means of saving life at sea, always bearing in mind the special character of Her Majesty's ships," have given their earnest consideration to the subject, and beg to report as follows,—observing that they have been given to understand that their attention was to be limited to the saving of the lives of men accidentally immersed. The Committee have taken, as the first point for their consideration, the best boat-lowering and disengaging apparatus. They find that the attention of the Lords Commissioners of the Admiralty has been for a long time directed by many persons interested in nautical matters to the most simple and certain means of attaining this end, and that increased importance was attached to disengaging gear for boats after the destruction of the Royal Mail steamer 'Amazon' by fire in 1852, when a great many lives were sacrificed in the attempts made to lower her boats while the ship was going at a high speed.

The Committee have had access to and have examined all the records existing at the Admiralty since the commencement of 1852 which bear on the questions referred to them, and they find that such proposals and inventions as appeared to possess any merit have been subjected by the Admiralty to experimental trials. The ordinary service fitting for hoisting and lowering boats carried outside Her Majesty's ships is a simple tackle, with a thimble attached to the lower block, and a hook in the slings. About the year 1856, in consequence of many favourable reports of an apparatus invented by Mr. Clifford,‡ which had been tried in merchant ships, the Admiralty adopted it to a limited extent. They sanctioned its being supplied and fitted to the quarter-boats of Her Majesty's ships upon the special request of commanding officers; subsequently the applications became so numerous that in 1857 the Admiralty issued a

* We shall (D.V.) give the account of his release in our next.—Editor *S.M.*

† Consisting of Vice-Admiral Wellesley, Capt. Sherard Osborn, Capt. Willes, Capt. H.R.H. The Duke of Edinburgh, Captain Tryon, Sir James Anderson, and Mr. Clifford Wigram.

‡ In our third volume, page 85, we gave a full description with sectional diagrams of Clifford's lowering apparatus, and also, in volume 10, page 33, a diagram of Kynaston's disengaging hooks.

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circular to the dockyards, directing that when any captain applied for Clifford's apparatus it was to be fitted to all quarter and stern boats without further authority. Another method, the invention of the late Captain Kynaston, R.N., was also about the same time tried in certain of Her Majesty's ships with much success. In 1862, consequent on continued favourable reports of its working, especially in a notable instance reported by Admiral Sir Baldwin Walker, a general order was issued to the dockyards that the quarter and stern boats of all new ships and others preparing for commission were to be fitted with Kynaston's hooks, but that Clifford's might, if preferred, be supplied also on application. It does not appear, however, that it was intended to make the use of either plan compulsory.

The Committee considered it very important to ascertain the general opinion entertained of the merits and disadvantages of the above-mentioned plans, founded on personal experience, and they have examined various officers of the Royal Navy and of the mercantile marine,* and have received replies from others to questions addressed to them, which, together with the evidence, are contained in the Appendix. The evidence is remarkable for establishing the fact that comparatively few accidents involving loss of life have occurred in Her Majesty's Navy to boats lowered at sea. Previous to the case of the 'Ariadne' in 1872, the last one appears to have been in 1835, to His Majesty's ship 'Melville,' off the Cape of Good Hope, in bad weather, when both cutters were lowered successfully by common tackles for the rescue of an officer and man overboard. One of the boats, containing several officers and men, was unfortunately swamped by a heavy sea before she regained the ship, and all in her were drowned; but the other boat, with her crew, was safely hoisted up again. The Committee have fully considered the three plans above referred to, the evidence respecting which is based on experience and practice at sea, and they find as follows:—

1st.—With reference to Clifford's plan, many failures, due to the apparatus, have occurred in lowering boats so fitted, and the Committee are therefore unable to recommend its adoption in Her Majesty's Navy. The non-success of this system, as recorded on numerous occasions, is principally due to the necessity of suspending boats, often weighing upwards of two tons, at a height of 30 feet, by single rope pendants, the friction on which, when passing over rollers fixed in skeleton blocks, is the principal means of controlling the lowering. These pendants have frequently failed to render through the blocks, owing to the rope becoming swollen by exposure to wet or frost, proving the system to be unsuited to the variations of climate to which ships of war are subject. This alone would be a fatal objection, even if it were not undesirable

* 47 witnesses were examined, amongst whom were captains of the Royal Mail, P. & O. Co.'s, and Allan Line of steamers, also the captain of the 'Great Eastern.'

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to suspend heavy boats by single pendants. The Committee, in thus reporting, are aware that the system has been applied and used with much success in boats of a lighter description than those in ordinary use in Her Majesty's service, and particularly where they are not carried at a great height above water.

2nd.—As to Kynaston's disengaging hooks. Though there are some instances recorded in which they have not acted satisfactorily, still they so nearly meet the conditions required that the Committee feel justified in recommending their further supply to Her Majesty's ships. At the same time, they are unable to recommend their use being made compulsory on officers who are unwilling to adopt them. The difficulty which exists in judging the precise moment to let go the whip by which the hooks are released—an act which should be so timed as to be done when the boat is close to the water, and before the sea has taken the strain off either of the falls, and the fact that the hooks do not invariably at once cant and release the boat, unless they bear a portion of her weight, are the objections which chiefly present themselves in the use of this apparatus.

3rd.—As to the ordinary service plan. The evidence does not record the loss of a single life to Her Majesty's service attributable to this fitting, although the witnesses examined must have referred to an experience of many hundred instances of its use at sea. It possesses the advantage of simplicity, and enjoys the entire confidence of many experienced officers, whose judgment is supported by the large success which had attended its use,—a fact confirmed by the evidence: the Committee are, therefore, of opinion that this is the most satisfactory mode extant of lowering boats at sea. The objections to this fitting are that each fall has to be separately unhooked by hand; but, with a properly adjusted boat rope, experience has shown that this defect is in great measure overcome, and it has even been found possible in practice to lower boats so fitted, in smooth water, while the vessel retained considerable speed. The Committee entertained grave doubts, whether, however admirable the lowering and disengaging apparatus might be, it is wise on the occasion of a man falling overboard to man and lower a boat in any considerable sea while the ship is rapidly advancing through the water. The probability that any failure of the apparatus would be followed by a serious disaster induces the Committee to record their opinion that authority to do so should rest with the discretion of the officer commanding.

Numerous plans, in addition to those previously submitted to the Admiralty, have been specially brought before the Committee by their inventors, some of which display great ingenuity, and are illustrated by models and drawings, which bear witness to the pains and care taken by the designers in their endeavours to perfect an apparatus which should meet all requirements. The Committee cannot recommend any of the inventions for owering boats at sea

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by mechanical means which have been brought before them; but they suggest that attention be directed to the improvement in the blocks, the sheaves in the davits, the falls, and the position of the cleats or bollards, which must vary in every ship. The following plans for disengaging appear to possess sufficient merit to be worthy of further consideration—viz., those of Staff-Commander James Kiddle, Mr. Edward J. Hill, and Mr. Mark H. Robinson; but the Committee are quite unable to recommend the adoption of any plan which has not been subject to the crucial test of trial on actual service at sea in a squadron. All the naval officers examined by the Committee are strongly of opinion that lifeboats should not be supplied to the exclusion of any boats now on the establishment. They consider the boats now supplied to Her Majesty's Navy are perfectly safe and efficient in any state of weather and sea in which it can be deemed right to lower a boat with a view to save life. But they see no objection to a small lifeboat being supplied, in addition to the present establishment, as it, no doubt, would be useful on many occasions, especially for landing in surf or entering a bar harbour. In these views the Committee entirely concur. The lifeboats hitherto supplied to Her Majesty's Navy do not possess the necessary qualities, and the Committee recommend that, if possible, a boat be constructed capable of being pulled against wind and sea, sufficiently light for the crew to handle when ashore, and possessing a reserve of buoyancy when swamped. It has been suggested to the Committee that increased buoyancy may be given to a boat when swamped by the application of cork where convenient. This simple arrangement would have the advantages of being easily kept in repair, of being always in its place at sea or in harbour, and of occupying no considerable space in the boat. The Committee, therefore, consider this plan is worthy of trial.

The evidence touching life-buoys shows that although those supplied to Her Majesty's ships are the best generally known, there is great room for improvement in them; and the Committee are of opinion that attention should be directed to the following points:—

1st.—A life-buoy should be capable of supporting a man without any effort on his part.

2nd.—The light on a life-buoy for use at night should be placed where the sparks or flame do not fall on the man clinging to it, and the light ought to burn not less than twenty minutes.

Some plans of life-buoys have been brought before the Committee. None of them are, however, entirely satisfactory, some being too cumbersome, while others do not meet the required conditions. The Committee consider the service cork life-belts efficient and well adapted for all general purposes. A proposal has been made to substitute cork for hair mattresses, with the object of making them available for saving life. The adoption of this plan must depend in the first instance on their proving to be satisfactory beds for use on

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board ship, a point which cannot be settled until additional trials have been made of them in all climates. It would be under very exceptional circumstances that cork mattresses would be required to save life in Her Majesty's service. The measures at present adopted in Her Majesty's Navy for saving the lives of men who fall overboard are as follows:—

Life-buoys of two descriptions ready to let go instantaneously; men constantly stationed by them night and day; quarter boats always ready to lower; life-belts at hand; boats' crews mustered in every watch, and kept in readiness to man them; and signal-men properly stationed to keep sight of the man in the water and direct the boats.

On this subject the Committee can suggest no improvement. These arrangements are the result of long practical experience, and have been attended with a large measure of success.

Finally, from the evidence of all naval officers examined by them, as well as from their own experience, the Committee feel justified in saying that how best to save a man overboard at sea is a subject which constantly engages the most anxious consideration of every officer in Her Majesty's Navy.

