

THE SHIPWRECKED MARINER.

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“And the barbarous people showed 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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CONTENTS.

Page.

A Case of Real Distress	155
Belvedere Institution (with Illustration)	26
Bulley's Patent Scraper (with Illustration)	197
Colliers on Land and Sea (with Illustration)	77
Coral Islands	202
Cyclones, Hurricanes and Storms	16
Disasters by Land and Sea	193
 DISTINGUISHED ADMIRALS:—	
Duncan	57
Gambier	173
Sir Richard Keats	1
St. Vincent	117

MISCELLANEOUS:—

Abyssinian Campaign	156
A Church of England College for Sons of Naval Officers	219
Age of Men and Ships	106
Bravery and Piety Combined	214
Brotherhood in Saving Life	214
Crab Marvels	223
Earl of Camperdown	169
Government Emigration Officers	212
Marryat's Boyhood	106
Our Yachting Navy.	219
Preserving Fish Alive	221
Religion in the Royal Navy	107
Skate Alive!	214
The Attempted Assassination of Prince Alfred	160

Page.

MISCELLANEOUS—continued.

The 'Bellerophon' Floating Dry Dock	207
The Herring	213
The Mercantile Marine Service Association of Liverpool (with Illustration)	105
The Naval Brigade	214
The New Missionary Ship	221
The Noble Pilot	114
The Voyage Alone	159
The 'Worcester' Training Ship	223
My First Ship and Shipwreck	74
My Nursery	71

PORTFOLIO:—

Cautious Sailing	172
Contrary Winds	116
Far, far at Sea	172
For those at Sea	116
Full Sail	56
Safe from the Storm	224
Tattered Rigging	56
The Sunken Rock	224
Recollections of an Old Anchor	149
Reminiscences of Sea Life	34

SHIPWRECKED MARINERS' SOCIETY:—

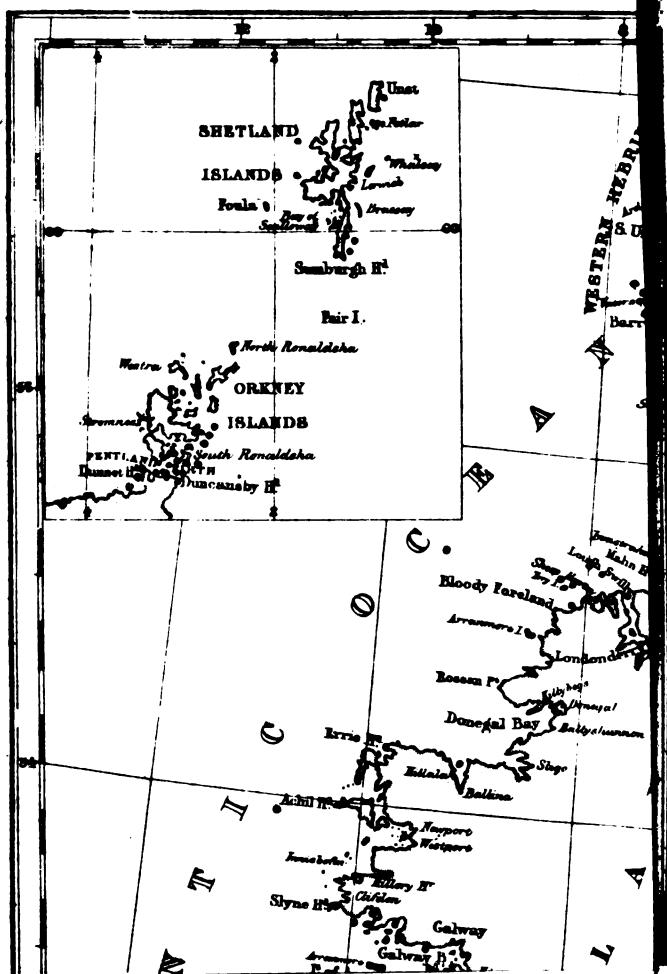
Collections, Meetings, Sermons, &c.	51, 96, 161 & 215
Relief to Widows, Orphans, &c.	50, 108, 168 & 218
Do. Annual Grants	115 & 222

	Page.		Page.
SHIPWRECKED MARINERS' SOCIETY— <i>continued.</i>		The Model Dock-Gate-Man (with	
Relief to Shipwrecked Crews,		Illustration)	92
52, 111, 170 & 220		The Salvors of Property on the	
Rewards for Saving Life (with		English Coasts	40
Illustration).	46, 162 & 216	The Ship—"From the Cradle to the	
The Twenty-Ninth Anniversary	131	Grave" (with Illustrations) .	186
Saunders' Chain Cable Safety		The Wreck Chart and Unseaworthy	
Springs (with Illustration) .	84	Vessels (with Illustration) .	13
Saving Life from Shipwreck . .	110	Tristan D'Acunha Island . . .	80
Self-Registering Tide Gauge (with			
Illustration)	70	VISITS TO THE SEA COASTS:—	
Steering and Sailing Rules . . .	55	Ardrossan	210
The Avenger of Nelson	145	Ballantrae	211
The First Steam-Boat (with Illus-		Coleraine	90
tration)	149	Exeter	88
The 'Indefatigable' Training Ship		Hunstanton	89
(with Illustration)	208	Irvine	211
The Little Voyagers on the Ice-		Margate	211
raft (with Illustration) . . .	153	Newcastle, Co. Down	89
		Portrush	91
		Port Stewart	91



Acts xxviii. 2.

Job xxix. 12, 13.





No. XVII.—NEW SERIES.
No. LVII.—OLD SERIES.

JANUARY, 1868.

VOL. XV.

DISTINGUISHED ADMIRALS.

SIR R. G. KEATS, G.C.B.

It has long been the opinion of the world, at least of that part of it which is called the learned, that real talents and abilities are given but to few; and it has been remarked by some writers, that every age has been distinguished by a peculiarity, from which it has derived its characteristic appellation; that particular periods appear to have been destined to the production of men of abilities; that they have not flourished in a continued series, but in a body; that, "instead of moving in a regular orbit, as the planets, their course is lawless as the comets;" and the reigns of Augustus, Charles, and Anne, are instanced as affording proofs of the assertion. A host of names, standing high in literary fame, are then given, and those periods are designated with the title of the learned ages. If this be true in letters, why not in arms?

Without endeavouring to prove the truth of this position by historical records, we shall merely instance the reign of George the Third, which, according to the above opinion, may be styled the age of heroes; for though virtue, in whatever profession, in its most distinguished and comprehensive degree, must, like all prodigies, appear but seldom, we believe there are more instances to be found during that period, and in the British Navy, than are recorded, during the same space of time, in the history of the world; and it is certainly a pleasing part of a writer's duty to detail the services of men of eminence, more especially of those who possess that modesty and diffidence which usually accompany merit. No opportunity of this kind ought to be omitted; and it is, therefore, with great pleasure,

VOL. XV.

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we give to the world a statement of the services performed by Sir Richard Keats, who, besides possessing the first qualities of the heart and understanding, was favoured by many contingencies which no abilities can command.

Richard Goodwin was the son of the Rev. Richard Keats, and was born on the 16th of January, 1757, at the village of Chalton, in Hampshire, of which parish his father was at that time Curate, and afterwards Rector of Bideford, and Vicar of Kingsnympton, and was descended from a very good family, who early settled in the north of Devon and Cornwall. From his father he received the first rudiments of his education. In 1768, he was admitted into Winchester College, on the Wykehamist foundation; but his inclinations did not lead that way; and this circumstance proves how necessary it is to pay particular attention to the natural turn of a youth's genius, and give full scope to the bent of his inclination in the choice of a profession.

Young Keats was but little addicted to study, and spurning the trammels of scholastic education, he eagerly embraced an opportunity of going to sea, under the patronage of the Earl of Halifax, and entered the navy 25th November, 1770, on board the 'Bellona,' 74, Capt. John Montagu, and served with that officer on the North American Station, where he had the chief command, with his flag in the 'Captain,' 74, at the commencement of the American War; at the burning of Norfolk; in an attack upon Hampton, Virginia; and at the capture of New York, Fort Washington, and Rhode Island; and in 1776 joined the 'Romney,' under his old chief, on the Newfoundland Station. As a lieutenant, a rank he acquired in 1777, he served in the 'Ramillies,' 74, and saw much service, and was in the action between Keppel and D'Orvilliers, 27th July, 1778. In the following year he was appointed to the 'Prince George,' 98, in which ship he had charge of Prince William Henry, Duke of Clarence, and afterwards William the Fourth, who subsequently acknowledged the debt of gratitude he owed to Lieut. Keats for the naval tuition he received. In this ship he was also present at the defeat of Don Juan de Langara, 16th January, 1780, and at the ensuing relief of Gibraltar.

In January, 1782, as a reward for the skilful manner in which he had conducted the naval part of an expedition, under Admiral Digby, against the enemy's small craft at New Brunswick, he was promoted to the command of the 'Rhinoceros,' fitted as a floating battery at New York, and was afterwards removed successively into the 'Halifax' schooner,

'Kingfisher' sloop, and to the command of two armed tenders, in which he took several prizes. In September, 1783, we find him in command of the 'Bonetta' sloop, of 16 guns, in the squadron under Capt. Hon. K. Elphinstone, bearing a conspicuous part at the capture, in the Delaware, of the French 40-gun frigate 'L'Aigle,' of 1200 tons, having on board the Commander-in-Chief of the French troops in America, and several noblemen (who escaped), and 600 men, including troops. At the conclusion of the American war he remained on the Station, fulfilling various important duties, till January, 1785, when he returned to England.

Attaining post rank in 1789, he successively commanded, between that period and 1807, the 'Southampton,' 32; 'Niger,' 32; 'London,' 98; 'Galatea,' 36; 'Boadicea,' 38; and, for nearly nine years, the 'Superb,' 74. In the 'Galatea' he was present, with a squadron of frigates, on the 21st October, 1794, at the capture of the French 40-gun frigate 'Révolutionnaire,' and did much service in this ship in harassing the enemy; whilst on the 20th March, 1796, when attached to a frigate squadron, under Commodore Sir John B. Warren, he gave chase, off the Penmarck Rocks, to a French squadron of four frigates, a 20-gun corvette, and the 'Etoile,' armed storeship. After a running fight, the latter was cut off, but the remainder of the squadron took shelter among the rocks. The 'Galatea' had one midshipman and a seaman killed, and a lieutenant and six seamen wounded. On the 23rd August, in the same year, he was successful in driving on shore and destroying, near Arcasson, the French 36-gun frigate 'L'Andromaque.' For his conduct, during the mutiny of 1797, he received the decided approbation of the Admiralty.

He was a long time employed in the 'Boadicea,' with a squadron of frigates under his orders, in watching the port of Brest, and gave the first intimation to Sir John Warren of the sailing of the French fleet with troops on board, under General Bompard, intended for the invasion of Ireland, but which ended in their total defeat by the capture of 'L'Hoche,' 78; (afterwards 'Donegal,') and the driving ashore of the French frigates; and on 2nd July, 1799, commanded part of the force under Rear-Admiral Sir C. M. Pole, in Basque Roads, in an attack on a Spanish squadron under the Isle of Aix.

We next find him in the 'Superb,' off Cadiz, in July, 1801, with a small British squadron under command of Rear-Admiral Sir James De Saumarez; the enemy's squadron being under command of Rear-Admiral

Durand Linois. The engagement which took place at this time was commenced and kept up with much spirit on both sides; at the close of the action the 'Endomptable' (Rear-Admiral Linois) having her fore-topmast shot away, and we having lost the 'Hannibal,' Rear-Admiral Linois applied to Admirals Dumanoir and Massaredo, at Cadiz, to send a squadron to his relief; and on the 8th, Vice-Admiral Joachim de Moreno, with six sail of the line and some frigates, was ordered to repair to the outer road, to be ready for a start with the land wind on the next morning.

This movement was quickly observed by that vigilant officer, Capt. Keats, who, in the 'Superb,' with the 'Thames' and 'Pasley,' continued watching the port. On the 9th, at daylight, the Spanish squadron put to sea from Cadiz, and preceded by the 'Superb,' 'Thames,' and 'Pasley,' steered towards the Straits. In the afternoon of the same day, the 'Pasley' stood into Gibraltar with the signal flying for an enemy; and at 3 p.m., as the Spanish squadron hauled round Cabrita point, the 'Superb' and 'Thames' anchored in the bay. The Spanish squadron soon afterwards anchored in Algeiras Bay. Immediately all was bustle in Gibraltar, and nothing could exceed the exertions of the British officers and men to get their ships ready, except the 'Pompée,' which was in too bad a state to be got ready in time, and her men were employed refitting the other ships. On the 11th, preparations for sailing were observed among the ships of the enemy, and on Sunday, the 12th, at daybreak, they loosed sails, and at noon began to move with the wind fresh from the eastward; at 1 p.m., they were all underweigh, and the two Spanish three-deckers off Cabrita Point. At 3 p.m., the flag of Sir J. De Saumarez was re-hoisted, and the signal was made for the squadron to weigh and prepare for battle. The account of this action we gave in the number for October, 1866, of this Magazine, when recording the services of Sir James De Saumarez, to which we refer our readers, reserving only at this time the account of the gallant doings of the 'Superb' on the occasion. Soon after 8 p.m., the British squadron bore away in chase, and at 8.20, Capt. Keats, having obtained leave from the Admiral to go ahead and attack the rear of the enemy, crowded all sail; and the 'Superb,' being an exceedingly fine fast sailing ship, at 11 p.m., the breeze having freshened, had gained three or four miles upon the 'Cæsar,' and was out of sight of the rest of the squadron.