FATHER TAYLOR, THE SAILOR PREACHER.*

THIS interesting volume has just come into English hands, and we hasten to bring it under the notice of our readers, who will, we are sure, give it a cordial welcome.

"In America," says a well-known authoress, "there is no need to explain who Father Taylor is. Father Taylor is the seaman's apostle. He was a sailor-boy himself; and at twenty years old was unable to read. He rose in his calling, and at length became full of religious convictions, which he longed to express. He is one of the busiest and most cheerful of men; and of all preachers living, probably the most eloquent to those whom his preaching suits. So it would appear from events. I heard him called a second Jeremy Taylor; and I certainly doubt whether Jeremy Taylor himself could more absolutely sway the minds and hearts of the learned and pious of his day than the seaman's friend does those of his flock. He has a great advantage over other preachers in being able to speak to his hearers from the ground of their common experience; in being able to appeal to his own sea-life. He can say, 'You have lodged with me in the forecastle; did you ever know me profane? You have seen me land from a long voyage. Where did I betake myself? Am not I a proof that a sea-life need not be soiled with vice on land?' All this gives him some power; but it would be little without the prodigious force which he

* "Incidents and Anecdotes of the Rev. Edward T. Taylor, for over forty years Pastor of the Seamen's Bethel, Boston, U.S.A." By the Rev. G. HAVEN, and Hon. THOS. RUSSELL. R. D. Dickenson, Farringdon-street. Price 3s.

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carries in his magnificent intellect and earnest heart. Mr. Taylor has a remarkable person. He is stoutly built, and looks more like a skipper than a preacher. His face is hard and weather-beaten, but with an expression of sensibility, as well as acuteness, which it is wonderful that features so immovable can convey. He uses a profusion of action. He is very loud and prodigiously rapid. His splendid thoughts come faster than he can speak them; and at times he would be totally overwhelmed by them if, in the midst of his most rapid utterance of them, a burst of tears, of which he is wholly unconscious, did not aid in his relief. I have seen them streaming, bathing his face, when his words breathed the very spirit of joy, and every tone of his voice was full of exhilaration. His pathos, shed in thoughts and tones so fleeting as to be gone like lightning, is the most awful of his powers. I have seen a single clause of a short sentence call up an instantaneous flush on the hundreds of hard faces turned to the preacher; and it is no wonder to me that the widow and orphan are cherished by those who hear his prayers for them."

Charles Dickens, in his "American Notes," thus describes his visit to the famous Bethel:—

"The only preacher I heard in Boston was Mr. Taylor, who addresses himself peculiarly to seamen, and who was once a mariner himself. I found his chapel down among the shipping, in one of the narrow, old, water-side streets, with a gay blue flag waving freely from its roof. In the gallery opposite to the pulpit were a little choir of male and female singers, a violoncello, and a violin. The preacher already sat in the pulpit, which was raised on pillars, and ornamented behind him with painted drapery of a lively and somewhat theatrical appearance. He looked a weather-beaten, hard-featured man, of about six or eight and fifty, with deep lines graven as it were into his face, dark hair, and a stern, keen eye; yet the general character of his countenance was pleasant and agreeable.

"The service commenced with a hymn, to which succeeded an extemporary prayer. That done he opened his discourse, taking for his text: '*Who is this coming up from the wilderness, leaning on the arm of her beloved?*' He handled his text in all kinds of ways, and twisted it into all manner of shapes; but always ingeniously, and with a rude eloquence well adapted to the comprehension of his hearers. Indeed, if I be not mistaken, he studied their sympathies and understandings much more than the display of his own powers. His imagery was all drawn from the sea and from the incidents of a seaman's life, and was often remarkably good. He spoke to them of 'that glorious man, Lord Nelson,' and of Collingwood; and drew nothing in, as the saying is, by the head and shoulders, but brought it to bear upon his purpose naturally, and with a sharp mind to its effect. Sometimes, when much excited with his subject, he had an odd way of taking his great quarto Bible under his arm, and pacing up and down the pulpit with it, pursued his discourse after this manner:—

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"'Who are these—who are they—who are these people? Where do they come from? Where are they going? Come from! What's the answer?' leaning out of the pulpit, and pointing downward with his right hand: 'From below!' starting back again and looking at the sailors before him: 'From below, my brethren. From under the hatches of sin, battened down above you by the evil one. That's where you came from!'—a walk up and down the pulpit: 'And where are you going?'—stopping abruptly: 'where are you going! Aloft!—very softly, and pointing upwards: 'Aloft!'—louder: 'Aloft!'—louder still: 'That's where you are going—with a fair wind—all taut and trim, steering direct for heaven in its glory, where there are no storms or foul weather, and where the wicked cease from troubling and the weary are at rest.' Another walk: 'That's where you're going to, my friends. That's it. That's the place. That's the port. That's the haven. It's a blessed harbour—still water there, in all changes of the wind and tides; no driving ashore upon the rocks, or slipping your cables and running out to sea there. Peace—peace—peace, all peace!'—Another walk, and patting the Bible under his left arm: 'What! these people are coming from the wilderness, are they? Yes. From the dreary, blighted wilderness of Iniquity, whose only crop is Death. But do they lean upon nothing, these poor seamen? Oh, yes! They lean upon the arm of their Beloved. Pilot, guiding-star and compass, all in one, to all hands, here it is, here it is. They can do their duty manfully, and be easy in their minds in the utmost peril and danger. They can come and go up,—up,—up!' raising his hand higher and higher at every repetition of the word, so that he stood with it at last stretched above his head, regarding them in a strange manner, and pressing the book triumphantly to his breast, until he gradually subsided into some other portion of his discourse.

"I have cited this, rather as an instance of the preacher's eccentricities than his merits, though, taken in connection with his look and manner, and the character of his audience, even this was striking. It is possible, however, that my favourable impression of him may have been greatly influenced and strengthened, firstly, by his impressing upon his hearers that the true observance of religion was not inconsistent with a cheerful deportment and an exact discharge of the duties of their station, which, indeed it scrupulously required of them; and secondly by his cautioning them not to set up any monopoly in Paradise and its mercies. I never heard these two points so wisely touched (if indeed I have ever heard them touched at all) by any preacher of that kind before."

In his chapel all the principal seats in front of the pulpit and down the centre aisle were filled by the sailors. "We ladies and gentlemen," says Mrs. Jameson, "were ranged on each side: he would on no account allow us to take the best places. On one occasion, as he was denouncing hypocrisy, luxury, and vanity, and other vices of more civilised life, he said emphatically,

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'I don't mean *you* before me here,' looking at the sailors: 'I believe you are wicked enough, but honest fellows in some sort; for you profess less, not more, than you practise; but I mean to touch *starboard* and *larboard* there!' stretching out both hands with the forefinger extended, and looking at us on either side till we quailed.

Father Taylor was born in Richmond, Virginia, Dec. 25th, 1793. He had little knowledge of his parents. He remembered a love for preaching in his early boyhood, when he used to preach funeral sermons over dead chickens and kittens. He would gather the negro boys and girls about him, and discourse in most pathetic and forcible language on the life and death of the departed.

He was brought up in a place near the city, by a lady to whom he had been given in charge. One day, when he was about seven years old, he was picking up chips for his foster-mother, when a sea-captain passed by, and asked him if he did not wish to be a sailor. He jumped at the offer, and gave himself to the stranger without fear or thought. When a bronzed youth of seventeen, he entered the port of Boston, and heard a sermon from Dr. Griffin; referring to this, he said, "I tell you the old Gospel ship never sailed more prosperously. The salt spray flew in every direction; but more especially did it run down my cheeks. I was melted. Every one in the house wept. Satan had to strike sail; his guns were dismounted or spiked; his various light crafts, by which he led sinners captive, were all beached; and the captain of the Lord's Host rode forth conquering and to conquer. I was young then. I said, Why can't I preach so? I'll try it."

After a month on shore in the society of religious friends, he went to sea again in a privateer, the 'Black Hawk.' He was captured by a British man-of-war, and carried to Melville Island, thence to Dartmoor prison, and confined as a prisoner of war. His influence over his fellow-prisoners was powerful, and liberty was granted to hold meetings for prayer and exhortation. Out of his prison he came forth a preacher.

In 1814 we find him a peddler of tin and iron ware, and buyer of rags; soon after he did the work on the farm of a good old widow, who undertook to teach him to read. In 1828 he took up his abode in Boston.

A prayer-meeting in the Bethel vestry, or, as it was called, "The Old Workshop," was unlike any other prayer meeting; for there were gathered men from all parts of the world, drawn, some by curiosity, some by associations, some by grateful recollections of the past. Many would speak at these meetings whose broken English and uncouth phrases showed their foreign birth and rough training,—tales of sorrow and suffering, of awakened interest, of firm faith in the Friend that never deserts either on sea or land.

Father Taylor would glow with pride over these trophies, weep with joy, and break out with exclamations of delight. "See!" he would say, "see the

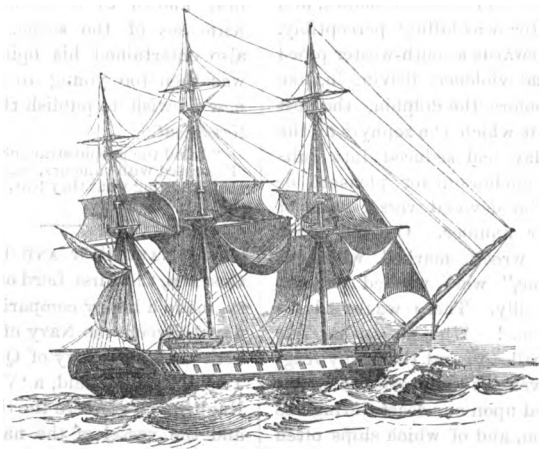
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amber that is thrown on the shore; look at the pearls that come from the ocean—jewels fit to adorn the Saviour's diadem when He shall *ride over the sea* to judge the earth."

A touching scene once occurred when Father Taylor was speaking on the necessity of the wedding garment. A poor sailor, who wore a flannel shirt, started up to apologize for appearing in such rough costume, and said he had lost all his clothes by shipwreck. Instantly a score of sailors stripped off their coats for the stranger, while Father Taylor, with tears running down his cheeks, hurried to throw his arms round the poor fellow, and to apologize for seeming to insult his misfortune.

We take leave, for the present, of this book of gems from a Christian genius. We are sure our nautical readers will peruse it with pleasure and profit, and we bespeak for it a wide circulation.

MISCELLANEOUS.



THE THIRD OF A NAME.—One fine winter's morning, in the latter part of the year 1830, an unusual crowd of spectators might have been observed about the heights of Plymouth, following with their eyes the course of one of His Majesty's corvettes, then leaving England for the first time. Moreover, any quick listener among the crowd on that occasion might have caught the sound of words of mysterious and decidedly ominous tendency, savouring of prophetic denunciations, which continued until the object of their interest was shut out from their view. Then, no doubt, many a fair owner of an aching heart returned to her home, now a desert; and many of a certain stamp retired to brood over their barometers, in silent expectation of some fast approaching outburst of the elements, which, by the laws of fate, were inevit-

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ably decreed shortly to pour their wrath on the devoted corvette.

In short, she was the *third of a name*, and her two predecessors had come to an untimely end; one perished by the flames and the other left her bones among the rocks of the Isle of Man. Who could, therefore, doubt the fate of the third, now sailing to her doom? On board the said sloop, moreover, sailed likewise for the first time) a youth, the *third also of a name* which had been at a different period enrolled on the books of His Majesty's ships; the first two of the name having met violent deaths—the one by the fire of his country's enemies, the other by drowning. Both sleep in a sailor's grave.

On the following morning the sun rose fiery, the clouds which accompanied him assumed dark and fantastic shapes, and the barometer was falling perceptibly. Shortly afterwards a south-wester piped up of unusual violence, driving in, like flying-fish before the dolphin, the host of small craft which the zephyrs of the preceding day had seduced into quitting their anchorage for pleasure or profit, but the devoted vessel was not among their number. On the third, vestiges of wreck, marked with the "fated name," were washed on the shores of Scilly. There was food for the marvellous! Who, at a time like this, could call to mind the many fragments of a vessel's equipment which are daily washed upon our coast during the winter season, and of which ships often intentionally lighten themselves?

Numerous were the applications at the Admiralty for information during that eventful month. Mothers wept the loss of the last joy of their life; the widow prepared her gloomy weeds; some actually put on the mourning garb for individuals among that ship's crew, whom blind superstition, contrary to the law of chance, had condemned to a watery grave.

Let persons beware how they indulge fallacies such as these, which are opposed to the spirit of our service, unjust to the sailor himself, and harrowing to the feelings of those anxious objects of his solicitude, from whom his trade separates him. Let the latter beware how they give credence to reports of losses of ships in general, which are so often unfounded!

But where is the *third sloop of her name*; where the third naval officer of his name, who, it may be presumed, may be included in the same superstitious denunciation? The former still floats on the waters, somewhat worn by time and constant service. The latter has lived to inflict the present treatise on the public. How far the above superstition worked upon the minds or energies of the crew of the sloop, on that eventful night of the December gale, is best known to those who were eye-witnesses of the scene. The author also entertained his opinions, but he was then too young to utter, and has now no wish to publish them.—*Casualties Afloat.*

"I find the people strangely fantasied,
Possessed with rumours, full of idle dreams,
Not knowing what they fear, but full of fear."
SHAKESPEARE.

OUR NAVY, PAST AND PRESENT.—Mr. Goschen, the First Lord of the Admiralty, made a happy comparison the other day between the Navy of Queen Elizabeth and the Navy of Queen Victoria. There was, he said, a 'Victory' in the English Navy before the time of Nelson, and the vessel of the name that bore his flag is still surviving. There was in those days, too, a 'Vanguard' and a 'Triumph,' ships which now represent the latest efforts of the ship-building science and genius of the country. But the 'Vanguard' in those days was a vessel of 500 tons, and only cost £16,000, whereas the 'Vanguard' in our days cost £250,000. The Navy of the present may be contrasted in many other ways with the Navy of the past. We have now stupendous ironclads, which take the place of those armed cruisers of Queen Eliza-

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beth's time, which the historian describes as scarcely larger than the schooner yachts of the Cowes squadron. We have now Naval estimates of many millions in the place of modest thousands spent on the Navy by the most frugal of English Queens, for in her time £4,000 a year was the ordinary sum bestowed on the Naval Service by her Majesty. Now, to an extraordinary extent, Vulcan began to share with Neptune the empire of the seas. Many members of the Institution of Civil Engineers were the sons of Vulcan, and they would admit how much the difficulties of our Naval officers were increased by the changes in the Naval service. A Naval officer might be a splendid sailor, but if he was absent with his ship for three or four years, he would find on his return that the construction of ships, that guns and drill, had all been changed. Chemists had been at work making discoveries in the properties of metals; mathematicians had been counting the period of the waves. Naval officers under these circumstances had to go to school again on their return; and when they were again placed in the command of ships, it was under different conditions.

Under such circumstances, it was not too much to ask for the indulgence of their countrymen. Naval officers had to go to the college of Portsmouth to study the new problems which had arisen during their absence abroad. Shipwrights had to unlearn their trade, and to turn their attention from wood to iron. The public would not be surprised if, during these changes, there were sometimes costly failures and occasional disasters. The Government were, however, about to establish a new Naval college at Greenwich, and they would also endeavour to develop the education of Naval engineers. They would endeavour to stimulate the desire of Naval officers to become equal to their responsibilities under the present altered condition of the Navy. We have now the long official periods of nineteenth century English in place of the curt quaintness of the dialect of the Elizabethan age. On the other hand, we have our splendid training ships taking the place of the machinations of the press gang. Other than these alterations might be noticed, but of this I am convinced, that in one respect nothing is changed, and that is that the same spirit animates the sailors of Queen Victoria which animated the sailors of Queen Elizabeth. The Naval service would not lose courage; and he must ask the public on their part not to lose confidence in them.

A National Contrast.—On the opposite shores of the Channel there were to be seen on Saturday, Aug. 10, two spectacles sufficiently like to admit of a contrast. On our side, the heir of this great empire was laying the last stone of an enormous and successful breakwater, of which his father had laid the first stone at Portland twenty-three years ago, in the presence of an ironclad fleet, itself a novelty younger than the breakwater, and the largest in the world. The principal personage on this occasion was a Prince still young, descended from eight centuries of kings, nursed in security, bred in the ways of peace, and humanly certain of the allegiance of a quarter of the human race. About him were the Ministers of a mediæval but constitutional government. Unless it be that the sea and sky were more bent on illustrating the value of the breakwater than the beauty of the land show, the only drawbacks of the occasion were those which the mind might supply. Prosperity has its checks, peace has its cankers, confidence has its pitfalls, and pride comes before a fall. But the Princes and the other Powers bore their honours meekly, and there was no needless provocation of fate when the last of seven million tons of Portland stone was laid amid prayers and congratulations. This is England of to-day, and of centuries past, and, we may hope, still to come.

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At a small and a very new watering-place on the opposite coast, some way up the Channel, there was a spectacle which men might be equally proud of, and which was at least more marvellous. The ruler of the great neighbouring nation, M. Thiers, was taking his holiday, securely yet grandly, as the great of the earth can relax themselves—without forgetting who and what they are. There were still sentinels, and a little in the background a military camp, and the principal recreation of the day was the royal pastime of steel guns and mitrailleuses. The country which can thus exhibit itself, and vie with us in the delights of peace and the pomps of war, has within two short years thrown away her high estate, ejected a dynasty, lost half-a-dozen armies, seen the enemy in her capital, waged a fearful civil war, and paid the largest penalty ever counted in coin. From sheer necessity she has had to place herself in the hands of her only capable man. It is he who is taking his pleasure at Trouville, much as kings and emperors have taken their pleasure there before, if they were old enough and wise enough to take it quietly. France has been turned upside down more than once, it may be said, in the course of a few months, and even the mere pecuniary obligation she was forced to contract seemed ruin in our eyes—not to speak of other losses and perils; but there she is at this moment, self-possessed, tranquil, confident, and most thoroughly at her ease. The man who inspires this confidence, and in whom France sees her best hope of complete recovery is a politician, a talker and writer who has made his way from the lower middle-class of a provincial town. All honour to the achievement, whether of France or of her President.—*Times.*

Ocean Currents.—An interesting discovery has lately been made, which throws some light upon the course and rapidity of the great ocean currents circulating between the continent of South America and the Western Coast of Australia. The figure-head of a large ship was picked up some time ago at the little island of Rottnest, near Fremantle, Western Australia, and has since been identified as having belonged to the 'Blue Jacket,' a wool ship, which was lost between the Falkland Islands and Cape Horn on her voyage from New Zealand to England. The 'Blue Jacket' was burned on the 9th of March, 1866, in about 63 deg. south lat. and 60 deg. west long., and the distance from that point to Rottnest Island is therefore over 6,000 miles. The time occupied in traversing this distance was about two years and a half, giving a mean rate of about six miles and a half a day.—*Melbourne Argus.*

A Seaman of the Real "Old School."—Look at Blake, Cromwell's sturdy envoy to the great European Powers who threatened the independence and provoked the resentment of the young Commonwealth of England. Conspicuous for his godliness, he failed in nothing that he undertook. Though worsted by overwhelming numbers in his second action with Van Tromp, he, in two months, returned to the charge, and, in a desperate engagement which continued through three long days, gained a great and glorious victory, which broke for ever the dangerous supremacy of Holland.