At 11.20 p.m., Capt. Keats observed a Spanish three-decker, which

was the 'Real Carlos,' about one point before the port beam, and also another three-decker, the 'Hermenegildo,' and a two-decker, the 'Saint Antoine,' nearly abreast of the 'Real Carlos,' on the port beam of the three-decker. The 'Superb' immediately shortened sail, and luffing up, ranged close alongside the 'Real Carlos,' into which she commenced firing her port guns. At the third broadside, the three-decker's fore-topmast was shot away, and the ship was observed to be on fire. Capt. Keats then ordered the firing to cease, and suffered the Spanish ship, by this time in evident confusion, and firing her guns in all directions, to make sail before the wind. The destruction of this ship being inevitable, the 'Superb' proceeded in chase of the 'Saint Antoine,' which, at a little before midnight she closed with, and spiritedly engaged.

After an action of about thirty minutes' duration, in the course of which both ships hauled to the wind, the 'Saint Antoine' ceased firing, and hailed to say she had surrendered. At a little past midnight, the 'Hermenegildo' having also bore up, taking the 'Real Carlos' for an enemy, fired into her, although the latter was in flames fore and aft, and the two ships getting foul, the 'Hermenegildo' also took fire, and both in a short time blew up with all on board. Out of near 2000 men, 2 officers and 36 men were saved in a boat which came alongside the 'Superb,' and a few others reached ships of their own squadron, but the remainder perished.

Just as the 'Saint Antoine' had struck to the 'Superb,' the 'Cæsar' and 'Venerable' arrived up, and, as the broad pendant of the French ship still remained at the mast-head, the halyards being shot away, the two ships fired into her, but finding she had already struck, they made sail ahead. The 'Superb,' with the 'Calpé,' remained to remove the prisoners and secure the prize; while the 'Cæsar' and 'Spencer' made sail after the 'Formidable,' then at some distance to the westward, standing towards the shoals of Conil. After a smart chase they overhauled the 'Formidable;' the 'Thames' hauled under her stern and raked her, receiving in return an ineffectual fire from the stern-chasers of the former. The 'Venerable' and 'Formidable' engaged within hail, but at 6.45 the mainmast of the 'Venerable' went by the board, and she dropped astern; shortly after she struck on a reef of rocks off San Pedro, about twelve miles from Cadiz. At 8 o'clock the 'Audacious' and 'Superb' appearing, caused the enemy to cease firing, and hasten into Cadiz.

The 'Venerable' and 'Superb' were, as we have seen, the only two

British ships, except the 'Thames' frigate, which were engaged. The former had her Master, Mr. John Williams, fifteen seamen, and two marines, killed; and Lieut. Thomas Church, Mr. John Snell (the boatswain), Messrs. George Massey and Charles Pardoe (midshipmen), seventy-three seamen and ten marines wounded. On board the 'Superb,' Lieut. Edmund Waller lost a leg, and fourteen seamen and marines were badly wounded. At 2 p.m., the 'Venerable,' by the assistance of the boats of the squadron, was hove off, and the 'Thames' took her in tow. She eventually got safe into Gibraltar, and in a few days was again equipped and ready for sea. The captains, officers, and crews of the squadron received the thanks of Parliament. Sir James De Saumarez was created a Knight of the Bath, and had a pension of £1,200 per annum conferred upon him; and the first lieutenants of the 'Cæsar,' Philip Dumaresq; Samuel Jackson, of the 'Superb;' and James Lillicrap, of the 'Venerable,' were promoted to the rank of commander. The 'Saint Antoine' was an old ship, and although added to the list of the British navy, never quitted Portsmouth after her arrival.

One would naturally expect, writes Mr. Allen, in his "Battles of the British Navy," that the meritorious conduct of Capt. Keats gained for him some especial mark of favour, or that he was, at least, particularly mentioned in the public letter of Sir James De Saumarez. But no reward was conferred, and no mention at all commensurate was made of services so eminent; indeed, the casual reader of the Admiral's dispatch might be led to consider that the destruction of the Spanish three-deckers was achieved by the 'Cæsar.' Future generations, however, will determine upon whom the real merit should have rested, and the name of Capt. Keats will, as in justice it should do, bear the most conspicuous place in reference to the (so called) Battle of Algeiras.

Capt. Keats, still in the 'Superb,'—after sharing the cruizes of Nelson,*

* Nelson thus writes of him to the Duke of Clarence, "I think Capt. Keats a most valuable officer, and does honour to your friendship. Every day increases my esteem for him, both as an officer and as a man. I hope now to be allowed to call him my friend. He is very much recovered and cheerful; he is a treasure to the service." And, through the kindness of Col. John Keats, we have been permitted to extract from the original autograph letter of Lord Nelson, written from Merton, within two months of his death, showing his Lordship's further opinion of him. He wrote:—"My dear Keats,—Many

thanks for your kind letter. Nothing I do assure you could give me more pleasure than to have you at all times near me, for, without a compliment, I believe your head is as judicious as your heart is brave, and neither I believe can be exceeded. . . . Perhaps you may pass by Merton in your way to London, or if you come by Epsom it is the nearest road to pass my door. Ever your most faithful and obliged friend,
NELSON & BRONTE."

The Star of the Knight of the Bath, worn by Lord Nelson at the time that he fell on board the 'Victory,' at Trafalgar, was presented after his

off Toulon, during which time he never slept out of his ship but one night for a period of four and-a-half years,—performed several diplomatic services at Algiers, where he obtained satisfaction from the Dey for insults he had offered to the British Consul and Maltese subjects; his ship then formed part of the squadron which accompanied Nelson to the West Indies in 1805, in pursuit of the combined fleets of France and Spain; and returning to Spithead, was ordered to refit with all possible haste, and rejoin Nelson as soon as her repairs were effected. Every effort was made to do this, but still it was late in the year before it could be done, so that the Rochefort squadron, the constant torment of our ministers, contrived to get to sea again, and with its usual luck, seemed to set at defiance the diligence of its pursuers. The 'Superb' at last left Portsmouth, and on her way down Channel called at Plymouth, where the 'Royal George' had been getting ready to receive the flag of Vice-Admiral Sir John Duckworth, who was to join Lord Nelson, off Cadiz, but that ship not being in readiness, Capt. Keats had orders to receive the Vice-Admiral's flag, and proceed with him to his destination. Under these circumstances, the 'Superb' sailed alone from Plymouth Sound on the 2nd of November, four days before the news of the Battle of Trafalgar had arrived in London.

Notwithstanding the great victory of the British fleet at Trafalgar had proved so disastrous to France, as for a time it destroyed her maritime power, such was the desire of Napoleon to obtain the supreme power at sea, that he resolved to make one desperate effort to regain his former position, and for this purpose he determined to risk the few remaining ships still left to him.

On the 15th November, the 'Superb' arrived off Cadiz. Lord Collingwood was then refitting his ships at Gibraltar, and Sir John Duckworth took upon him the command of the few ships which he found off Cadiz, and continued to cruize there until the 1st of December, when the 'Lark' sloop brought him news that the Rochefort squadron had fallen in with and dispersed a small convoy off the Salvages, a cluster of rocks between Madeira and Teneriffe.

death to Sir Richard Keats, with an inscription at the back, and which Star is now in possession of the latter's family. When the Duke of Clarence was created Lord High Admiral, a limited number of Medals were struck on the occasion, one of which was presented to Sir Richard with

an appropriate letter from the Duke, highly honourable to the Royal donor, as it was gratifying to the recipient. This Medal and letter is in the possession of his great-nephew Sir George Stuckley, Bart., M.P. for Barnstaple.

The Vice-Admiral, taking with him the 'Superb,' Capt. Keats, as his flag-ship; 'Canopus,' 80, Rear-Admiral Thomas Louis, Capt. F. W. Austen; 'Spencer,' 74, Hon. Robt. Stopford; 'Donegal,' 74, Pulteney Malcolm; 'Powerful,' 74, R. Plampin; and 'Agamemnon,' 64 guns, Sir Edward Berry; 'Acasta,' R. D. Dunn, and 'Amethyst' frigates, quitted the coast of Spain, and ran for Madeira; communicated with that island on the 5th; with Teneriffe on the 15th; made the Cape de Verdes, and continued till the 25th in those latitudes, looking for the enemy; when, at daybreak, in latitude $30^{\circ} 45'$ N., and longitude $19^{\circ} 48'$ W., six sail of the line and two frigates, under Rear-Admiral Willaumez, were seen in the E.S.E., directly to windward, and on the port tack, the tops of their hulls just seen on the horizon from the decks of our ships. The signal for a general chase was immediately made, but the enemy had the advantage of the breeze, and increased their distance, while our squadron was nearly becalmed. The chase continued with unremitting perseverance till 1.20 p.m. on the 26th, the British squadron losing and gaining sight of them occasionally, and the 'Superb' still keeping the lead. The enemy now attempted a *ruse de guerre*. During the night, when their ships of the line were out of sight from ours, they sent a frigate to leeward, to make signals in an opposite direction to that in which they were running, but Sir John Duckworth and his Captain (Keats), knowing how to reason on such conduct, continued the chase, and gained rapidly on them.

Unfortunately none of the British ships sailed so well as the 'Superb,' which had got within five miles of the enemy, when the 'Spencer' and 'Amethyst' were as many astern of her, the 'Agamemnon' nearly hull down, and only one other ship in sight from the mast-head. Under these circumstances the Admiral felt it his duty to give up the chase, and to collect his squadron, which he fortunately effected about 5 o'clock.

Sir J. Duckworth, after remaining a short time in the situation where the enemy was first discovered, made sail for Barbadoes, where he was joined by Rear-Admiral Hon. A. T. Cochrane in the 'Northumberland,' 74, and 'Atlas,' 74, Capt. Samuel Pym, and learnt from Capt. Cochrane, of the 'Kingfisher' sloop, that a French squadron had been seen steering for San Domingo. Sir J. Duckworth sailed immediately for the island, and at daybreak on the 6th of February, the British squadron gained a sight of the enemy at anchor, consisting of the 'Impérial,' with the flag of Vice-Admiral Leisseignes, 120 guns, three of 74 guns, two frigates,

and a corvette, who, on observing the force that was approaching, slipped their cables, and formed a line of battle to the westward.

The action was begun by the 'Superb,' at the head of the weather division, closing on the weather bow of the 'Alexandre,' then leading the French line before the wind, and engaging her till the French ship sheered off; and the Vice-Admiral, closely supported by Rear-Admiral Cochrane, and the Captains Stopford and Sir Edward Berry, who with their respective ships composed the weather line, boldly laid the 'Superb' alongside the 'Impérial.' Rear-Admiral Louis, in the 'Canopus,' with the 'Donegal' and 'Atlas,' seconded this spirited attack; and soon after 10 o'clock the action became general. Capt. Malcolm, after giving his passing broadsides to two of the French ships, ran on board of the 'Jupiter,' receiving her bowsprit over the 'Donegal's' port quarter, where she was immediately secured. For two hours the battle raged with great fury. The English fought with skill, the effect of long practice, united to their usual valour; the French had valour, but not equal seamanship. The fire from the French first-rate was well kept up; the main and mizen-masts of the 'Northumberland' were shot away as she lay alongside the 'Impérial;' but the 'Superb,' 'Canopus,' 'Atlas,' and 'Agamemnon,' were still engaged with that ship and the 'Diomède.' At noon, the action, which was one of the most splendid for the numbers engaged, in less than two hours had entirely terminated, with the loss or capture of all the enemy's ships of the line, their frigates only escaping.

The 'Impérial' was, without doubt, the largest and finest ship in the world; she is said to have measured 3000 tons. Her crew amounted to 1200 men, of whom 500 were killed or wounded, and the loss of the French on this occasion was very little short of 1500 men, whilst that of the British amounted to 74 killed, and 246 wounded.

The Vice-Admiral paid very just compliments to the Rear-Admirals, Cochrane, (who was invested with the Order of the Bath,) and Louis, (who was created a Baronet,) and to all the Captains of his squadron, particularly to Capt. Keats, who was presented by the Patriotic Fund with a sword valued at 100 guineas, and whose ship, the 'Superb,' bore the flag on that day. Numerous other promotions took place, and the thanks of both Houses of Parliament were voted on the occasion.

As soon as the prisoners and the wounded men could be removed from the 'Impérial' and the 'Diomède,' the ships were set on fire by Capt.

Dunn, and burnt. This service was the more difficult to perform in the midst of a high surf, in which the boats were exposed to imminent danger of being upset. The imputation cast by Sir John Duckworth on Capt. Henry, of the 'Diomède,' for having run his ship on shore after he had surrendered, appeared to have been founded in error, and was honourably and satisfactorily explained by the Vice-Admiral in a subsequent letter, dated Port Royal, February 16th. It appeared that when Capt. Henry presented his sword to Capt. Keats, the latter officer, on account of the reports of Sir Edward Berry and Capt. Dunn, indignantly refused it. This excited the keenest sensation in the breast of Capt. Henry, who demanded an explanation from the Commander-in-Chief. Upon referring to his officers and ship's company, and from other concurring testimony, it was proved that the ensign was shot away, and that the pendant was flying until the mainmast fell, and, consequently, that Capt. Henry had defended his ship as became a man of honour, and did not surrender until she was on shore.