The prelude to the bombardment of Porto Ferino, which he was compelled to undertake in order to enforce the restitution of English captives, was a signal made for the performance of Divine service in the fleet; and the result of this God-seeking was that in six months he made the name of Englishmen feared and respected from one end of the Mediterranean to the other.

"Our only comfort is, that we have a God to lean upon, although we walk

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in darkness, and see no light," is what he writes in an official letter to the Lord Protector, after describing the wretched condition of his squadron. And in his last letter written in England, addressed to Secretary Thurloe, and dated "aboard the 'Naseby,' in St. Helen's Roads, March 15, 1656," after some allusions to certain sudden political transactions, there occurs this passage:—"But we know that God is the Supreme Disposer of all the councils, designs, and confederations in the world; and we know He is able to order them all for the greater good of His people; and our trust is that He will do so even for our good also, if we can believe in Him. The Lord help our unbelief, and subdue our hearts to the obedience of His holy will in all things." And so all things worked together for his good, and for that of the dear old land that sent him forth.

In the Yarmouth Church-books of 1652 there occur entries which afford an insight into the inner life of Puritan England, and indicate the source from which sprung all the glory and grandeur of her outer life. "This day was spent in seeking God," is an entry that frequently occurs; and, after Blake's temporary defeat by Van Tromp, "On the 7th of December they agreed that, on the Thursday following, at ten of the clock, the Church should meet to seek God for the Navy at sea." How their prayers were answered, let the Dutch Admiral De Witt, tell:—"Why," said he, in the Assembly of the States, "why should I keep silence any longer? I am here before my sovereigns. I am free to speak; and I must say that the English are, at present, masters both of us and of the seas!" Thus the men of England prevailed because they relied upon the Lord God of their fathers, and the eternal truth was manifested that "Blessed is the nation whose God is the Lord."

Against the ports of Santa Cruz, where lay moored, in a double line, the royal galleons of Spain, and against that spiritual despotism which claimed universal dominion over the bodies and souls of men, Blake, in one crowning action, finished the work which God had given him to do. On the morning of that eventful day, April 20th, 1657, every man in the English fleet, *kneeling down* in humble prayer [how few sailors *kneel* now-a-days!] committed themselves and their cause in God's keeping in the deadly strife that was awaiting them. Undeterred by the terrific fire that opened upon his ships as they passed, Blake forced the entrance to the harbour, and in six hours silenced the batteries, and either sunk or burnt every Spanish ship.

Slowly dying, Blake, after a last visit to Salee, to compel the Moorish corsairs to free their Christian captives, turned his head homewards, and at length arrived off Plymouth.

Thousands were assembled to welcome the conqueror home; but ere the 'St. George' had anchored in the Sound, he, in his silent cabin, in the midst of his lion-hearted comrades, had yielded up his soul to God. Precious should be his memory, from whatever point we view it, and very serviceable it may also be, if we will only copy him in this that Lord Clarendon tells us of him:—"He despised those rules, which had long been in practice, to keep his ships and men out of danger, which had been held in former times a point of great ability and circumspection, as if the principal art in the captain of a ship had been to be sure to come home safe again."—*Alston's Seamanship.*

Losses of the Royal Navy.—During the last 11 years, not including the most recent of our naval disasters, 106 British men-of-war have beenstran ded and 13 lost, at a cost to the nation of upwards of a million of money.

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SHIPBUILDING IN THE UNITED KINGDOM.—The Registrar-General of Shipping and Seamen has compiled a return which shows the number and tonnage of vessels, the building of which was completed in the year 1871, at each port in the United Kingdom. The totals are these:—In England, 787 vessels, of 252,925 tons; in Scotland, 227, of 130,230 tons; in Ireland, 8, of 7,903 tons, making 1,022 vessels, of 391,058 tons. At Newcastle there were also built two iron and two composite steam vessels for war purposes, which have not been measured. The return shows also the vessels in course of construction on the last day of 1871 at each port of the United Kingdom, and the totals are these:—In England, 457 vessels, of 188,673 tons; in Scotland, 247 vessels, of 226,249 tons (a larger tonnage than in England); in Ireland, 6 vessels, of 12,737 tons; making in all 710 vessels, of 427,658 tons, building at ports of the United Kingdom besides 97 vessels (57 of them at Newcastle), the tonnage of which has not been ascertained, in consequence of the builders' inability or refusal to furnish the particulars.

A VETERAN.—The 'Amphitrite,' the oldest Tyne collier but one, being 95 years of age, was recently driven ashore on the South Shields pier. She was a good old ship to the last. She was famous in north country song, and had a character of her own. The oldest Tyne collier afloat is the 'Brotherly Love,' of South Shields. She is the old ship on board which Captain Cook, the circumnavigator, served his time. She is the property of a gentleman, Mr. Jas. Young, who takes great pride in her, and she is in capital condition, and likely to live many years longer.

COLLECTIONS, LEGACIES, MEETINGS, SERMONS, &c.,

For the Shipwrecked Mariners' Society.

	£	s.	d.
COWES.—Box in Boys' Sunday School, per Rev. F. Whyley (Vicar)	0	5	0
HARRINGTON.—Two Sermons per Rev. A. F. Curwen	20	2	0
HOPEMAN.—Sermon in Free Church, per Rev. Geo. Cassin	0	16	10
LEWES. — Collection at "Harvest Thanksgiving," per Rev. R. N. Dennis (Life Gov.), of Blatchington-Seaford	6	0	0
LIVERPOOL. — Proceeds of Sale of useful and fancy work at Rock Ferry, per Mrs. W. Maynard and friends	142	10	0
LONDON. — The following contribution has been received, viz.:—			
Miss Elizabeth T. Carne, "A thank-offering from Scilly for merciful preservation from Shipwreck"	20	0	0
The following Legacies have been announced or received.			
Thomas Holme, Esq. (of London)	5,000	0	0
Miss Hamilton (of Harrogate)	200	0	0
James Monteith (of London)	100	0	0
Mrs. Isabella Gibson, (of London)	200	0	0
Mrs. Phœbe Tennant (of Leeds)	5,000	0	0
Robert Barnard, Esq., (of Painswick)	100	0	0
Mrs. Francis Fitch (of Bath)	100	0	0

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LYTHAM.—Collection after Camp Service by the 3rd Administrative Battalion of Lancashire Volunteers, per Lieut. Colonel Dugdale 11 17 0

NORTH-BERWICK.—Sermon in St. Baldred's Episcopal Church, per Rev. R. Ludford Gardner (Life Gov.), through Rev. F. L. M. Anderson (Life Gov.) 10 0 0

SUNDERLAND. — A numerously attended and influential public meeting was held in the Victoria Hall, March 23, in behalf of the funds and interests of the Society. The Right Hon. the EARL of DURHAM, Lord Lieutenant of the county, presided, and was supported on the platform by the Mayor of Sunderland (W. Nicholson, Esq.), and the Dean of Durham, Mr. Ald. Candlish, MP., Mr. Backhouse, Mr. Laing, Mr. Stobart, Mr. Ald. Wilson, Mr. W. B. Ferguson, Rev. A. A. Rees, Captain Calver, R.N., Captain Prowse, R.N., Dr. Welford, Dr. Morgan, Mr. G. W. Hudson, Mr. Ald. Kayll, Mr. Horan, Mr. R. M. Hudson (Hon. Agent), Mr. W. A. Ord, and Mr. Gillham, the travelling secretary. Behind the speakers, on the orchestra part of the platform, were the boys of the Sunderland and Seamen's Orphan Asylum, in the uniform of their school. The gallery was occupied by the Borough Police Force Band, who played a selection of music before the commencement of the proceedings.

The MAYOR briefly introduced the Earl of Durham as chairman of the meeting, and expressed a hope that this would not be the last time the worthy Earl would appear amongst them. (Cheers.)

The NOBLE CHAIRMAN then said :— Ladies and Gentlemen, the Society on behalf of which this meeting is held here to-day is one which has, I think, peculiar claims for support in a town so largely interested in shipping, shipbuilding, and commerce as Sunderland. Allow me to remind you of what the Society is and what it does. (The noble lord here related its objects.) The Society, I may say, is entirely dependent on voluntary subscriptions, and it is to this point I wish particularly to direct the attention of this meeting. It appears that in Sunderland during the last year of which we have any report, £1,400 was spent on behalf of seamen by the Society, whereas the amount subscribed was about £140. Speaking generally, it may be said that the port of Sunderland imposes a charge of £2,000 on the Society every year for assistance of unfortunate men wrecked, or otherwise in adversity, and that the subscriptions for the port of Sunderland are under £100. That is not a state of things creditable to the large and important port of Sunderland, and I hope and feel assured that this state of things will be remedied.

When we consider for a moment what are the interests of Sunderland in trade, we find that in 1871 there were 9,945 vessels cleared from the port, registering 2,116,580 tons, being a slight decrease in the number of ships, but an increase in the point of tonnage; and I may mention that in the year 1825, the whole amount of shipping all over England was not more than that. This shows you to what extent the trade of Sunderland has increased. Let us also consider the risks to which the seamen are exposed who man these ships, and without whom it would be impossible to carry on this trade; in fact, it may be said we are dependent on seamen for a great part of the necessaries of life, which come to us from over the seas. In 1870 there were 1,500 wrecks on and about the rocky coasts of the United Kingdom, and 700 were on the east coast. A large proportion occurred to vessels of the collier class. 774 lives were lost and 4,654 were saved. And it is at this point that the Society renders such valuable assistance, for every man who is landed destitute is taken up and for-

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warded to his home free of charge. I am sorry to say that during the last week, through the prevalence of north-east gales, there have been several wrecks of Sunderland vessels, and I have no doubt that the Society will do what is necessary to be done. I think I have mentioned most of the particular points worthy of your notice. Others who will follow me may put you in possession of all the facts bearing on the subject. I can only say that I trust you will respond to the appeal made to you now on behalf of this excellent and well-managed Society. (Cheers.)