After the action Rear-Admiral Cochrane, with the 'Northumberland' and 'Agamemnon,' returned to Barbadoes. The Admiral, Sir John Duckworth, then sent the rest of the squadron and the prizes to Jamaica, and soon after followed them in the 'Superb.' The prizes, being in some degree repaired, were sent to England under the charge of Rear-Admiral Sir Thomas Louis, in the 'Canopus,' with the 'Spencer' and 'Donegal.' The 'Brave' foundered on her passage home, but the crew were saved.

Sir John Duckworth still continued his flag on board the 'Superb,' and, having completed her repairs at Port Royal, he took the 'Acasta' with him, and proceeded to the coast of Spain, which he had quitted on the 1st of December, and to which he returned triumphant, joining Lord Collingwood, off Cadiz, on the 29th of April, after an absence of five months, during which he had certainly made the best use of his time. Lord Collingwood, who took no rest himself, but was always mindful of the repose of others, ordered Duckworth to England. He arrived in Cawsand Bay, Plymouth, on the 13th of May, 1806, when the 'Superb' again became a private ship, and her indefatigable Captain, (Keats) joined the Channel fleet off Ushant, under the command of the Earl of St. Vincent. The battle of St. Domingo rewarded Sir Thomas Louis, and the Captains Keats, Malcolm and Stopford, for their disappointment at Trafalgar.

Keats, having hoisted a Commodore's pendant, and having under his orders a flying squadron of five sail of the line, fell in with, on the 27th

July, in the Bay of Biscay, a squadron of four French frigates, which he chased, and one of them, the 'Rhin,' of 40 guns, surrendered to the 'Mars,' 74, Capt. R. D. Oliver; two others succeeded in reaching Bordeaux, and the fourth escaped by entering Rochefort.

In August, 1807, we find him with his broad pendant in the 'Ganges,' 74, forming part of twenty-five sail of the line, with forty frigates, sloops, bombs, &c., which sailed from Yarmouth Roads, under the command-in-chief of Admiral James Gambier, in the expedition against Copenhagen, where, with an army numbering 27,000, under General Lord Cathcart, the place surrendered after three days' bombardment, and the whole Danish fleet, consisting of seventeen line of battle ships, and numerous frigates and smaller vessels, were captured.

In October of the same year he became a Rear-Admiral, and after a short leave of absence to recruit his health, he hoisted his flag in April, 1808, in the 'Mars,' and received on board Lieut.-General Sir John Moore, having under him a fleet of transports containing 5000 troops, with which he proceeded to Gottenberg, to be under the orders of Sir James De Saumarez in the Baltic; and in August, 1808, having shifted his flag to his old ship, the 'Superb,' he was the instrument of emancipating from French thralldom 12,000 Spanish troops stationed in the Danish provinces, under the Marquis de la Romana. This force was marched to the shores of the Baltic, as was alleged, for the invasion of Sweden, in conjunction with a Danish army. Whilst Sir James De Saumarez cautiously managed the Swedes and Russians, Sir R. Keats, in the Great Belt, took upon him to assist the Spaniards in regaining their liberty from the Danes, and succeeded in bringing out from the harbour of Nybourg, in Jutland, fifty-seven sail of sloops and doggers, which he immediately equipped, and embarked the Spanish army in safety. The Spanish Government was pleased to commemorate the patriotism and fidelity of that portion of their army by a medal which was struck on the occasion, and the inscription on which, "*Mi patria es mi norte*," forms the motto of the Rear-Admiral's arms.

"The nobleness of the British character," says Brenton, "was never, perhaps, more honorably displayed than in all the circumstances of this remarkable transaction. After rescuing an army from their oppressor, the Admiral declined taking away the prizes which his valour had won; and, though at war with Denmark, generously restored the whole of the vessels as soon as the service was performed for which they had been taken."

For his able management of this service he was created a K.B. The 'Superb' having been frozen up, Sir Richard passed the winter in the Baltic, where he afterwards held the chief command. He served in 1809 under Sir Richard Strachan, during the operations against Walcheren, so disastrous to our troops from the climate, when Flushing capitulated to our arms; and in the November of that year the 'Superb,' in which ship Sir Richard had served nearly nine years as Captain, Commodore, and Rear-Admiral, was put out of commission, and some relaxation from such constant service being necessary for his health, he obtained a short leave of absence. In the summer of 1810, though still in weak health, he again hoisted his flag in the 'Implacable,' Capt. George Cockburn, having under him a squadron of eight line of battle ships, bombs, and other vessels, which were employed at the defence of Cadiz, and in various operations on the Spanish coasts; but his health not improving, he accepted the post of second in command in 1811 of the fleet in the Mediterranean, under his friend, Sir Edward Pellew, but was compelled from ill health to return to England in the 'Centaur,' in September, 1812; and enjoyed, from 1813 to 1816, the government and command at Newfoundland.

Sir Richard Keats, who had been appointed to a Colonelcy in the Royal Marines in November, 1805, and promoted to the rank of Vice-Admiral in 1810, was nominated Major-General of Marines in 1818, and made a full Admiral in 1825. We believe that he refused a baronetcy.

He was married in 1820 to the eldest daughter of the late Francis Hurt, Esq., of Alderwasley, in Derbyshire. Upon a reference to "Gilbert's Cornwall," we find the family of Keats was originally seated in the counties of Berkshire and Gloucestershire. William Keats, of Hagborne, in Berkshire, an ancestor of the Admiral, is said to have fled thence into Cornwall, in the reign of Queen Mary, to avoid the persecutions of that furious and infatuated monarch. Ralph Keats, grandson of William, was buried in St. Ervan Church, near Padstow, in 1636, from which we may suppose that the family settled in that parish. Their principal residence, however, was at Bosworgy, in St. Columb Major. Here the family intermarried with those of Beer, Avery, and, among others, with the daughter and sole heiress of William 'Hooe, of Hooe, Hertfordshire, Esq. The issue of the latter marriage was Jonathan, created a baronet by Charles the Second, on whom Ralph Keats of Bosworgy (who died without issue) settled all his property, and on his decease the family in Cornwall became extinct.

From 1821 to the period of his death, which took place 5th April, 1834, Sir Richard held the Governorship of Greenwich Hospital.

Such have been the important services rendered to the country by Sir Richard Keats, and it has been well observed of him that one of the peculiar qualities he possessed was modesty. By this, however, must be understood that degree of reservedness which prevented him from boasting of that conduct which had gained him so much reputation. Though firm and decided, he was yet mild and placid. As an officer he was a high disciplinarian, without being cruel or arbitrary, solid in judgment, quick in perception, and dignified in deportment; he was both generous and just, and, in public as well as private life, was held in high estimation for his many great and noble qualities.

To Sir Richard's nephew, Admiral William Keats—who entered the navy in 1805, and took part, in the 'Superb,' in most of the actions in which his uncle was engaged since that period—we are indebted for many incidents in this little sketch of one so deserving of the admiration of his country, and in the study of whose character we were forcibly reminded of some lines in Longfellow's "Psalm of Life."

"In the world's broad field of battle,
In the bivouac of life,
Be not like dumb, driven cattle!
Be a hero in the strife!

"Lives of great men all remind us
We can make our lives sublime,
And, departing, leave behind us
Footprints on the sands of time;

"Footprints, that perhaps another,
Sailing o'er life's solemn main,
A forlorn and shipwrecked brother,
Seeing, shall take heart again.

"Let us, then, be up and doing,
With a heart for any fate;
Still achieving, still pursuing,
Learn to labour and to wait."

THE WRECK CHART AND UNSEAWORTHY VESSELS.

THE returns of the Wreck Register for 1866 disclose a condition of things that ought no longer to be endured by a maritime nation. Statistics are at best but dull reading, and no wonder that they should be so frequently slurred over by general readers; that what might shock our susceptibilities once in a way should cease to jar on the most delicately organized, when at stated periods the list is unrolled before us. Just as with perfect equanimity we read of the most horrible catastrophes which happen beyond the limits of our own district, or without our own immediate circle; so the deplorable results of man's improvidence become in time too commonplace to affect our righteous indignation.

The chart to which we now draw attention reveals a want which nothing but speedy legislative action can remedy, and nothing short of immediate reform can stop the serious drain on our national resources. Is it a small thing that when England finds her sinewy strength taxed to the uttermost; that when foreign rivalry, and home political combination demand her most strenuous efforts to fill up the breach made in professional ranks throughout the empire; that the lives of her seamen—on whom she must ever depend for the continuance of her power—should be actually and heedlessly cast away on our shores? Were it not for the heroic daring of our life-boat-men, it might be really difficult to exaggerate our annual losses; as it is, the Register exhibits an appalling picture; yea, and the mischief continues to increase. Let any one examine the Board of Trade Returns of the increase of shipping for the last ten years, then refer to the above records for the same periods, and we venture to affirm that he will be perfectly startled at the conclusion necessarily deduced therefrom. Nor do we need the noble philanthropic exertions of a Howard to sift the dust-heap; a thorough riddling in Westminster-yard would soon remove the nuisance of which we complain. But over and over again it has been said, that Government interference would only add to the existing evil; that shipowners, like other tradesfolk, will assuredly consult their own interests by endeavouring to prevent the disastrous results we deplore; that sailors are really such careless beings it is impossible to protect them, and that trade must not be unduly fettered. Threading this argument there would seem to be such a vein of common sense, that unbiassed earnest men, though completely conversant with the subject, find it difficult to stem a tide which runs contrary to their belief. As for shipowners' interests, we are told that it "pays best" to employ unseaworthy craft in the coasting trade; and it is a question whether insurance offices do not hold out "metal more attractive" than what their interests, and which we will term ordinary precautions, would insure to them. Certain it is that vessels so employed are as a rule unseaworthy, and that the exception is a downright honest craft. Then, as regards the carelessness of sailors, what choice have they under these circumstances? Undoubtedly they are careless; so have they ever been; so, we had nearly said, we hope they will continue to be; for it were ill both for the man and the State when a sailor shall be very nice respecting dangers inseparable from his profession. But might not the same argument be advanced respecting legislative action in other callings? Are not miners, for example, equally careless beings, and has the Government refused to legislate for reckless miners delving in the bowels of the earth; has it been thought wiser that fool-hardy workmen should continue groping about in dark underground passages, although the light of Davy's genius has illumined the mine?

What we assert is, that unseaworthy craft are daily permitted to weigh anchor from British ports; that they are generally under-manned, infamously

equipped, and that consequently the vessels are stranded and their crews lost on our coasts. Sailors must work; they have small choice of a ship; often they are smuggled on board, and the skipper has gained an offing ere the drugged seaman awakes to a consciousness of the "situation." On the other hand, we must consult human nature, and who does not know that familiarity with danger breeds a contempt for it? Glistening in sunlight the peaceful bosom of the bay reflects a communicable confidence which allays whatever doubts may arise in the sailor's breast; true, the old craft is unmistakably leaky, aloft things are not as they should be; but the weather is fine, the voyage is short, and anyway she will hug the land pretty close. And so yon scarfed barque sails easily from the haven in which she ought to have been condemned; when encountering the first adverse gale, floundering in the surging billows, she plunges headlong to destruction; the floods clap their hands as she goes down in the ocean. Her crew may, or may not, be "picked up" floating on drifting spars, and her owner is comforted by an embroidered cheque from the insurance company.

Because by degrees, and as it were imperceptibly, our losses are sustained which go to brim the measure of each year, we scarcely heed the tale that is told. But let a first-class or A 1 passenger ship be bodily engulfed by the insatiable waters, and how awed and hushed to momentary grief are indignant readers of the "dreadful disaster at sea!" Strange inconsistency! the cistern will not fail to be emptied though the leak might be stopped by a pin's head; but unless it bursts, flooding our dwellings, we trust some accidental circumstance may choke the leakage. It has been authoritatively stated that "our annual Wreck Register includes at least as large a number of *avoidable* casualties as are presented by the returns of accidents by land." Here, then, we have surely a case for immediate Parliamentary interference. The casualties for 1866* comprehend, lost or damaged, 2,289 ships, chiefly on the east coast; including, collisions 422; 562 total wrecks from various causes; and 876 partial losses. Of sailors and passengers, from 200 vessels a return is made of 896 lives lost from shipwreck; and for the last seven years the greatest loss of life occurred in the Irish sea. How large the sum total of lives annually lost would be were it not for our life-boat men who shall say! Unavoidable accidents entail losses at sea, which in common with those on land we can only lament; but when the fact is indisputable that a certain (and by no means small) proportion may be attributed to unseaworthiness of ships and their owners' dishonesty, it becomes a grave and sufficiently important subject for the consideration of Government. Can any one scan the political horizon without misgivings?

* The average number of shipwrecks on our coasts during the past ten years has been 1,466. The number of vessels entering inwards and clearing outwards from all our ports in 1866, was 409,255. 1,600 lives were saved during the last

eighteen months by the boats of the National Life-boat Institution, independent of those saved by the rocket-apparatus and other means worked by the Coast Guard.—*Editor The S.M.*

Can any one fail to detect the vanward clouds of revolution labouring up? What though Britannia rides moored in comparative safety from continental ebullitions, shall it be said that the lives of her sailors are not of incomparable value to the State? Never more so. The fact is we cannot afford, not to speak of the sacredness of human life, that our Naval vigour should be dribbled away by "avoidable casualties."