Mr. R. M. HUDSON (local hon. agent) said that having acted in the capacity of hon. agent for thirty years, he might claim to speak on its behalf with some authority, and he had no hesitation in saying that no other institution in the kingdom gave so much valuable aid at so little cost. It was, irrespective of creed or nationality, ready to succour and support any suffering mariner who happened to be in distress. A man's sole claim on the Society was his being wrecked and his being in distress; and, though he might not be a member, the Society still took him in charge, and fed, clothed, and sent him to his home. (Cheers.) To inland towns, even, the operations of this Society had been of great benefit in putting an end to one form of mendicity, in the persons who pretended to be shipwrecked seamen, and begging their way from place to place. That had entirely passed away, because it was known that this Society was ready to relieve all cases of men who were shipwrecked, and ready to send them direct to their own homes.

He was glad to see that, with regard to membership, Sunderland contributed to the Society a larger number than any other port of the whole of the United Kingdom. Those men who subscribed and became members, were not only forwarded home in case of shipwreck, but had additional advantages in the renewal of their clothes when lost, and the aid to widows and orphans in case of loss of life. What they wanted was additional aid, and while he lauded the seamen of that port for the aid given to the Society, the same thing could not be said of the rest of the community, whose subscriptions were unfortunately relatively below those of any other port in the kingdom. He trusted they were going to show on that occasion what the port of Sunderland could do and should do in such a case. (Cheers.)

The DEAN of DURHAM moved the first resolution:—"That this meeting, having heard the statement of the noble lord and that of the local hon. secretary, expresses its sympathy in the cause advocated by, and its confidence in, the Shipwrecked Fishermen and Mariners' Royal Benevolent Society." In doing so, he expressed his regret at the absence of many influential townspeople from the meeting, and that of the tars, whom it was the object of that Society to benefit. But it was a law of human beneficence that it was not always those for whom we laboured who appreciated our efforts, though in the end they would experience the benefit. But it was a duty incumbent on us to labour for others, whether they felt it to be a benefit or not, and there could be no doubt that the benevolent Institution whose claims they had met to advocate was possessed not merely of local but of national value. (Cheers.) We were essentially a labouring nation, and its commerce and position in the world were what they, as Englishmen, took a pride in. Above all the nations of the earth, we had an enormous commercial as well as a Royal Navy. The former probably contained half the trading vessels of the world, and on it we had to depend for the men who manned our Royal Navy. To the strong arms of such men and their readiness to incur danger, we owe a great part of the glory of England, and therefore an association of this kind for their aid and relief had strong claims for support in a national sense. The

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ocean had its sentimental and poetical aspect when its waves danced and glistened under the rays of the summer sun, but it had also its awful aspect in tremendous storms, when seamen were exposed to peril and shipwreck, when families were bereaved and hearths made desolate. Such was the price these men paid with their lives for our benefit, and for the prosperity and glory of England—(loud cheers)—and no reflecting person could refuse to subscribe his little quota for the relief of those who were the inevitable sufferers by it. When we saw a fleet of colliers sail safely from the Tyne or the Wear, we could not but reflect that this would not happen always, but that in all probability the pitcher would not go to the well without being broken at last. These men were the feeders not only of our national prosperity but also of our national greatness. What would England be without its Navy, and who were the feeders of that Navy but the experienced and courageous men who, in the service of our coasts, and particularly of our northern coasts, learnt their trade as commercial men and as sailors? (Cheers.) But this subject touched us locally, and if this were true of any part of England, it was true of their north-eastern coast; and when we read a description of the great storm two or three years ago, and heard of the dreadful wrecks at Bridlington Bay and Tynemouth, we must feel bound to do all we could on behalf of the friends and relatives of those who were ready to give up their lives for our sakes. (Cheers.) Whether as Englishmen or as feeling Christians, we could not but regard it as a bounden duty to do all in our power for the support of such an institution. (Applause.)

Mr. JAMES LAING seconded the resolution. He said the reason why the Society had not been supported by the inhabitants of the town in the past was no doubt that its aims and objects were not fully known; but they would not have this excuse for the future, and he hoped they would freely give their aid, as there could be no more deserving object than the shipwrecked seaman.

Mr. E. BACKHOUSE supported the resolution, and said he hoped to see the gentlemen around him form themselves into a committee to canvass the town for increased subscriptions. They could not, as Sunderland men, feel flattered that they had received £2,000 and only given £100, and he certainly did not think they had been doing their duty.

Mr. CANDLISH, M.P., moved the second resolution:—"That, looking at the important aid rendered by the Society to the seamen of all nations cast upon our shores, this meeting expresses its opinion that the Society merits the warm sympathy and support of all classes, more especially of those resident in maritime towns, and trusts that the aid rendered by the inhabitants of Sunderland and its neighbourhood will be more commensurate than heretofore with the importance of the work done by this truly national institution, and pledges its cordial support." He knew of no benevolent movement so catholic as this, for the Society did not ask the shipwrecked mariner whether he was a Dissenter or a Churchman—did not ask his colour or his creed, but asked only if he were suffering and destitute. In this Society there were upwards of 800 agents scattered all over the Kingdom, discharging the duties devolving upon them without one farthing of cost to the institution. (Cheers.) One of these was his friend Mr. Hudson, who had devoted time and energy to this labour of love for a period of thirty years—nearly as long as the Society itself had existed. 48,000 of the sailors of this country were members of the Society, and upwards of one-third of the £22,000, which he calculated as the actual annual receipts, was contributed by them, so that as persons who did their best to help themselves these men were most deserving, and entitled to the aid of the benevolent.

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(Cheers.) Among the hundreds of benevolent institutions which were the glory of our land above all other lands of the earth, he did not think there was one which commended itself so much to our sympathy and support. Locally, they stood in a most unsatisfactory position in relation to it, for while they received £2,000 for that town, they only contributed £700, and £600 of this was contributed by the poor seamen themselves. He felt ashamed of this disproportion, and hoped that henceforth it would cease—that they would make up at least an equal amount to that of the seamen who, it appeared, subscribed more than those of any other port in the kingdom—more than the great ports of London, Liverpool, or Glasgow. The fact that nearly a quarter of a million of money had been expended in relief since the formation of the Society, was a further illustration of its practical value, and he hoped that henceforth they would take their proper place in a movement which not only dignified their town, but dignified humanity itself. (Cheers.)

The Rev. A. A. REES seconded the resolution, and Mr. Ald. WILSON supported it. The shipowners ought to do more, and on losing a ship which was well insured, they ought certainly to send a cheque to the Society for the expenses of the shipwrecked crew. But if the shipowner did not do his duty, and passed on the other side like the priest and the Levite of old, then he hoped the good Samaritan would be found at hand with his wine and his oil. (Cheers and laughter).

Mr. GILLHAM (Travelling Secretary), said that his list of subscriptions, including those of the gentlemen on the platform, had been augmented to £264 7s., but he hoped to add to this the contributions of the audience before him. He thought they should really look for some aid from the shipbuilders of the port, for they received great benefit when a vessel was either wrecked or damaged in orders for either new vessels or repairs. Last year, however, they only received £9 19s. 6d. from all the builders in the port. After pointing out that the Association assisted seamen when they were in a most helpless condition, Mr. Gillham observed that the Society had distributed something like £20,000 or £25,000, which had been collected throughout the country, in Sunderland, in abatement of its rates, its Infirmary expenses, its union expenditure, and also its vagabondage. The Sunderland shipowners, feeling that the Society had a claim upon them, resolved that all shipowners be recommended to contribute 6d. for every outward-bound ship; but, on making inquiry of the Collector of Customs, he found the sum received in that way was very trifling indeed. He hoped the appeal that had been made would be handsomely responded to, and that when they next met, the speeches would be of a more congratulatory character.

A collection was then made in the meeting, and the money handed up.

The MAYOR proposed a vote of thanks to Lord Durham, for presiding, and this was seconded by Mr. CANDLISH, M.P.

This, like the preceding resolutions, was carried unanimously with applause.

The CHAIRMAN: I have to thank you most heartily for the kind reception you have given me. Associated as I and my family have been for so long with the town of Sunderland, and as a shipowner myself, I felt I could do no less than promote by all the means in my power the interests of this Society. It will always give me much pleasure to come amongst you whenever by so doing I can help any good work. I have to announce that the subscriptions have now reached the sum of £386. 5s. 9d. (Loud cheers.)

The proceedings closed with "God save the Queen" by the police band.

	£	s.	d.
WHITHORN.—Proceeds of Regatta per Jas. Duff, Esq....	6	14	0
WHITBY.—Sermon in Sneaton Church, per Rev. J. B. Broderick, M.A.....	2	0	0

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REWARDS FOR SAVING LIFE ON THE HIGH SEAS.

The following rewards were granted by the "Shipwrecked Mariners' Society" during the past quarter, viz.:—

August 16th.—Captain J. F. Trivett, Lieut., R.N.R., in the chair.