We touch not now social or political chords which vibrate so nervously with every fresh breath of opinion; all that is asked for includes fair and even-handed justice to our seafaring people; that public interests should rise paramount to mercenary and private ones; that unseaworthy craft of every class should be refused port clearances; and that it should be as contrary to the law to endanger human life on board rotten ships as it is on defective railways. For it cannot be too often insisted that the very serious loss alluded to must be placed principally to the account of the coasting trade; the result of permitting schooners, brigs, colliers, and other coasting craft to encounter weather with which it is impossible such crazy vessels should successfully contend. Hence, numbers of fine able-bodied sailors are annually committed to a watery grave; of those who escape, be it remembered, the per centage ever afterwards crippled is something very considerable. It remains for members of Parliament to say how long such a disgraceful state of things shall continue. Shipowners, even if it were their interest to send sound-bottomed craft to sea, have shown their inability to grapple with the evil. In spite of much plausible opposition, the Government have amended some matters, highly dangerous it was thought to meddle with, in the army; and social considerations in the army are not one whit more deserving their notice than is the efficiency of our mercantile marine. Prejudices which would have prevented the equipment of training ships have been swept away by the indispensableness of filling vacancies in the navy, and which tend undeniably to diminish the ranks of crime so formidable in our crowded cities. There are two questions yet remaining which should be included in the amended Act—the condition of our fisheries; and the condition of our coasting trade, both of which, it must be admitted, represent subjects worthy the early attention of independent members, to whose patriotism we make one more earnest appeal.—*Naval and Military Gazette.*

CYCLONES, HURRICANES, AND STORMS.

THE impression commonly produced by the story of such a tempest as that which swept over the West India Islands on the 29th of October is either that the disaster was exaggerated, or else that its consequences might have been avoided. The inhabitants of temperate latitudes cannot thoroughly realize the fact that almost in an instant a storm may burst and sweep huge ships before

it like dry chips of wood, rend houses to pieces as if they were children's toys, and set the utmost strength or skill of man at defiance. Where these tremendous forces of nature are rarely or never seen in exercise, the business of life seems to be firmly established almost as a law of creation, and no more liable to disturbance than other organic laws. Hence it is that the accounts which the Royal Mail steamer 'Douro' brought to England will either leave no definite impression on the minds of many readers, or they will be accepted with secret reservations.

The news brought sorrow to many hundreds of English homes; but it was something to be thankful for, that the agonising suspense of the previous few days was to a considerable extent at an end, for, appalling as is the extent of the catastrophe, the telegraphic accounts had materially exaggerated it. Neither at St. Thomas nor Tortola had the loss of life reached the fearful total previously set down, and the rumoured submersion of the latter, when "all living things perished," proved to be a gross and cruel perversion of the truth. Nevertheless, with all deductions made, the cyclone of October 29 remains unparalleled in modern experience for the suddenness and the width of area over which its destructive forces swept with such deadly vehemence. At St. Thomas, we are told, the morning of the 29th opened with a fresh wind, and the glass fell rapidly. By eleven o'clock it blew a hurricane, but at half-past twelve it ceased, and the weather was tolerably calm. This, however, was but the lull which preceded the storm, for at about two o'clock the sky became black as night, and a fearful rush of wind swept sea and land, driving the ships from their anchorage on to the shores and the reefs, and heaping up the city with the ruins of warehouses, churches, and dwellings. It was the work of a couple of hours at most, but it was terribly complete. The whole of the shipping in the harbour of St. Thomas was blown adrift, "the force of the wind breaking the cables and warps as though they were pieces of thread." Eighty vessels were sunk or blown ashore. Of the splendid vessels owned by the Royal Mail Company, the 'Rhone' and the 'Wye' were wrecked while endeavouring to get out to sea. The 'Rhone' was hurled on to a reef and broken in half as one would break a walking-stick, only 22 of her crew being saved out of 135. The 'Wye' was blown "right round" as if she were in the centre of a vortex, and was finally driven on to the rocks off Buck Island, all her crew of 80 being drowned, with the exception of five. The 'Conway' was driven ashore at Tortola, but has since been recovered. The 'Derwent' was torn from her moorings in St. Thomas's harbour, and blown on the beach high and dry. The 'Tyne' and 'Solent' were fortunate enough to be able to ride out the gale at anchor. A Spanish war steamer had 15 of her crew blown off her decks. The terrible fate of Capt. Woolley, the commander of the 'Rhone,' a gentleman esteemed by every one that knew him both for his kind, sterling character and for his great skill and experience as a commander, is severely

felt among his numerous friends. Every act of his was guided by a sense of duty and a keen appreciation of the heavy responsibilities of his position, and by his untimely death the Royal Mail Company have lost the services of a valuable officer, and deep sorrow is brought upon an aged and fond parent.

About this very time three years ago we gave an account of a storm at Calcutta, which was attended with great loss and fearful mortality. At that period the gale was expected in India, and it appears certain that careful calculation and minute meteorological observations in various parts of the world would forewarn us of the approach of an unusual convulsion of this kind. One thing we know already—that it is at the change of the monsoon such visitations are most common. In the instance of the storm at Calcutta the excessive fall of the barometer clearly denoted its approach twelve hours before it arrived; but Eastern apathy prevailed over the dread of danger, and nothing was done to guard against the calamity. One disastrous feature of the West India hurricane was that it burst, as we are told, “without any premonitory warning, excepting that a short time before the blast the glass fell rapidly.” But another correspondent informs us that on the morning of the 29th the weather was “very threatening,” and what that betokens in the West Indies past experience might have told the masters of shipping and the inhabitants of the islands. By 11 o'clock the barometer had fallen to 27.95; the lowest reading at Calcutta during the fearful rotatory storm of October, 1864, was 28.70, but nearer the centre of the cyclone it fell to 27. The hurricane appears to have been divided, as it were, into two parts, and, as usual when this happens, the second storm produced the greatest wreck and disaster, for the first had weakened everything, and left vessels and habitations alike an easy prey to the irresistible power of the winds. To add to the horror of the scene at St. Thomas, three shocks of earthquake occurred during the height of the storm. It would have been little wonder if these appalling events had paralyzed the energies of every one who had the misfortune to witness them. Some of those who had been placed in great peril did not recover from the shock for hours afterwards. An officer of the ‘Douro’ tells us that the seamen rescued from the ‘Rhone’ “sadly paced the deck, walking like men in a dream.” The recurrence of the hurricane, combined with some other circumstances, leads us to the belief that the storm was a true cyclone, accompanied with the sudden lull which invariably accompanies the passage of the axis of the storm. It is observable, though as a mere coincidence, that the hurricane took the same course as that which visited Calcutta, beginning in the north-west and gradually shifting to the south-east. Acting-Consul Lamb, at St. Thomas, in his letter, states that the hurricane “commenced at noon with the wind from north-west,” that it lulled about half-past 1, and “by 2 o'clock shifted to the south-east.” At 4 in the afternoon “the fury of the elements subsided almost as suddenly as it had commenced.” The officer of the ‘Douro’ confirms the belief that the storm was

a cyclone in the following statement :—"During the lull . . . the 'Rhone' put out. She had safely passed through a rocky channel leading to the open sea, but one more point to round and she was safe; when in a moment from the S.E.—whereas previously it had blown from the N.W.—the *cyclone* came down upon her with even more dreadful energy than ever." St. Thomas suffered fearfully from a precisely similar storm in August, 1837, when the same sudden change in the direction of the gale was noticed, and a great destruction of property ensued.

If we compare the details of the storm at St. Thomas, we gain some slight idea of the overwhelming force which is suddenly called into action. Most of the vessels in the harbour appear to have broken away from their moorings, just as the ships in the Hooghly did on the similar event to which we have referred. Then, as many will remember, more than 300 vessels were dismasted, and about 40 absolutely wrecked. The steamer 'Bengal,' indeed, was hurled, by the combined power of the wind and the storm wave, into a rice field. The strand in front of Fort William was strewn with wreck, and the whole city looked as if it had undergone a bombardment. At St. Thomas the scene was renewed. The light-house was swept away; the wharves along the line of shore disappeared. The streets were blocked up with the ruins of fallen houses; and, still more extraordinary, but perfectly credible, circumstances are related. Houses were lifted bodily from their foundations, "and dropped down into some of the lanes running seaward out of the main street." The dining-room of the house belonging to the Royal Mail Company's superintendent was carried away from the upper story of a house and deposited in a neighbouring garden, where it was discovered with the furniture, the lamps, and decanters uninjured. Blocks of stone were thrown about like straws, and the sides of houses were torn down. In the tropics windows are invariably fitted with strong iron or wooden bars, to enable them to resist the pressure of the wind. It is not uncommon to find these bend or break even in a less violent storm than that which occurred on the 29th of last month, and at such a time they could not stand half-an-hour. "In one lane," we read, "were to be seen, among tons of broken wood, an anchor, several cartwheels, a pianoforte, and slabs of marble, which, when the storm was at its height, had been seen whirling round in the air like sheets of paper." While the storm was raging the darkness appears to have been very great, and the streets were so filled with driving rain and spray that it was impossible to distinguish objects at a greater distance than twenty yards. The terrible roaring of the wind probably unnerved the people more even than the visible signs of the mischief it wrought. The white inhabitants of the island, however, appear to have kept their courage and presence of mind, but we gather that it was not so with the coloured race. "Many of the black population," says the Acting-Consul, "have behaved badly in the past few days; under other circumstances I should have considered

myself warranted in asking the charitable public for assistance in their behalf." They have refused voluntary aid, and in the midst of the general distress have only consented to work upon exorbitant wages. In this particular, again, we nearly repeat the account we published of the Calcutta storm four years ago. On that occasion the English and Americans met as soon as the tumult of the gale had subsided to devise measures for the relief of the poor. Trees filled the tanks from which water could alone be obtained, and the roadways were encumbered with masses of ruined buildings. But no native would move a hand, even to clear away the rubbish around his own home, unless he was well paid. The storm was the harbinger of good fortune to some, and so the negroes of St. Thomas appear to have accepted the hurricane of the 29th. Our sympathies are most demanded by the men engaged in the mercantile marine.

The list of disasters is, in truth, a most melancholy one. Two of the ships managed to ride through the storm by cutting away their masts, and trusting to their anchors and cables. But it must have been more by good fortune than skill that they were saved, for it is expressly stated that the other ships parted their cables or broke away from their moorings. Any seaman who had time to prepare for such a tempest would undoubtedly have run out to sea, and placed no dependence on chains, cables, or anchors. Two vessels escaped by remaining at anchor with their engines working a-head. The larger number were driven ashore in confused heaps, or foundered in the harbour. "Round the island," we read, "to the left of the town looking from the sea, lay in one cluster five large steamers, including the 'Derwent,' belonging to the Royal Mail Company, so crushed together that to distinguish the masts and funnels proper to each was impossible. At a distance of a quarter of a mile lay one funnel thrown across and resting on the deck of a large ship, some feet of whose stern had been cut away sharp and square, showing her decks in section." The Royal Mail Company's loss is estimated at about £240,000 sterling. The island of Tortola has not been submerged; but a large number of houses have been blown down, and that part of the town which lies along the coast suffered terribly. In the two hours during which the cyclone was at its height, two-thirds of the miserable tenements were torn down, churches, chapels, school-houses, the poor-house, the pier, and the governor's residence sharing a common fate, and 100 persons perished.

On the morning after the storm the 'Douro,' at that time 250 miles from St. Thomas, passed near a strong and unlooked-for current running to the southward. The officers noticed that the sea had the appearance which it always wears after a gale, and "from the deep Atlantic blue had changed to a dead black." A wreck was partially descried in the distance, and as the vessel approached the harbour the scene of desolation sufficiently denoted what had occurred. The effects of the hurricane were seen in a more ghastly form than even in the wreck of fine ships—always one of the saddest spectacles. Dead

bodies were constantly being washed on shore. On the second day after the storm 292 corpses had been buried. It is known that over 600 persons lost their lives. This part of the tragedy, however, bears no comparison with that in Lower Bengal in 1864. Then the storm wave, uniting, as it was thought, with the ordinary "bore" of the river Hooghly, swept up the stream, at the height of 30 feet, and carried off from the island of Saugor alone above 30,000 human beings. A few weeks afterwards a similar storm broke over Masulipatam, and was said to have occasioned even greater destruction of life than this; so that in the two storms it was afterwards estimated 90,000 persons had perished.

In the narratives we have thus far received, there are few particulars valuable for scientific purposes. If it were possible to obtain accurate observations of the direction and pressure of the wind during the storm, and the state of the atmosphere for twelve hours before it broke, we might learn something of the signs which presage the coming of cyclones and typhoons. As we have said, all that is really ascertained now is what has been known in tropical countries ever since they were inhabited—that when the monsoon changes, violent storms may be expected. It is certainly possible for science to lead us to some point of greater advantage than this. At St. Thomas no very precise notes appear to have been taken, and it was the same at Calcutta. There the native who had charge of the Observatory became possessed during the gale with the very natural idea that the world was coming to an end, and therefore that it was superfluous to take any more observations. Moreover, the anemometer was broken by the force of the wind, so that the pressure of the storm, when at its height, was never registered. Men who witnessed it concur in stating that it seemed as if nothing in existence, not even the solid earth itself, could stand for many hours before it. It left the country a wilderness for 120 miles. And now it is amid similar ruin and desolation that the inhabitants of some of the West India islands find themselves placed.

Committees for raising a fund for the relief of the sufferers in the West Indies have been formed at Southampton; and at the Mansion House, by the Lord Mayor of London. At the time we write, about £9000 have been raised to meet this dreadful calamity, by which over 600 persons lost their lives, and an immense amount of property destroyed. It is computed that 1000 persons at the port of Southampton and other places in Great Britain (including the widows and orphans of sailors) have been deprived of their means of support. Anything more pitiable than the case of these poor islanders it is hardly possible to conceive. They have been pauperised by the elements; they are flung upon the charity of England by a convulsion of nature. If they are destitute and starving it is by no fault of their own. They could not have foreseen their calamity; and if they could it would have been impossible either to prevent it or mitigate its force. They are suffering under one of God's mysterious dispen-

sations, and it is the bounden duty of all Christian men to succour them in their distress. A case like this never appeals in vain to the charity of Englishmen.

We had but just compiled the above when the news of another calamity reached us, which has made the year 1867 memorable in history for great natural convulsions. It appears that on the night of the 1st November a cyclone raged in Bengal, and extended in a radius of over 150 miles from Calcutta. The rice crops throughout the track visited by the cyclone are greatly injured. In many places it is estimated that not one-fourth will be saved. Many buildings have been destroyed, as also boats on the inland rivers, laden with jute and grain. Large quantities of the growing jute have also been destroyed. Great damage has been done at Port Canning, which was designed to supersede Calcutta as a shipping port. A storm wave, nearly six feet high, carried away a portion of the river bank jetties. The railway is much injured, and the station destroyed. At Calcutta the cyclone lasted nearly eight hours. It is estimated that it has done more damage to the city than the great cyclone of October, 1864. In the city suburbs more than 1000 lives have been lost, and 30,000 native huts destroyed. Tugs and other vessels have been wrecked at Saugor, at the mouth of the Hooghly. Several vessels are missing, and numerous ships disabled; more than 600 native boats were destroyed. H.M. steam transport 'Euphrates' put into Calcutta to refit, greatly injured.

Without the aid of science it might have been imagined that one storm had caused all this devastation in the West and East Indies, and in China. Science ought now to be able to decide whether there can be any truth in such a theory. We trust some capable man will carefully compare all the records of the recent tornadoes, and add the results of his research to the facts already ascertained. What we should gain we know not, but it would be something to learn that there was even a faint possibility of foretelling the approach of storms, before which all human strength is weakness.

The clear, calm days and mild, starry nights of an unusually fine November added by contrast to the effect of the terrific storm which burst upon our coasts on the last evening of the month, and continued to rage with irresistible violence during the first and second days of December. It was on the south-east coast the tempest first broke. On the night of Saturday, 30th November, the gale, accompanied with heavy rain, cast up enormous surges upon the Goodwin Sands. The darkness was almost impenetrable. The South Land Head Lightship fired guns and exhibited rockets, and soon after an answer was received in the temporary flare of burning tar-barrels breaking through the dark over the Goodwins. But the light was scarcely seen before it was extinguished. Immediately afterwards, however, the 'Sabrina' life-boat was launched, and, pushing with difficulty through the surf, sailed to the spot where the signal of distress had been seen. When she reached the sands no trace of a wreck could be found; the darkness was fearful, and the sea broke tremendously over the

sands. Little search, therefore, was possible, and the 'Sabrina,' finding the wind too strong to admit of her returning to Kingsdown, ran for Ramsgate harbour. The life-boat stationed at Walmer Road had also put out, but she met with worse fortune. When abreast of Deal pier a squall struck her, capsized her, and threw all the crew off into the water. The men remained struggling in the waves. For about five minutes the boat was bottom-upwards. She then righted, turned over again, righted once more, and so remained. A number of boats launched to the rescue, and the crew were saved, though in an exhausted condition, and some of them lamed. Meanwhile the brief glare of the flaming tar-barrels had not been false in their warning. At about nine o'clock on the Saturday night the brig 'Lena,' of Liverpool, commanded by Capt. Reid, went on the south-east part of the sands. The crew attempted to burn tar-barrels in the hope of being rescued, but the sea washed terrifically over the vessel, and it was found impossible to keep up the flame. As the waves made a clean breach over her, the captain and crew, nine in number, took to the foremast, but the sea broke even over the top of that. About eleven p.m. she commenced breaking up, and shortly afterwards the foremast went by the board. Five of the men were at once drowned, but four clung to the mast and drifted with it out to sea. For six hours they clung, and they drifted sixteen miles from the place where the wreck occurred. They were cut and bruised; their nails were completely torn off their fingers. Capt. Reid had five ribs broken and his right arm badly injured; but they still held on. At last, on Sunday morning, the 'Texel,' pilot cutter, providentially came upon their track, and, lowering a boat at great risk, succeeded in rescuing them.

The gale is described as the most terrific which has been experienced for a very long period on the north-east coast. Great anxiety prevailed as to the fate of a large American vessel, named the 'Arabia,' bound from Bremen to the Tyne. She was off North Shields the last week in November, and was boarded by a shipping agent and pilot. She was taken in tow by two tugs, but the weather was so severe that the ropes broke, and she drifted away to sea. Nothing has since been heard of her. A Shields steam-tug capsized on the Shields bar, and the whole crew were drowned. The vessel was buried under a tremendous sea. The Life Brigade and the life-boat men were out all Sunday night, but the wind was so strong that the South Shields men had great difficulty in keeping their footing on the pier. From the extreme violence of the gale and the occasional prevalence of fog, several collisions occurred. A light collier brig was run into and sunk by a steamer off Robin Hood's Bay, and it is feared that the crew have perished. The 'Pilot' steamer, from Leith for London, ran into and damaged a brig bound for Scotland, but no life was lost. The 'Pearl,' a new steam-tug, put off in hope of rendering assistance to any vessel which might require it; but she was lost, and her crew of four drowned. At Yarmouth, the highest tide occurred that has been known for many years. The marine drive

and the lower parts of the town were flooded; South town was three feet under water. The 'Rescuer,' life-boat, at Gorleston, with seventeen of the crew of the 'George Kendall,' to which she had gone, was upset. Twenty-five lives were lost, including six belonging to the life-boat; twenty-one fishermen of the port were drowned, and seven vessels missing with crews of thirty-five men, leaving a large amount of widowhood and orphanage. At Lowestoft, the Great Eastern Railway was washed away. The coast at Whitstable presented on Monday morning a most melancholy appearance. The shore was strewn with the wrecks of seven vessels and at least thirty dredgermen's boats. A brig bound for Faversham creek was lost, with three lives.

At St. Ives, Cornwall, the storm was very violent, and a ship went on the bar. The life-boat of the Royal National Institution strove for four hours to save the crew, and the life-boat men were changed four times. At last they succeeded in rescuing two men, but five perished. At Holyhead the storm was more fearful than any which has occurred since the great storm of the 3rd December, 1863, when thirteen vessels were stranded and forty-eight lives lost. About nine o'clock on Sunday night the 'Lydia Williams' hung out signals of distress which were seen from the shore, and loud and heartrending shrieks and cries pierced the intense darkness. The ship, with a crew of thirty men and four passengers, was drifting on the sands and rocks. The life-boat was manned. Capt. Rowland, a veteran hero of seventy-six, who has for a quarter of a century been famous for his gallant exploits in saving life, took the command. Volunteers crowded to take service under him. Amid deafening cheers the boat pushed off into the deep darkness and the tremendous sea. Again and again she penetrated to the vessel, and succeeded in saving the whole of the thirty-four lives. Two French farmers had been on board in charge of forty sheep of the celebrated Rambouillet breed, together with some valuable cattle, one bull valued at £300, which were being sent to the Sandwich Islands as a present from the Emperor Napoleon to Queen Emma. After rescuing the crew of the 'Lydia Williams,' the life-boat put off to save that of the 'Bayadere,' a French ship which was going on the "backing" of the old harbour. Fourteen lives were saved. A third time the services of the indefatigable life-boat were required. The 'Scotland' had drifted on the fatal spot. One boy had died from cold and been washed overboard. Four men who, when the ship struck, clung to the rigging, were saved. Thus did Capt. Rowland and his brave crew save in one night fifty-two lives. The ship 'Guardian Angel' was driven on the rocks at Penmaur and totally wrecked. Seven of the crew lashed themselves to a raft and were washed ashore; one of them was so exhausted that he is not expected to recover.

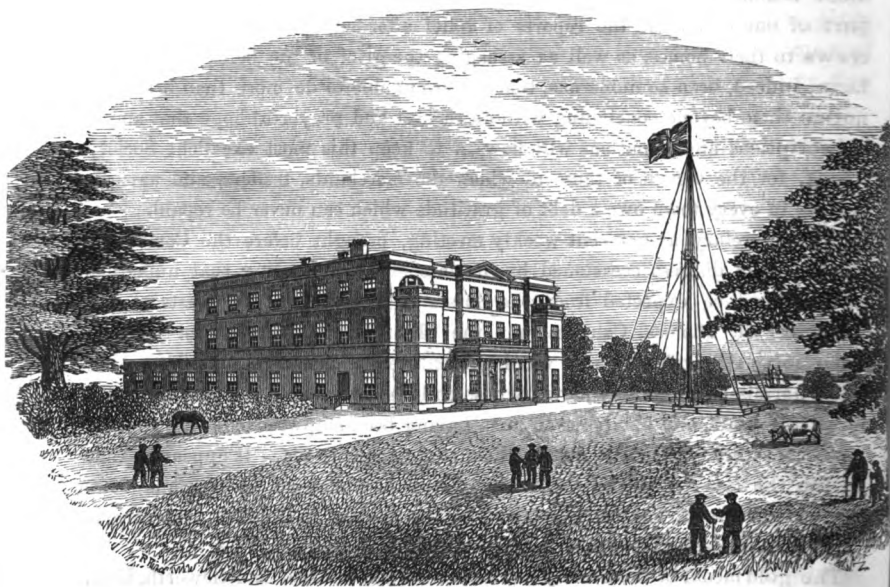
Lamentable as are the disasters connected with these storms, it is impossible not to be impressed with the value of the services rendered by the life-boats in rescuing seamen from a watery grave, as well as by the "SHIPWRECKED

MARINERS' SOCIETY," whose Honorary Agents (now numbering 850) have been most zealous in their exertions to provide for the poor Castaways on every part of our coast, and the reports of relief afforded by them in passing the crews to their homes, as well as assuaging the grief of the bereaved families, have, indeed, been so numerous, that we are unable to do more than briefly to notice them beyond concluding with an earnest and prayerful hope that ample subscriptions and donations will flow in to keep this most excellent Society afloat, for the benefit of those to whom the merchants, traders, and agriculturists in every town owe a debt of gratitude which can never be repaid.

The Secretary, at a recent weekly meeting, brought before the Committee the cases of distress occasioned by the late gales, intimating that numerous others must be expected from the losses at sea, and on the Coasts of the Colonies, St. Thomas, Calcutta, and the China Seas. Thirty-seven widows, with forty-six orphans were voted present relief, amounting to £467 11s., with permission to those widows, whose children are young, to apply annually for a few years, and ninety-seven men, having been shipwrecked, were assisted to restore their clothes, to enable them to go again to sea. It appeared, that within the last five weeks, 245 widows, orphans and aged parents, and 1020 shipwrecked men, had been relieved by the Society in London and various parts of the coast, at a cost of between £2000 and £3000!

The gold medal of the Society had been awarded to Allen Shuttleworth, Esq., of the Indian Navy, for gallant and successful services in saving lives from the wrecks of several vessels outside the harbour of Bombay, and twenty silver medals to his boat's crew and the crews of other boats assisting in the rescue. The Secretary drew the attention of the Committee to the fact that appeals for local cases suffering from shipwreck, or the upsetting of boats, often drew forth the sympathy of the public, whilst the *general* appeal of the Society received no commensurate response, it being precluded from appealing on behalf of any *local disaster*, from the circumstance that the Committee had to do, more or less, with the 5000 wrecks which annually occur, and therefore could not *select* one or more.

The Almighty, in His wise and merciful providence, has enabled us in these days to contend, by the aid of mechanical and meteorological science, with the wildest raging of the elements. It is well to familiarise ourselves with the idea that it is not a matter of indifference in a moral and Christian point of view, but a positive duty, to avail ourselves of all the means which God has put into our hands to overcome disaster. Though Elspeth Bede was wrong in thinking that the words "God helps them that help themselves" constitute a text of Scripture, they are in strictest harmony with the spirit and injunctions of the Bible, and are very clearly discoverable in the unwritten Scripture of conscience and the heart. Working and praying go together in all sound systems of ethics and theology.—*London papers.*



BELVEDERE INSTITUTION.

A HOME FOR DISABLED AND WORN-OUT MERCHANT SEAMEN.

BY THE REV. P. B. POWER.

MANY are the palatial homes which are scattered over the length and breadth of Old England. Famous, however, as England is for the homes of olden time, she promises to have still brighter fame for palace homes which are being reared now upon her soil. These are the homes of the afflicted, the aged, those stricken in body or mind. They are palaces in extent and beauty; they are homes in the home-like comforts they provide, and the home-like care which they afford.

There are many such homes in existence, but England has room for and need of more; and not only so, but she has ample wealth wherewith to erect and endow them, and charity large enough to originate them. Calls come from all sides; and by degrees these calls make themselves heard; and, it may be, at first, with feeble utterance a response is made, but the public voice becomes gradually louder and stronger, until the need is nobly met.

Recently, a new palace home has started into existence, "A Home for Worn-out or Disabled Sailors of the Mercantile Marine;" and we gladly chronicle its birth in these pages, hoping not only to interest our readers in

their leisure hour, but to be the means, perhaps, of stirring up their interest in the poor worn-out old British tar, who has many a leisure hour, which, instead of being spent in misery and neglect, may, through the instrumentality of such an Institution as this, be passed in happiness and peace.