The Committee met by special summons to consider a communication from the Secretary of State for the Colonies, enclosing a letter from the Governor of the Mauritius, describing the gallant conduct of several men in saving the lives of the crew and passengers of the ship 'Clara Sayers,' wrecked on the reef of the Island of Rodrigues, on the 21st January, 1872. The letter of the Governor of the Mauritius was accompanied by a report from the Marine Court of Enquiry into the circumstances of the wreck; it described the perilous position of the crew and passengers by the ship having grounded on the outside reef, entirely cut off from the shore, and having animadverted on the conduct of the captain in approaching an island he knew nothing of during the night, whom they severely censured, it proceeded to describe the exertions made from the ship and the shore for the salvation of those on board, in which Alfred Moore, one of the crew, was drowned, and Robert Brown, from the exposure and fatigue caused by his gallant exertions, died a few days after landing of inflammation of the lungs. Charles Lingguist, a Swede, was specially mentioned for his gallantry and devotedness, along with Corporal Morris of the Police Force, and two constables and a fisherman not named.

The Committee having duly considered the letter of the Governor of the Mauritius, with the report of the Marine Board,—Resolved unanimously, That the Silver Medal of the Corporation be awarded to Corporal Morris and the two Constables of the Police Force not named; that the Silver Medal and £2 be awarded to the Fisherman, and the Silver Medal and £5 to Charles Lingguist; the Committee desiring it to be understood that the pecuniary reward added to the Fisherman and Charles Lingguist is to place them in measure on a level with the Corporal and men of the Police Force, who have already received an acknowledgment of their services from the Police authorities.

Sept. 6th.—William Stuart, Esq., V.P., in the chair.

A letter was read from Messrs. Walsh and Sons, the Waterford Agents, enclosing a form filled up, describing the gallant conduct of Capt. William Pearn, of the Mail Screw Steamer, 'Vulture,' of Waterford, who, during a heavy gale of wind, at great risk, saved the lives of the master and four men forming the crew of the foundering vessel, 'Titania,' off the Smalls.

After some conversation, Capt. V. Budd proposed, and Capt. Steele seconded the following resolution, which was passed unanimously, viz.:—That, in the judgment of this Committee, Capt. Pearn's conduct for gallantry, seamanship, and decision under perilous circumstances, by which the lives of five men were saved, is worthy the greatest praise, and highly deserving the Silver Medal of the Corporation, which is hereby awarded him.

REWARDS FOR SAVING LIFE ON THE COASTS.

The following are the rewards granted by the "Royal National Lifeboat Institution" during the past quarter:—

July 4th.—His Grace the Duke of Northumberland, P.C., in the chair.

Various rewards and payments were voted on lifeboat establishments to the amount of £650. The Royal Berkshire Lifeboat at Aberdovey had been the means of saving the crew of two men from the smack 'Amity,' of Aberystwyth, which drove on Aberdovey Bar. By the time

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the lifeboat reached the vessel she had sunk, and the heavy surf was sweeping right over her, and had not the lifeboat been at hand the men must have perished, a ship's boat vainly attempting to go to their help. The Kingsdowne Lifeboat had proceeded on the 26th of June, in reply to signals of distress from the lightships on the Goodwin Sands, to the steamer Uruguay, of Liverpool, and remained alongside the vessel until she fortunately floated off and got away in safety, when the lifeboat returned to its station after an absence of nine hours.

A communication was read from the Board of Trade, conveying, through Earl Granville and the American Minister, the acknowledgments of the President and Government of the United States of America for the valuable assistance rendered by the Courtown lifeboat in saving 23 persons, including the master's wife and child, from the ship 'Idaho,' of Bath, Maine, United States, which was wrecked last winter off Courtown, county Wexford, on which occasion the boat had to make three trips from the shore to the wreck through a very heavy sea.

A reward was granted to three men who were instrumental in saving three other men, whose boat was capsized off Innistrahull Island, county Donegal, on May 25th.

Sept. 5th.—Sir Edward G. L. Perrott, Bart., V.P., in the chair.

The Tyrella and Newcastle (county Down) Lifeboats had gone out in a gale and heavy sea, and the first-named boat had happily been the means of saving the crew of fourteen men from the wrecked barque 'Neptunus,' of Soon, Norway. The Youghal Lifeboat had been launched while it was blowing strongly from the south-west, and had saved from an inevitable death two men who formed the crew of the schooner 'Sweet Home,' of Youghal, which had stranded while beating out of that harbour in a heavy sea. The Scarborough Lifeboat had saved the crew of nine men from the fishing lugger 'New Barton,' of Great Yarmouth, which had been suddenly overtaken by a heavy gale from the north-north-east, while at anchor in Scarborough Bay, and was in imminent peril, she being on a lee shore with the sea breaking heavily over her. The next morning there was a change in the wind, and the lugger having held to her anchors, the lifeboat proceeded out again to her, no other boat being able to venture off, and, some of the lifeboat men having gone on board the lugger, she was brought safely into harbour in company with the lifeboat. The Wells Lifeboat had also gone to the assistance of the yacht 'Stella,' which was seen to be exhibiting signals of distress during a heavy northerly gale, and had brought safely ashore the eight persons on board the yacht. Afterwards the lifeboat proceeded to the brig 'Criterion,' of Arbroath, which had sunk on Blakeney West Sand. Fortunately the crew of eight men, who had taken refuge in the rigging of the wreck, were all saved by the lifeboat. Payments to the amount of £1,100 were likewise ordered to be made on different lifeboat establishments.

Aug. 1st.—Thomas Chapman, Esq., F.R.S., V.P., in the chair.

Various rewards and payments were voted on lifeboat establishments to the amount of £1,210. The Withernsea and Arklow Lifeboats had been taken out during the past month to the assistance of vessels in distress, but their services were not eventually needed. A reward of £2 was granted to Patrick Bakey and Michael M'Namara, two fishermen belonging to Liscannor, Ireland, for wading and swimming to the assistance of two men who had been capsized from their boat off that place, and were in danger of being drowned, as they could not swim. A reward was also voted to three men who put off from Galway Port, and who succeeded in saving two other men whose boat had sunk during squally weather.

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RELIEF TO FISHERMEN AND MARINERS, THEIR WIDOWS, ORPHANS, &c.

"LEAVE THY FATHERLESS CHILDREN, I WILL PRESERVE THEM ALIVE; AND LET THY WIDOWS TRUST IN ME."—JEREMIAH XLIX. 11.

Statement of Relief afforded by the "Shipwrecked Mariners' Society" to Fishermen and Mariners, to assist to restore their Boats or Clothes, and to the Widows, Orphans, and Aged Parents of the Drowned, &c., between the 1st June and 31st August, 1872.

NOTE.—In the following tables M stands for mariner, whether of the Royal Navy, Transport, or Merchant Service; MM master mariner; A apprentice; F fisherman; PB pilot and boatman; W widow; O orphan; AP aged parent. The figures following signify the amount of relief, and Agency where it was given:—

	£	s.	d.	
14 M, 3 MM, 3 W	62	15	0	*London.*
1 M	3	7	6	*Aberdeen.*
2 M	4	15	0	*Aberystwith*
1 W	5	5	0	*Aldeburgh.*
4 W, 2 O	31	5	0	*Appledore.*
1 AP	3	0	0	*Ardrossan.*
2 MM	5	17	6	*Bangor(W).*
1 M, 1 MM	5	13	0	*Barnstaple.*
1 F, 1 PB	5	19	0	*Barra.*
1 F	4	0	0	*Benbecula.*
1 W, 1 O	5	12	6	*Bideford.*
1 M	2	17	6	*Blakeney.*
1 MM, 3 W, 8 O	47	4	6	*Blyth.*
1 W, 1 O	10	0	0	*Boston.*
1 M	1	12	6	*Bridgewater*
2 M, 1 AP	13	2	6	*Bristol.*
1 M, 1 AP	5	15	0	*Brixham.*
1 F	2	0	0	*Broadstairs*
3 W, 5 O, 2 F	18	17	2	*Buckie.*
1 W, 1 O	10	0	0	*Burghead.*
1 M, 1 W	9	10	0	*Clovelly.*
1 M	3	10	0	*Cork.*
1 AP	5	5	0	*Cullen.*
1 W, 2 O	10	17	6	*Dartmouth.*
7 PB	9	1	2	*Deal.*
1 M	2	2	6	*Dinas Cross.*
1 O	8	0	0	*Donaghadee*
1 W, 1 O	6	17	6	*Douglas.*
1 W	5	0	0	*Dover.*
3 M, 1 W	16	0	0	*Dundee.*
1 O, 1 AP	11	6	3	*East Yell.*
1 W, 2 O, 1 AP	14	2	6	*Exmouth.*
1 MM, 1 W, 2 O	10	15	0	*Eyemouth.*
1 M, 1 W, 1 AP, 1 PB	15	2	6	*Falmouth.*
1 AP	4	0	0	*Faversham.*
1 W	8	0	0	*Fetlar.*
1 AP	8	0	0	*Filey.*
1 M, 1 MM, 1 W, 3 O	11	2	6	*Flint.*
1 M, 1 MM	4	15	0	*Folkstone.*
1 W, 3 O, 2 F, 1 PB	20	8	9	*Frazerburgh*
1 M	1	5	0	*Garmouth.*
3 M, 1 AP	10	10	0	*Glasgow.*
1 MM	4	0	0	*Gravesend.*
1 M	2	17	6	*Greenwich.*
1 W, 5 O	14	1	3	*Grimsby.*
2 W, 9 O, 1 F	27	11	3	*Guernsey.*
1 M	2	0	0	*Hamble.*
1 A P	5	5	0	*Harrington.*
6 W, 10 O	61	5	0	*Hartlepool.*
2 M, 1 MM, 5 W, 10 O	54	6	3	*Hull.*
1 AP	4	0	0	*Hunstanton*
1 W	5	5	0	*Inverness.*
2 M, 3 MM	16	5	0	*Ipswich.*
1 MM, 1 W, 4 O, 1 AP	18	7	6	*Jersey.*
1 MM, 1 W	10	7	6	*Kincardine.*
2 M, 1 F	5	15	0	*Leith.*
1 M, 4 W, 9 O, 3 AP, 1 F	53	13	3	*Lerwick.*
1 W, 2 O	9	15	0	*Littlehampton*
4 M, 2 MM, 3 W	25	7	6	*Liverpool.*
1 M, 1 MM, 1 W, 1 O	10	0	0	*Llanelly.*
1 AP, 2 F	8	14	6	*Lowestoft.*
3 M, 1 W, 1 AP	20	7	6	*Lynn.*
1 W, 4 O	15	0	0	*Macduff.*
1 W, 2 O	12	0	0	*Maldon.*
2 W, 3 O	19	16	3	*Maryport.*
2 M, 1 MM, 1 AP	15	17	6	*Middlesboro'*
1 AP	3	5	0	*Mistley.*
4 M, 1 MM, 2 W, 6 O	27	0	0	*Montrose.*
2 M, 1 W	13	2	6	*Newcastle.*
1 MM, 1 W	10	3	6	*Newport(P)*
1 W	7	5	0	*New Quay (C)*
1 W	8	0	0	*N. Berwick.*
11 M, 2 MM, 5 W, 5 O, 2 AP, 1 PB	98	4	0	*N. Shields.*
1 W	7	5	0	*Peterhead.*
1 M, 1 MM, 1 W, 1 O	11	3	9	*Plymouth.*