The sailor was not only neglected in former times, but he knew it, and this very knowledge helped to make him reckless. Jack never thought of saying, "Well, if nobody cares for me, I'll take care of myself;" and so he lived on, rich to-day, and beggared to-morrow; toiling months on the waters, to become a fatter victim for the harpies who were ready to devour him when he came ashore; appearing for a few days at intervals, and then disappearing, it may be, for months or years; dying often amongst strangers abroad, and not seldom amongst strangers in workhouses at home. It was not without reason that Colonel Thompson said in the House of Commons, that "there was not so unprotected an animal on the earth, or in the waters under the earth, as a British seaman." About three thousand of them are now believed to be inmates of our various workhouses; and perhaps it is not too much to say that, had the Institution of which we are about to give a sketch been in working order some years ago, many of these poor fellows would now be honoured inmates of its walls, or recipients of its out-pensions, if they have families or friends with whom they can live.

The Belvedere Institution comes of a good stock. It is the offspring of the "Shipwrecked Mariners' Society," and promises to be the worthy child of a worthy parent. A man need not be a sailor to trace how close is the family likeness between the two. The "Shipwrecked Mariners' Society," had itself, thirty years ago, no existence. It is now represented on every part of the coast of the United Kingdom; relieves in the aggregate 11,000 persons annually; and is supported by upwards of 70,000 subscribers, of whom 50,000 are blue-jackets. Finding the Society rapidly increasing in usefulness to the merchant seamen and their families, the Committee of Management obtained an Act of Incorporation in 1850; and, being impressed with the feeling that the Society was left the only representative of the mercantile marine of the empire, in consequence of the entire failure of the Merchant Seamen's Fund, which was ordered to be wound up by Act of the Legislature, the Committee—looking forward to a time when they might be in a position to set on foot a provision, and places of refuge in different parts of the country for worn-out merchant seamen, somewhat similar to Greenwich Hospital—obtained a clause in their Act of Incorporation, authorising them to build asylums for this purpose. In course of time the "Shipwrecked Mariners' Society" found themselves, by God's blessing, in a position to vote £5,000*, to

* The "Shipwrecked Mariners' Society," by virtue of this contribution towards its offspring, is enabled to keep ten of its old members (being eligible) in the building, or to allot them an out-pension.—*Editor The S. M.*

head a subscription for this long desired object. They therefore, in 1857, organised a public meeting at the Mansion House, at which the Lord Mayor took the chair; and, by way of a beginning, determined that an effort should be made to establish an Institution for the reception of 500 persons of all grades of the mercantile marine, and that the wives of a certain number of each grade should be admitted under certain regulations. It was also proposed that a house should be built on or near the banks of the Thames, in the port of London, to be called, with her gracious Majesty's permission, "The Royal Institution for Worn-out and Disabled Merchant Seamen." In order to meet the feelings of all, it was suggested that out-pensions should be provided for those who had a home of their own, and preferred remaining in it.

In sketching out this plan of operations the Committee kept in view a very important point, and one which, we doubt not, will contribute greatly to winning the favour of the public for this Institution. They determined to throw themselves not only upon the general public, but particularly upon the seafaring men themselves. They thought there was nothing like making Jack take himself in tow. It was determined, therefore, that seamen should be invited of their own free will to subscribe towards providing themselves with a pension, and the maintenance of the new Institution; and that their subscriptions should make them eligible for their admission into the building, subject to its rules. All was to be voluntary; and this, of itself, was like asking Jack to sail with both wind and tide. Jack was to enter into a kind of partnership with the public, and to have a share in this big ship, if it could be set afloat. As an idle mind is, according to the old proverb, the devil's workshop, the Institution was made to possess an industrial ward; so that the inmates of their asylum should have suitable occupation, if they felt inclined to work, in making various canvas articles, mats, &c., and those who earned the profits were to have them.

This was the origin of the Institution, and, springing, as it does, from the "Shipwrecked Mariners' Society," it is only one more proof of the multiplying power of good; a fresh lesson to us that, when we start anything good, we do not know how much good we are doing; even as when we start anything bad we do not know how much mischief it will bring about.

It is one thing to design a big ship, another to build her, yet another to be able to launch her, and, if this be accomplished, yet another to sail her; and the proposed Institution remained simply in its embryo state of design, for a considerable time, as the Indian mutiny and a violent commercial crisis blighted its early prospects. The skeleton of the good ship was, however, now upon the slip, and it was only a question of time as to when her sides should be planked in and she should be launched. At length the time came. In April, 1866, another meeting was convened at the Mansion House, at the requisition of upwards of 200 firms and leading gentlemen in the city; and it was deter-

mined to proceed vigorously with the undertaking. £50,000, it was calculated, would be required for the building, and £13,000 per annum for its support. That £50,000 was a formidable sum; and the Institution might still have been on the stocks, had not a happy Providence placed within reach of its friends a building almost exactly suited to them, and in a most suitable locality; it was the right building in the right place.

It was above all things necessary that an Institution of this kind should be on the river. As outward-bound vessels dropped down with the tide, the eye of the sailor would fall upon the flag of the Institution, and he would turn his face to foreign shores with a feeling that, go where he might, there were those who cared for him at home; that, if there were many to fleece the poor tar, there were some also to care for him; that he was worth something, and that he knew people who thought he was worth something; and this would be no small help to keep Jack from throwing himself away. And when the homeward-bound vessels came up with the tide, a sight of the Institution, with the old familiar flag floating in the breeze, would suggest to the mariner that there was a future to be provided for, that he could have a good home in his old days, if he chose now to keep a sharp look-out, and lay by a trifle of the money he would soon receive; in a word, the Institution would, if properly placed, do, by its mere position, a considerable part of its work. Then, who could wish the old sailors, who were inmates of its walls, to be otherwise than surrounded with their old associations? They had been looking on water all their lives, and to put them, in their old age, where they could never see any of the old familiar sights, would be almost like cruelty; so the Thames side was pitched upon as the site of the new Home. And a site was found in the desired locality in a very curious way. A gentleman was going down the South-eastern line to look at a piece of ground which was available for the purpose of an Institution. He met an acquaintance of his, travelling in the same carriage, with whom he entered into conversation, and to whom he told his errand. The latter, who lived at Belvedere, told him that the mansion of the late Sir Culling Eardley, Bart., was in the market, and was, he believed, to be had moderately; would he come up and take a look at it? The gentleman accepted the invitation, and went to see Sir Culling's house. The moment he saw it he pronounced it the very thing. Belvedere House is situated on the summit of a hill overlooking the Thames, three-quarters of an hour by rail from London, and has in it sixty-five rooms, including the attics, with abundant offices. Several of the rooms are thirty feet in length. There are roomy corridors, and altogether, convertible space, without touching main walls, for putting up cabins for at least 160 men; leaving the main entrance floor to be used for dining, reading-rooms, &c. The kitchen and all the other offices are more than equal to the need of 500 men; and, by building wings for dormitories, the full number could ultimately be

accommodated. Twenty-four acres of land were to be had with the mansion, and the whole could be purchased for a trifle over £12,000. There was no need of going farther. The purchase was concluded, and the building, which originally cost some £60,000, was handed over to the representatives of the new Institution. No unnecessary time was lost; and, in January last, twenty single men were elected as inmates, and six married men to out-pensions at their own homes; another election took place in August, making now on the establishment forty inmates and twenty out-pensioners. One enterprising friend of the Institution started the idea that 100 should be elected at once, and a generous public appealed to, to carry them through; but this was rather startling for those who had the affairs of the Institution in hand; and the crew embarked, for the first year's cruise, was the above-mentioned sixty.

We visited the Institution a short time ago, and found matters much in the same state as they generally are on board a ship when she is getting under way. A portion only of the large building is at present fitted up; and the work is to be done gradually, according as funds come in, and inmates are elected. We first turned our steps to what had been the drawing-room in former times. This is a large apartment with a profusion of gilding on the doors and ceiling, the latter of which is abundantly ornamented with wood carving, as we have already said, gilt—it was thus decorated for a royal visit—and is to be used as a chapel, until some other provision is made for the celebration of Divine service. At present the inmates attend Belvedere Church, and such as belong to the Independent or Baptist communities have an opportunity of attending their respective places of worship, and receiving freely the ministrations and visits of their respective ministers.

To return, however, to our visit to Belvedere House; we found two old men near the drawing-room door, and one of them, taking down the key from a nail, let us in. We asked about the decorations of the room, but our old friends were very misty on the subject. They were done either in the reign of William III. or George III.; sometimes it was the one and sometimes the other; indeed, they had a very dim idea as to the relative dates of these personages; they were each "III.," and that was something to agree upon at any rate. We were then shown up-stairs, where we found well-arranged lavatories, and a number of most comfortable little cabins. The large rooms are converted into wards, the one for masters and mates, containing ten cabins, 6ft. by 7ft. each, with a spacious passage up the centre. As the partitions are all open at the top, excellent ventilation is secured. Here, each man has his own little place to himself, and is, as our Scotch friends very descriptively would say, "self-contained." A striking contrast do these little private chambers afford to the unhomeliness of the workhouse ward; and our guide, who had himself been taken from a workhouse, must have had experience of this.

The older we grow, the more do we cling to the associations of youth ; and we can imagine how pleasant it must be to the aged inmates of this Institution to have these associations thus, as far as possible, retained. It is to be hoped that there is another advantage in this system of separate little cabins. There is here afforded an opportunity for a little privacy for reading and prayer. We were reading the other day of a pious minister whose resources were so narrow that he could not afford to have a separate room where he could withdraw for prayer. He prayed, nevertheless. When he was sitting in a certain seat, and his handkerchief over his face, it was well understood in the family circle that he was holding communion with God, and as little noise as possible was made. And there is reason to believe that our old tars avail themselves of this privilege of privacy ; for the secretary, (Capt. Tribe)—himself an old commander in the mercantile marine—on going through one of the wards unexpectedly, when it was believed that all the men were at breakfast, heard an old sailor earnestly engaged in prayer, begging a blessing on those who had so liberally provided for his and his messmates' comfort in their old age.

After the cabins we visited the kitchen. Here we found a most energetic individual working at high pressure, cooking, chopping, talking, navigating the kitchen apparently single-handed ; and evidently the right man in the right place. Our friend had been a seaman (and, indeed, all connected with the Institution are, as far as possible, to have sea claims, the nurses being the widows or near relatives of seamen, &c.), and now he occupied the responsible post of steward in the Institution ; but he was evidently no mere hireling. Until things could be put ship-shape, he had taken the cooking into his own hands, and was working away at it with a will ; and right wholesome work our energetic friend had cut out for him to do. On Sunday he has to serve up roast beef, potatoes, and plum-pudding ; on Monday, vegetable soup, boiled mutton, and potatoes ; on Tuesday, salt fish, onions, potatoes, and plain suet pudding ; on Wednesday, vegetable soup, boiled beef, and potatoes ; on Thursday, roast mutton, green vegetables, and bread and cheese ; on Friday, salt pork, peas-soup, and potatoes ; and on Saturday, soup and bouilli, potatoes, and bread and cheese. On this fare our old friends may comfortably manage to keep underweigh during the week ; and none will grudge it to them who remember how often they have fared hard and gone short in former days.

It will help the public to wish our old friends a successful cruise every week, through these various good things, if we impress upon them the fact that the inmates of the Institution have, as far as their means will allow, themselves contributed towards their provision. Indeed, this is one of the most healthy and praiseworthy features about it ; and the public should know that they are only invited to supplement the efforts which sailors, under the guidance of their best friends, are making for themselves. Tables were cast for the Society by Mr. Finlaison, the eminent Government actuary, with the following results

and, as experience shows, the sailor is beginning to be alive to his own interest, and avail himself of the chance of doing something for himself.

A seaman under twenty-four years of age can secure a pension of £9 per annum, to commence at sixty years of age, or when permanently disabled, for 15s. a year. For £3 15s. per annum, he can obtain a pension of £45; and the same advantages are to be had, at a proportionate premium, for every year up to sixty. As it constantly occurs that seamen coming from abroad have considerable sums of money to receive, and that, consequently, the payment of one or the other of the sums for the securing a pension in old age, or if previously disabled, is not only easy to them, but will often be a way of securing it from being either lost or squandered, the tables have been cast so as to make provision for cases of this kind. One payment of £9 12s. 3d., at the age of twenty-four, will secure the pension of £9 at sixty years of age; one payment of £53, at the age of fifty, will do the same. The insurance rate for masters is a trifle more; but it needs only a glance to see how favourable these terms are to both masters and men. Nor are the widows forgotten. Men may subscribe for pensions for their wives from £1 per annum upwards; so that an opportunity is given to the poorest to do the little he can, and to those well off to do the most they can. We remember in our youth seeing pictures of the traditionary Black-eyed Susan frantically embracing Jack as he departed for foreign lands, or waving a many-coloured handkerchief to him, as his ship was almost on the horizon; but in this practical age of figures and facts we should like Black-eyed Susan to run her eyes over the Belvedere insurance tables, and direct Jack to do the same; and we shall think none the worse of Susan if she begs Jack not to leave her on the parish, and a great deal the better of Jack if he has provided, so far as he could, like a brave and honest fellow, for "the girl he left behind him."

The other day a man from the Shetland Isles, who paid 15s. a year as insurance for a pension of £9 per annum at sixty years of age, or before, if permanently disabled, came to one of the Honorary Agents after a good voyage, and paid down in one sum £9 12s. 3d., thus making sure of his pension while he had the opportunity. He did it at once, as he himself said, "for fear of falling to leeward," and "to get it off his conscience." A capital thing it is to stir up Jack's conscience about himself. We see, by a case like this, that it is impressible; and we have no doubt that, wherever the prospectus of the Institution goes, it will carry this appeal, to some degree, at least, with it. Another old man entered the office, and told the secretary he wanted "to look out for his widow." And how much is contained in these few words of this poor sailor! Many a sailor knows what it is to keep a look-out, and a sharp look-out too, for squalls, and land, and breakers, and all the varied perils of the sea; and he would own that a man who couldn't keep a good look-out was not worth much; but there has been no look-out for the poor wife at home, who

has cast in her lot with Jack in all his perils, and who is too often cast, by his improvidence, a widow on the cold world. "Thirty-five pounds five shillings was a deal to pay;" his wife and he were each fifty-three years of age; but—"Sir, I want to have my mind at rest," said the sailor; and where there's a will there's a way; and we doubt not but the honest man will accomplish his purpose, and feel that comfort which a man's conscience gives him, when he knows he has done what is right. Sometimes a sailor will come into the office and say, "Beg pardon, sir; but here's half-a-crown towards the Institution: 'tisn't much, sir; but I should like to give it." Another comes and subscribes, and says, "he hopes he may never want the benefits himself; he can work on still, though he's old; but he should like to help for others." The first legacy the Institution received was £19 19s. from a master mariner. It will surprise our readers to hear how large a sum of money the un-claimed effects of seamen dying abroad amount to. It was stated at a meeting in Newcastle on behalf of the Institution in 1866, that "the accumulation of wages which fell to the relatives of seamen who died abroad, but which was unclaimed by them, amounted at that time to £94,800 18s. 4d." It is hoped that Government will be induced to apply some of this money to the support of this Seamen's Institution; and, no doubt, it would be a very legitimate application of it. One thing, however, it suggests; and that is, that the sailor should have the advisability of making a little will pointed out to him by his employers. Jack has a horror of lawyers; but he may give the lawyers a wide berth, and make his will nevertheless—two or three lines will do it—leaving his little property to his relatives, if he have any he should help to provide for; and if not, then remembering this Institution, which well deserves his good-will.

The inmates at present in the Institution are all men that have seen good service—forty and fifty years is the usual time—but some have been knocking about for even sixty.

"How often have you been wrecked?" we asked our old friend who was so misty on the subject of George and William III.

"Why, let me see, sir. One, two, three, four, five times, I think, sir."

Well, that was often enough, in all conscience, for any one man; and he, at any rate, was entitled to his cabin in Belvedere for the remainder of his days.

"And how often were you?" we asked another.

"Once in 1825, going to Hamburg; and once in '28, on the coast of Norway; and once in '42, on the coast of Java."

This old fellow was two short of the other in the wreck line, but he amply made up for the deficiency by sea by his performance on the land. Our friends may possibly feel alarmed lest we are about to drift into a sea of "yarns," which have neither bottom nor shore; so we shall draw rapidly to a close.

In the Belvedere Institution we have the nucleus of many similar homes which, it is hoped, will be established in various of our sea-ports. We have a rallying-point for industry and economy; we have a final home for the ocean wanderer in his old age, or for the one that has been crippled in the prime of life. Widows will bless this Institution when they are bereaved. Wives will bless it when it saves their husbands' hard earnings from the demon of licentiousness and drink, and makes them thoughtful of their hearth and home. The men themselves, taught to respect themselves, will rise above the level to which they have been down-pressed; and our country will gain in being represented by men who have a stake in life, something to work for in their youth and to lean on in their old age. 'Twas but the other day that the old men begged for a Union Jack, that they might use it, ship-fashion, as a pall to cover their old comrades as they bore them to the grave; and this Institution teaches them that what they love to have laid over them in death they must honour as it flies over them in life. So may it be; and may the influence of Belvedere pervade our mercantile marine, wherever it floats the British flag, and remind Jack that he is a man that has a home—a home which his own honest hands help to support, and to which in his old age he would not carry the memories of a profligate and dishonoured youth.—*Abridged from the Leisure Hour.*

REMINISCENCES OF SEA LIFE.

THE barque 'Tyne,' of —, Capt. R—, left Gravesend on the 24th of February, 1845, with a crew of nineteen hands and one passenger, and had a very favorable passage, the only misfortune that she encountered previously to her arrival in Cook's Straits, being the loss of one of the apprentices, who fell overboard on the voyage, and was drowned.

The first land in New Zealand made by the 'Tyne' was Stephen's Island, which was seen on Thursday morning at daybreak. The wind being adverse to a vessel beating up to Nelson, and Capt. R— having only a small portion of cargo for that settlement, determined at once to proceed to Wellington, and after making Cape Terawiti at six p.m. the same day, he anticipated being off the entrance to Port Nicholson the next morning. Early in the morning it blew a gale, which increased during Friday, and what with rain and fog, it was impossible to see more than a very limited distance round the vessel. The Captain had often stood off and on Cape Terawiti for daylight to enter Port Nicholson, but this gale having sprung up during the night, the ship was caught in the narrow turn of Cook's Straits, where it is about thirteen miles across. The daylight brought little relief, the weather being so very thick. As the gale was blowing hard from the south-east, the ship was kept on the

port tack, standing towards the south under close reefs, until a cast of the lead showed twenty fathoms. The land being steep on both sides, the soundings were deep close in. At this period there was no published chart of the Straits, but Capt. R—— had one which he had constructed from his own observations on previous voyages, and knowing he had stood sufficiently long on the port tack, he wore the ship towards the north side. The gale now blew so severe as to carry away the fore-topsail sheet, a stout chain. The tides run very strong, and in such thick weather it is impossible to judge with any degree of certainty a ship's true position, unless a sight of the land can be got. The ship was therefore kept on the starboard tack until it was becoming dark, when a low point was seen jutting out through the thick misty cloud and rain by which they were enveloped, rendering it impossible to know what point of land it was. The ship's head was again put to the southward, and almost immediately the dismal cry of "rocks ahead" was heard, and at the same moment a long line of fearful breakers, within a short distance, rolling on to an iron-bound coast. Darkness was just setting in, which gave to the broken water the appearance of fire. It was one of those moments when the stoutest heart quails upon being suddenly brought face to face with eternity, and the human judgment is put to the stretch: the jib was quickly loosed and set, and an attempt made to get more sail on the ship to beat her off; it was too late, but the jib helped to keep the ship from striking upon the outer rocks, and paid her head off in time to take the breakers end on, which, under the directing hand of God, proved to be the safety of their lives. Had the ship taken the breakers on the broadside, probably none would have survived that dreadful night. By the force of wind and sea the ship struck on the Rima Ripa rocks close to Sinclair Head, halfway between the entrance to the Happy Valley and Capt. Smith's cattle station at Terawiti and was taken so far up, that the breakers which came over the stern, did not reach the foremast. The crew kept under command, and readily obeyed orders, the first of which was to cut the lanyards of the main and mizen rigging, and the masts went over the side; this relieved the heavy bumping. A cask of water was also pumped from a tank, as the water below would soon be spoiled. The crew then went forward. One of them came aft and told Capt. R—— that the forepart of the ship was clear of the breakers, upon which he joined them.

During the night he requested their attention whilst he offered up a humble prayer to God, that He would be pleased to have mercy upon them, and save them in their great distress and helpless condition, and that they might henceforward obey His commandments and serve Him better, by living to His praise and glory, through Jesus Christ. After this supplication had been made, one of the seamen, the oldest among them, made use of this expression, "there shall not a hair fall from the head of any of you." He was probably

not aware that he had repeated very nearly the words of St. Paul in Acts xxvii. 22. Whether he did or did not know this, it is evident that those promising words of Scripture were then uppermost in his mind. This shows the practical advantage of bringing before sailors as often as possible, all those passages in the Word of God which have reference to their own calling and probable circumstances. It can in this instance truly be said, "Then they cry unto the Lord in their trouble, and He bringeth them out of their distresses."—Psalm cvii. 28.

To return to the wreck. The night continued dark, with incessant rain; we could see nothing but the raging and noisy surf around, and at intervals the high and precipitous headland, under which the ship lay. As there was much phosphorescence in the spray which was driven on the land, it caused them sometimes to conjure up the appearance of lights. Daylight came at length and revealed their real position. The ship had forged a long way up, but there was still a considerable distance of broken water among pointed rocks, before the shore could be reached. About a mile distant some cattle were observed grazing, which induced hopes that those who had charge of them would soon see the wreck.

During this first night, some of the hands had quietly parbuckled from the fore hatchway a hogshead of rum, but had not broached it. As soon as Capt. R—— saw this, he at once knocked out the bung, and let the contents run out, as there was bottled beer at hand which they could use, the cask of water having been washed away. The empty rum cask proved eventually the means of saving life. The gale continued to blow right on the land, and many attempts were made to get a line on shore. A kite was made of calico, which on being tried only reached halfway to the land. One of the crew then offered to swim on shore with a line and a life-belt, which helped him through the broken water to the first ledge of rocks, when, owing to the drawback of the sea he preferred to take the life-belt off, and swam the remaining distance without it. The line became entangled among the rocks. Shivering with the cold, he was compelled to seek shelter behind a bush, where he was found in a benumbed state the next night. In the *interim*, the wreck having been observed by Tutchings, a man in charge of the cattle, he came abreast of the place, but as there was no line he could render no help, and signals by waving were made to him to go away for assistance. Seeing this man on the shore, the third mate was encouraged to throw himself upon a passing breaker, holding on to the lashing of a chest. It was a fearful sight to witness the poor fellow, as he was tumbled over and over, clinging to the chest, until he obtained a footing; he had no strength remaining to wade far, and lay down exhausted until he was assisted by the man upon whom he was obliged to lean as he went away with him towards the valley, lifting up his hands in the act of praise to God.

The remainder of this day was occupied in endeavours to float a line on shore, but without success. Towards evening, the crew dreading to pass another night on the wreck, began to be impatient to try the boat, and were proceeding to remove her lashings, when Capt. R—— pointed out the certainty of her getting upset among such breakers, and expressed his determination to stay by the wreck. Upon this they gave up the attempt, saying, "Then if you don't go, we won't leave you." It proved to be a wise decision, and showed that the judgment of one man, directed by that wisdom which can come only from God, became instrumental in saving others, whose own judgment, if persisted in, would have led them to certain destruction.

Capt. R—— was now confident that assistance would soon be rendered by the settlers, which gave much encouragement to the crew. Before midnight a bright light was observed approaching, and in a short time a number of fires were kindled along the shore, the sight of which was very comforting to the hearts of those on board the wreck. Cheers from the shore were now and again heard above the noise of the roaring sea, which were lustily responded to during the night. As the wind and rain still continued, the crew were huddled together under a sail on the forecastle, who, like St. Paul and his companions, "wished for the day."—Acts xxvii. 29.

At daylight groups of soldiers of the 96th regiment and militia were seen in their great coats standing about the fires, and about 400 people among the rocks gathering together some of the boxes containing the mails, and whatever had washed on shore. As no assistance could come from the shore against wind and sea, it depended upon those on board to try all possible ways to effect a communication; the foremast was cut away, but this experiment proved ineffectual, and other attempts were then made to send a line ashore. The crew passed one night on the forecastle, as the vessel seemed to be loosening. Finding that the drawback of the breakers baffled all attempts to float a line towards the shore, recourse was now had to the boat, and the hands were told off to go in her. After she was launched she rode safely over a few seas, until the appointed men had got in, who took a line with them. Upon being let go they backed in part of the distance, but the eddy having turned the boat broadside on, and a heavy breaker striking her in that position threw her over, and on to the first ledge of rocks. The crew were now sometimes swimming, sometimes wading, holding on against the reflux of the sea, until they all got within the grasp of those who nobly risked their lives by going out to meet the almost exhausted men who all got safe to land. In consequence of the boat having upset, the line had not been taken to the shore.

The empty rum cask now became the means of saving the remainder of the crew. Having been bunged and slung as a buoy, a line was passed through a sheave hole at the end of the bowsprit and made fast to the cask, which was then suspended clear of the breakers. Capt. R——, watching the rollers as they

passed, gave the order when to let the cask fall; twice it reached the outer ledge and was drawn back by the reflux. On trying a third time, a huge sea broke as the cask dropped, and carried it upon the crest beyond the ledge, which prevented it from returning with the receding water; a few more seas drove it within reach of those on shore. Having now got hold of the line, a stout rope was bent on and paid out from the ship. A cradle was quickly fitted to run upon the stout rope, and drawn to and from the wreck until all were safely landed. It was a period of much excitement, and it was wonderful to observe how the cask to which the line was attached appeared to be guided by the Unseen Hand towards those waiting to receive it, and the crew one by one were drawn along seated on the cradle, and safely landed, until it came to the last man, who was accompanied by Capt. R——. It is almost needless to add the settlers received with hearty cheers each poor fellow as he landed; but the cheers which greeted the Captain when he reached the shore were positively deafening. Immediately on his setting foot on the ground he returned thanks to the Almighty, for the miraculous preservation of the crew and himself, and then received the sincere congratulations of all his old friends, who felt proud at having rendered assistance to one who had previously made three successful voyages to New Zealand, and who truly enjoyed the respect, esteem, and good wishes of every settler there. Capt. R—— seemed deeply affected by his reception, and after a mouthful of food and a warm by a fire, Mr. Robt. Richmond gave up his horse to him, and he made his way towards Wellington.

It was on the Lord's Day that this good work of saving life was going on, and whilst some of the settlers were rendering active assistance at the scene of the wreck, others in Wellington congregated in the churches, and offered up heartfelt supplications for those who were in peril. It was subsequently observed, as a remarkable coincidence, that about the time that special prayer was being made, the communication by means of the cask and line was effected. On the following Sabbath, public thanksgivings were offered up in behalf of the crew who had experienced such a providential deliverance from a watery grave.