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	£	s.	d.	
2 W, 3 O	20	2	6	*Poole.*
1 W, 1 O	5	18	9	*P.Dinorwic.*
1 MM, 2 W, 1 O	14	7	6	*Portinllaen.*
1 W, 2 O	5	12	6	*Port Isaac.*
1 M	3	0	0	*Portsmouth.*
1 AP	5	5	0	*Portsoy.*
1 W	3	5	0	*P. William.*
1 W	6	15	0	*Rhyl.*
1 M, 1 W, 2 O	14	12	6	*R. H. Bay.*
1 W, 3 O	7	8	9	*St. Ives.*
1 M	2	5	0	*Salcombe.*
1 W, 2 O	5	5	0	*Scilly.*
1 W, 3 O	13	2	6	*Seaham.*
1 W, 3 O	12	13	9	*Shoreham.*
1 W	7	15	0	*Southampton.*
24 M, 3 MM, 8 W, 11 O	140	16	9	*S. Shields.*
1 AP	5	10	0	*Southwold.*
1 M, 1 W, 5 F	26	0	0	*Staithes.*
1 M, 1 W, 4 O, 1 F	19	15	0	*Stranraer.*
1 AP	3	0	0	*Stromness.*
6 M, 3 MM, 6 W, 7 O, 1 AP, 1 F.	85	6	0	*Sunderland.*
1 W, 4 O	9	10	0	*Teignmouth*
2 M, 1 W	12	17	6	*Topsham.*
1 M, 3 W, 5 O	26	8	9	*Weymouth.*
1 AP	1	17	6	*Whalsay.*
1 MM, 4 W, 4 O, 1 AP	46	5	0	*Whitby.*
3 W, 1 O	14	5	0	*Whitehaven*
1 M, 1 MM	5	5	0	*Whitstable*
1 MM	3	7	6	*Wigtown.*
3 MM	10	0	0	*Wivenhoe.*
1 M, 2 W, 4 O	24	10	0	*Yarmouth.*

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 116; Orphans, 164; Aged Parents, 28; Master Mariners, 39; Mariners and Apprentices, 111; Fishermen, 19; Pilots and Boatmen, 11; Shipwrecked persons—Subscribers, 150, and Non-Subscribers, 217—in all 855 persons relieved, at an expense, inclusive of that in the succeeding table, of say £3,174 11s. 1d.!!!

The necessity for such an Institution will be obvious from the fact that during the year 1870 the deaths of Seamen in the British Merchant Service reported to the Board of Trade numbered 4,523. Statistics show that deceased married Sailors leave, on an average, three children, and these, with the widows, are, in the great majority of cases, left almost destitute, and oftentimes absolutely so.

BRITISH MARINERS.—Since the days when Dibdin sang of "the dangers of the seas," the mercantile marine of this country has increased to an enormous extent. By their aid the commerce of Great Britain has been carried to every known port in the world, and this kingdom has become the wealthiest and the most powerful in Europe. Now that we have had our national thanksgiving for the recovery of H.R.H. the Prince of Wales, we should be anxious to show our gratitude for special mercies received, and to find some objects on which to expend our benevolence. We would not say that the Shipwrecked Fishermen and Mariners' Royal Benevolent Society is entitled to take precedence over all other charitable institutions, but, without fear of contradiction, we will venture on the assertion that it is one whose claims are universal. There is no human being in this kingdom who is not indebted to the British mariners for many of the comforts and luxuries of life. Our fishermen also pursue a laborious and hazardous occupation for the benefit of their fellowmen. These men are subject to constant adversities—to all the incidents of storm and tempest.

The Society, whose claims we advocate, has agents at every port, who, on all occasions of wreck in their districts, afford immediate relief (including medical aid, if necessary), and, as soon as possible, send the sufferers to their homes. The Society acts on the broadest basis of Christian charity, foreigners as well as natives being equally well cared for. We learn from the statistics of the Society that last year they relieved 9,298 shipwrecked persons, including 3,937 widows, orphans, and aged persons dependent upon mariners, who fell victims in the following of their hazardous vocation.

When we add that this Society is dependent on the charity of the public for the means at its disposal, we submit we have established a strong and unanswerable case, and we urge our claim as one well entitled to the most generous consideration. The gross income of the Society is about £22,000 per annum, but the resources are precarious, and with the additional charges now undertaken, a larger amount of liberality is needed if the committee are to go on and prosper in their labour of love. Need we add another word in furtherance of so strong a case? We think not.—*Yorkshire Gazette.*

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RELIEF TO SHIPWRECKED CREWS.

"THERE IS SORROW ON THE SEA."—JEREMIAH XLIX. 23.

The Crews of the following Vessels, wrecked on various parts of the Coast or foundered at sea, have been boarded, lodged, clothed, and forwarded to their homes by the Central Office and Honorary Agents of the "Shipwrecked Mariners' Society," *between the* 1st *June and* 31st *August*, 1872.

Vessel's Name.	Port.	Amount of relief. £	s.	d.
Astarte	London	6	11	0
Agnes	Montrose	0	10	0
Armenian	London	1	15	0
Bombay	London	1	17	6
Burlington	London	4	9	6
Blyth	Shields	10	1	6
City of Paris	Glasgow	2	10	0
Coringa	Glasgow	2	7	6
Cromwell	S. Shields	4	3	0
Cathrine	Papenburg	3	4	6
Champion	Shoreham	1	15	0
Credo	Aberystwith	2	10	0
*Criterion	Arbroath	2	0	6
Caspian	London	3	10	0
Douglas	Guernsey	7	13	0
Dart	Whitby	3	4	0
Endeavour	London	1	0	0
Emma Annie	Carnarvon	1	17	0
Evora	London	2	6	6
Evadne	Sunderland	4	8	0
Eskdale	Middlesbro'	7	14	0
Esk	Montrose	2	10	0
Experience	Dieppe	5	0	0
Friend's Adventure	Belfast	0	10	0
Florence	—	1	15	0
Friends	—	0	15	0
Fanny Alice	—	0	16	9
Glance	Wivenhoe	0	6	0
Gibraltar	London	20	0	0
Gem	Yarmouth	0	12	0
Heron	Sunderland	0	13	0
Heaton Hall	Newcastle	5	5	0
Impulse	Rye	0	10	6
Inversbie	London	1	16	0
Industry	Sherringham	0	10	6
Intrepid	Lowestoft	0	5	0
Jesmond	Newcastle	15	15	0
Jane Davie	Glasgow	0	13	9
Jane	Greenock	0	3	0
John Scott	London	0	10	0
Little Herdale	—	0	6	6
Lamplighter	Whitstable	2	18	0
Lapwing	Liverpool	1	0	0
Lady Westmoreland	Newcastle	1	0	0
Mirth	Aberdeen	0	7	0
Norwich	Swansea	0	5	0
Odessa Packet	Blyth	5	19	0
Parnassus	Leith	10	15	0
Panama	Blyth	0	3	6
Peri	Brixham	0	9	6
Sarah M	—	3	0	0
Susan Pardew	Plymouth	1	12	0
South Gyle	Granton	1	0	0
Sir Robt. Seppings	London	4	0	0
Thomas	N. Shields	10	5	6
Tweedale	Glasgow	0	4	0
Whistle	Aberdeen	0	10	0
Titania	London	1	8	6
Twin Sisters	Hull	5	1	9
Village Belle	Barnstaple	4	7	0
White Sea	Newcastle	4	0	0
†William Michell	Sunderland	8	1	6

* The Hon. Agent at Blakeney reported that "this vessel struck on Blakeney West Sands, about 3 o'clock, a.m., the 27th August, and sunk. The crew were several hours in the rigging, until they were rescued by the *Wells* Life-boat."

† Captain Alexander Dakers, late of the barque William Mitchell, states that he left Quebec on the 24th of July with a cargo of deals, and everything proceeded well until the 18th August, when within about two miles west of Stroma, Pentland Firth, the weather became very thick—a dense fog prevailing, and the wind blowing a light breeze from the eastward. In fact, the fog was so dense that no land or lights could be seen. About noon on the same day, the ship being carried by a strong tide, which had turned ebb, struck the ground within twenty yards off the shore at Duncansbay. The yards were immediately backed, and a stream anchor, with a hawser attached, was got out over the stern; but the crew did not succeed in getting her off, as the water was leaving her fast. At five a.m. next day assistance was procured from the shore, ready to heave her off next tide, but at nine a.m. the ship commenced to fill as fast as the flood made. At five p.m. the same day, it being low water, she suddenly broke in two amidships, both ends dropping down, there being a large rock under amidships.

THE FISHING DISASTER AT LABRADOR—NEARLY 4,000 LIVES LOST.—A despatch received this year from St. John's, Newfoundland, gives the following particulars of the recent losses of vessels in the ice, off Labrador and Newfoundland, during the sealing voyage last spring. Up to a late mail date, over 40 vessels, including four steam-ships, were known as having become total wrecks, being dashed to pieces amid huge icebergs and plains of ice during a terrible hurricane. On an average, each of these vessels carried about 100 men, employed as seal-hunters; and out of these 4,000 human souls, only 175 have been accounted for. The large majority of these unfortunates have left families behind, exclusively dependent on them for sustenance. Although the number of vessels is roughly estimated at 40, many others have not yet been heard from; but all the 40 have been totally wrecked, and the few who were saved could give no account of those they left behind them.

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ANNUAL GRANTS TO WIDOWS AND ORPHANS.

"WE ARE ORPHANS AND FATHERLESS, OUR MOTHERS ARE AS WIDOWS."—LAM. V. 3.

Statement of the number of Widows and Orphans relieved in July, who were also relieved at the time of the death of their Husbands, but who are permitted to apply annually for further Relief while they have Children under Fourteen Years of Age, or are themselves above Sixty years of Age, and without Children.

Widows.	Orphans.	Agency.	Amount.
Eleven	Twenty-three	London	£24 7 0
Five	Eight	Aberdeen	9 13 0
Two	Four	Amlwch	4 3 0
Four	Thirteen	Appledore	5 18 0
Two	Five	Arbroath	5 4 0
One	One	Baltasound	1 13 0
One	Two	Bangor (I)	1 9 0
Two	Nine	Barra	5 4 0
One	Three	Berwick	1 13 0
One	None	Blakeney	1 0 0
Four	Eleven	Blyth	9 15 0
One	Three	Boston	2 18 0
One	Two	Bridport	2 17 0
Two	Four	Bristol	3 11 0
Thirteen	Twenty-nine	Buckie	24 18 0
Seven	Sixteen	Brixham	14 11 0
One	Two	Carnarvon	1 9 0
One	Four	Chichester	2 9 0
Two	Six	Deal	4 13 0
One	Four	Devoran	3 19 0
Three	Six	Dinas Cross	6 12 0
One	One	Donaghadee	2 0 0
Three	Seven	Dundee	7 5 0
One	One	East Yell	2 9 0
One	Two	Edinburgh	2 12 0
One	Three	Exeter	2 8 0
Six	Ten	Exmouth	10 11 0
Four	Six	Falmouth	7 13 0
One	Two	Fareham	1 5 0
One	One	Faversham	1 16 0
One	Three	Flint	2 9 0
One	One	Ilkeston	1 11 0
One	Five	Framlingh	1 13 0
Three	Seven	Gerrans	£8 11 0
Three	Five	Glasgow	6 15 0
One	One	Gravesend	1 12 0
Two	Five	Grimsby	3 11 0
One	One	Guernsey	1 11 0
Sixteen	Thirty-five	Hartlepool	38 12 0
Seventeen	Thirty-six	Hull	40 7 0
One	Two	Inverkeithing	2 11 0
Three	None	John o' Groats	3 12 0
One	None	Kincardine	1 12 0
Two	Five	Knottingley	4 10 0
Three	Five	Leith	6 8 0
Six	Eight	Lerwick	12 17 0
Six	Sixteen	Liverpool	12 10 0
One	Four	Looe	3 10 0
One	Three	Lowestoft	2 2 0
One	One	Lynn	2 4 0
One	None	Macduff	1 4 0
One	Two	Manchester	2 9 0
One	Two	Milford	2 5 0
Three	Five	Mousehole	5 3 0
Three	Three	Newcastle	4 17 0
One	One	Newlyn	1 8 0
Two	Three	Newport, (P)	4 9 0
Seven	Eight	New Quay, Wales	12 5 0
Thirty-six	Sixty-two	North Shields	81 13 0
Two	Four	Orford	5 4 0
One	One	Penzance	1 14 0
Five	Fifteen	Plymouth	10 15 0
Two	None	Poole	2 11 0
One	Two	Portsmouth	1 17 0
Four	Eight	Whitbeil	7 16 0
Two	Four	Ramsgate	3 [illegible]

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Three	Five	Rochester	3	5	0	Two	Six	Torquay	5	5	0
One	Four	Salcombe	4	7	0	Three	Five	Voe	5	4	0
Two	Three	Scarborough	18	6	0	Two	Five	Wells (N)	5	18	0
Seven	Fifteen	Solva	1	17	0	One	Three	Weymouth	1	7	0
One	Two	Southampton	3	19	0	Seven	Twelve	Whitby	15	17	0
Two	Eight	South Shields	104	5	0	One	Two	Whitehaven	1	14	0
Forty	Eighty-eight	Staithes	9	10	0	Three	Nine	Whitstable	7	16	0
Four	Nine	Seaham	8	6	0	One	None	Wigton	1	4	0
Three	Six	Stornoway	1	4	0	Four	Nine	Wivenhoe	10	15	0
One	One	Swansea	3	11	0	One	Three	Woodbridge	3	19	0
Two	Seven	Sunderland	89	10	0	Two	Seven	Worthing	5	8	0
Thirty-nine	Seventy-five	Teignmouth	1	8	0	Nine	Nine	Yarmouth	18	9	0
One	One	Thurso	1	0	0	One	None	Youghal	1	4	0

NOTE.—Three hundred Widows, a list of whom appeared in our Seventy-fourth number, page 110, Vol. XIX., were also relieved in January, making, with the above, a total of six hundred and seventy-four Widows, and sixteen hundred and five Orphans of drowned Fishermen or Mariners, who are thus receiving *Annual Grants* to the amount of £1,539 18s. yearly, to help to pay the rents of their cottages; the interest of the funded property of the "Shipwrecked Mariners' Society" being set apart in aid of this benevolent purpose.

THE LOSS OF THE 'BIRKENHEAD.'

[H.M. troop-ship 'Birkenhead' went down off the Cape of Good Hope, some years since, with a large number of men on board, who gallantly gave place to the women and children, who were thus saved in the boats.]

Right on our flank the crimson sun went down,
The deep sea rolled around in dark repose,
When, like the wild shriek from some captured town,
A cry of women rose.

The stout ship 'Birkenhead' lay hard and fast,
Caught, without hope, upon a hidden rock,
Her timbers thrilled as nerves, when through them passed
The spirit of that shock.

And ever like base cowards who leave their ranks,
In danger's hour, before the rush of steel,
Drifted away, disorderly, the planks
From underneath her keel.

Confusion spread, for, though the coast seemed near,
Sharks hovered thick along the white sea-brink,
The boats could hold—not all,—and it was clear
She was about to sink.

"Out with these boats, and let us haste away,"
Cried one, "ere yet yon sea the bark devours,"
The man thus clamouring was, I scarce need say,
No officer of ours.

We knew our duty better than to care
For such loose babblers, and made no reply;
Till our good colonel gave the word, and there
Formed us in line to die.

There rose no murmur from the ranks, no thought
By shameful strength, unhonoured life to seek;
Our post to quit we were not trained, nor taught
To trample down the weak.

So we made women with their children go,
The oars ply back agen and yet agen;
Whilst inch by inch the drowning ship sank low,
Still under steadfast men.

What follows why recall? The brave who died,
Died without flinching in the bloody surf;
They sleep as well, beneath that purple tide,
As others, under turf.

SIR F. H. DOYLE.

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Portfolio.

"DEPTHS OF THE SEA."

"*Thou wilt cast all their sins into the depths of the sea.*"—MICAH vii. 19.

THE truth conveyed by this illustration is brought out still more strikingly when we think of the words, "*depths* of the sea," in their more general significance. The land surface below the waters of the ocean, with its valleys and mountains, its plains and chasms, as far as we can judge, is simply a counterpart of the land surface above. We know that there are "depths of the sea" far greater below the surface of the ocean than the heights of the loftiest mountain above its level. Lieutenant Maury fathomed 25,000 feet in the North Atlantic; but Lieutenant Brooke sounded depths in the Indian Ocean far beyond this. After a wild and stormy night you may have walked, as I have, upon a beach strewed with the planks and spars of a wreck, and seen the hull of the ship itself stranded high on the shore. If that vessel had foundered in the middle of the Atlantic or Indian Ocean, you might have sailed over the spot the next day, and not a trace of her would be seen—she would be lying in the "depths of the sea." "I will cast all their sins," not into the shallow places where, so to speak, they may be cast up and seen again; but, "I will cast all their sins into the *depths of the sea*." I think it is Thomas Watson who somewhere says, "The ocean covers the tiniest pebble and the loftiest mountain, and the ocean fulness of Christ's blood covers not only the weakest infirmities of our nature, but also the deepest depravities of our lives."—*Rev. James W. Bardsley, M.A.*

THE TIDES.

UP the long slope of this low, sandy shore
Are rolled the tidal waters day by day:
Traces of wandering feet are washed away,
Relics of busy hands are seen no more.
The soiled and trampled surface is smoothed o'er
By punctual waves that high behests obey;
Once and again the tides assert their sway,
And o'er the sands their cleansing waters pour.
Even so, Lord, daily, hourly, o'er my soul,
Sin-stained and care-worn, let Thy heavenly grace—
A blest, atoning flood—divinely roll,
And all the footsteps of the world efface;
That, like the wave-washed sand, this soul of mine,
Spotless and fair, smooth and serene, may shine!

Londesborough Rectory. RICHARD WILTON, M.A.

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