Capt. R—— had brought with him a large amount of specie for the purpose of purchasing New Zealand produce, the loss of which was a colonial calamity. The captain having on previous voyages to Cook's Straits purchased whale oil, which left a good profit, had on this occasion brought £5000 in gold to procure a cargo on the owner's account. This money, which was packed in five strong little boxes, and hooped with iron, was taken on board in the London Docks in one of his sea trunks, and kept in his cabin. No person on board had any knowledge of this money but himself; he only made it known to the authorities immediately upon his landing. In consequence of this information, Colonel Wakefield, then the Chief Agent of the New Zealand Company,

Mr. St. Hill, the Magistrate, and some others, considered it expedient to order a military guard to watch over the wreck. Parties of the 96th regiment, and the militia, relieved each other until the vessel broke up, which occurred about a week after. One side having come on shore, the other side floating out to sea. All the cargo that had washed on shore, and all that remained of the wreck was sold, the specie excepted. Capt. R—— engaged a boat's crew, and supplied them with long poles fitted with screws, and buckets having glass bottoms. As soon as the weather became favorable, and the sea smooth, they proceeded out to the place where they were able to see the floor of the wreck, which was kept from floating by a quantity of bar iron which had been stowed upon it. Placing the bucket on the water and looking down through the glass bottom, they were enabled to see distinctly very small objects among the rocks, and after searching for a considerable time they spied a small box. Owing to the movement of the boat, caused by the undulation of the sea, they found it difficult to fix the point of the screw, but having succeeded, they raised it to the surface and got it into the boat. The weight of the box convinced them that it contained specie, and within twenty-four hours from starting to make the attempt, it was safely deposited in the bank at Wellington. Capt. R—— called a meeting of the Magistrates to determine upon the amount to be allotted to the salvors. Taking into consideration the risk and uncertainty of the undertaking, and to encourage honesty, they allowed one-third of the specie recovered, as salvage to the boat's crew, consisting of six men, being £55 11s. to each. Upon this liberal encouragement being announced, several boats' crews mustered, and having supplied themselves with similar implements they proceeded to search. It was an amusing scene from the shore, to see so many men leaning over a boat's gunwale, each having his face in a bucket. In the space of three weeks, three boxes had been recovered, and some considerable time after another was fished up, but one was never accounted for. About seven years after, Capt. R—— made a voyage to Wellington and rode out to see the place again. A considerable quantity of the *debris* of the wreck still remained along the shore.

On looking at the sea rolling over the rock on which he had been rescued, many thoughts arose in his mind, combined with a thankful remembrance of the very great mercy of God so remarkably manifested towards him and his crew, and more especially as a ship had then recently been wrecked in the same vicinity, and out of a whole crew whose mutilated remains had been found among the rocks, only one lad had been spared to survive and tell the tale. Since a lighthouse has been erected at the entrance of Port Nicholson, such disasters have been prevented.

Capt. R—— had often visited the former whaling stations in Cook's Straits, to take in the oil collected by shore parties, and knew from experience what

was requisite for that purpose. On this last voyage of the 'Tyne,' he had been supplied with casks in shooks, and everything necessary to set them up, and leather hoses to run the oil. It was customary to raft the casks of oil from the shore, hoist them on board, and start the oil into casks stowed in the hold ready to receive it. Never was a voyage better considered, planned and provided for; but "Who is he that saith and it cometh to pass, when the Lord commandeth it not."—Lamentations iii. 37.

It may here be asked how long did the good impression and solemn warning last? Alas! how literally does the Bible describe the forgetfulness of the human heart, "Your goodness is as a morning cloud, and as the early dew it goeth away."—Hosea vi. 4.

Years have rolled on since the occurrence of this shipwreck.* Few, probably none of that crew except the writer, are in this life, and many of the settlers who were present have passed from this time-state. As years roll on, similar scenes occur, more or less disastrous, but "the Lord is long-suffering to usward, not willing that any should perish, but that all should come to repentance," therefore, Brother Sailors,—“What manner of persons ought ye to be in all holy conversation and godliness.”—2 Peter iii. 9, 11.

“Through waves, and clouds, and storms,
His power will clear thy way,
Wait thou His time, the darkest night
Shall end in brightest day.”

THE SALVORS OF PROPERTY ON THE ENGLISH COASTS.

“Oh! wad some power the giftie gie us
To see oursels as others see us,
It wad frae mony a blunder free us.”—Burns.

THERE is no community, and perhaps no single individual, who may not derive advantage from the study of the opinions which other communities and individuals entertain of them. Each community and each individual is so accustomed to survey its own acts solely or chiefly from its own platform and under the light of its own interests, that it is unable to take so comprehensive and impartial a view of them as to test their true value. Hence would be the

* It would be desirable that shipwrecks which come under the observation of residents upon the coast, should be graphically and faithfully written for the pages of this Magazine. This would tend to increase the circulation, and cause greater sympathy among residents in inland towns, and induce further subscriptions to alleviate that distress for which the “Shipwrecked

Mariners’ Society” was established, and which has already effected so much good. The funds of this Society are at all seasons of the year in requisition to help distressed seamen cast upon the coast, or otherwise suffering from casualties inseparable from a calling which is indispensable to carry on the commerce of this great mercantile nation.

great advantage, as one of Nature's true poets has, above, charmingly expressed it, of seeing ourselves as others see us.

We have been led to these remarks by the publication of a pamphlet in Paris entitled *The Wreckers (Naufrageurs) of the English Coast*, which has been recently brought to our notice, and the statements of which we think we may advantageously bring before the beachmen and hovellers and others who earn their livelihood by saving endangered property on our coasts; believing that, although they may not be brought to see themselves altogether as their French neighbours see them, and may be able to show that they are something very different and much better than they may seem to be when seen through foreign spectacles, yet that a little wholesome and candid self-examination will do them no harm.

The object of the pamphlet to which we have alluded, is to show that the coast boatmen of England are much more exorbitant in their demands for payment of any services rendered to foreign vessels in distress than French boatmen are, and to demand the interference of the British Legislature for the protection of foreign vessels jeopardized or cast away on our shores.

It commences with the following statement:—"For some years the salvage institutions of Great Britain have been frequently brought to the attention of the French public.

"Every one knows the immense services which they render to the shipwrecked, but there is a fact which is not generally known: it is, that by the side of the life-boats and their valiant crews there exists a fleet of boats manned by greedy mariners roaming incessantly in the neighbourhood of banks or shoals to spy out vessels and to save them, willingly or unwillingly, from a peril often imaginary, and to obtain exorbitant payments from the shipowners, by the aid of a legislation which puts the latter at their mercy.

"Their own countrymen call these men *wreckers*, and it is their true name. Formerly they waited on the coasts for the strays that the tempest threw there, now they go to seek them out at sea. The evil has reached such a height that public opinion is stirred, and the English Government is assailed by complaints raised by their own countrymen, whilst French shipowners themselves are often victims of extortion and violence."

Now, here is a very serious charge brought against an important and useful class of our fellow-countrymen, and, as several cases of supposed exorbitant demands and payments are quoted in the pamphlet in proof of the above charge, and especially as the charge itself is accompanied by an acknowledgment of the valuable services rendered by men of the same class in saving lives, the accusation is deserving of candid and serious consideration.

The pamphlet referred to has, moreover, been brought to the notice of the National Life-boat Institution by the French Life-boat Society, "*Société Centrale de Sauvetage des Naufrages*,"—recently founded under the presidency

of Admiral Rigault de Genouilly—which has published it in their own periodical journal, thereby making it all the more incumbent on us to give it full attention.

To commence with the title: the word “wreckers” is not now applicable to any class of boatmen in this country, and is not in the English dictionary; its meaning would, however, be in general understood to be “robbers or pillagers of wrecked property.” In old times, indeed in times not so very old, the prevailing feeling, not only on our own coasts but on those of other civilized countries, was, that wrecked property was a “windfall” or “god-send,” the previous possessors of which had lost or forfeited ownership by the mere fact of wreck, and which thereby became the property of the finder, or of the owner of the land on which it was cast away; and even in those cases where the rightful owners were on the spot to claim their own, it was often lawlessly taken from them by force. However, the establishment of the Coastguard and improved legislation, with a more general civilization, have greatly remedied that state of things in our own country, although we fear the old spirit still lingers here and there, and that, as in smuggling and poaching, it would again produce fruit if the strong arm of the law were withheld. We have not, however, now to do with those who deliberately pillage wrecked property, but with those who, according to the views of our French neighbours, and of many of our own shipowners, are only too assiduous in saving it, “who roam incessantly in the neighbourhood of banks and shoals” with a view to do so, and then make exorbitant demands for remuneration for services rendered, or even for pretended services.

The whole case is very fairly put in the pamphlet before us, and every allowance is made for the difference in the laws and customs of France and England on the subject, and for other distinctions; but still the charge remains, that the owners of French vessels are mercilessly defrauded by our coast boatmen, and, as we all know, nearly every master and owner of an English coasting-vessel that one meets brings the same charge against the boatmen in certain well-known localities, at the head and front of which, perhaps, stands Great Yarmouth and the adjacent parts of the Norfolk and Suffolk coast.

In the quotation from the pamphlet above given it is brought forward, apparently as an aggravation of the offence of these men, that they no longer wait for “strays” of the sea to be cast on the shore, but proceed to sea in search of vessels, &c. In a later paragraph it is acknowledged that they provide themselves with costly boats for the express purpose, and that they perform valuable services with them; but still the implication remains, that they merely thus provide themselves with the best instruments for extortion, just as a burglar or a brigand provides himself with the most efficient weapon that he can obtain.

It would, however, be as unjust to this class of men to assume such to be the case, as it would be absurd to suppose that they pursue their calling from motives of philanthropy; the truth being, that on those parts of the coast where the work of assisting distressed vessels is followed as a profession, it is simply undertaken as a means of obtaining a livelihood; and the men who undertake it, as distinguished from fishermen or pilots, are denominated beachmen, hovellers, or long-shore men.

In former times, when trade was comparatively little, the demand for such service was not sufficient to encourage men to engage in it as a permanent occupation; but as our present enormous trade has gradually developed itself, the demand has arisen and has been naturally followed by the corresponding supply; whilst, for mutual convenience, and to enable them to procure efficient boats and machinery, the boatmen in these localities where wrecks most frequently occur, have banded themselves together in companies, working together and possessing a common fund.

In France, we believe, no corresponding class exists; that is to say, no class of men who obtain their livelihood exclusively by saving wrecked property and assisting vessels in distress, such services being casually performed by pilots and fishermen, and other classes of boatmen, as opportunities offer; the fact being, that neither is the amount of trade so great on the French coast, nor, fortunately, are the casualties so numerous as to be a sufficient inducement to the local boatmen to undertake the salvage of property as a profession.

There are then, in this country, two classes of salvors, the one casual, the other professional, which must be separately dealt with. We believe it is against the latter chiefly, if not exclusively, that the charge of exorbitancy and even of violence, is brought. The former may, therefore, be classed with their French congeners, and we believe that, as a general rule, they would be content, and even think themselves fortunate in obtaining any reasonable remuneration for casual aid afforded to vessels needing their services.

What, then, are the causes of the exorbitancy and insatiableness of the professional salvors? for there is no doubt whatever that their demands for remuneration are often altogether unreasonable.

The French writer naturally enough attributes it to avariciousness of character, fostered by an unwise legislation, and such may, to a great extent, be the case; but as the characters of all men are in a great degree formed, or at least modified, by the circumstances in which they are placed, it will be well to consider what other causes, if any, have contributed to produce this apparent defect.

1st.—They, as a body, possess a monopoly; for, although they are often subdivided into different companies, and a keen competition exists amongst themselves, yet, as from the nature of the casualties to vessels there is ordinarily no time for delay to make bargains with rival parties, and as it is almost a

universal rule with this class of men to give precedence to the party which first reaches the vessel needing assistance, a monopoly practically exists. These men have then the power, like all other monopolists, to make their own estimate of the value of their services, and are thus tempted to over-estimate them; or, to conclude, in accordance with the doctrines of political economy, that the highest amount they can legally obtain is the legitimate market value of their aid.

2ndly.—The majority of the vessels which they are called on to assist are the colliers and other craft in the coasting trade, the masters and owners of which are often very penurious, and the former of whom frequently, after urgently demanding assistance, are no sooner out of danger than they commence to depreciate the service rendered, and expect to pay for it at no higher a rate than they would for labour in the dock or on the wharves. This treatment exasperates the men, who, in return, and knowing they will not get all they ask, acquire the habit of demanding much more than they expect to obtain, or would gladly receive. In this manner the two classes—owners and salvors—come to look at each other as naturally antagonistic and inimical, the one to the other; and, accordingly, it is very common to hear a ship-owner or master-mariner term the boatmen of certain localities pirates, robbers, and villains; whilst the boatmen, in return, speak of them as parsimonious, and mean, and as “grinders of the poor,” &c.

3rdly.—Another reason is, that the avocation of a salvor is an uncertain one, the proceeds of a single service having to maintain the men and their families for many days or even weeks, especially in the summer months.

4thly.—From the common tendency of a boy to follow the profession of his father, the sons of salvors, in too large numbers, take up the same occupation, and thus the profession becomes overstocked, and in bad times the men are reduced to poverty. They are also said to be an improvident class, and many of them in prosperous times apt to drink more beer than is necessary to quench their thirst, instead of saving their money for periods when out of work. But this habit is, unhappily, only too common with the labouring classes in general in these islands.

In how far, then, is the legislature to blame for the presumed impositions on the owners of rescued vessels and property, as stated by the French writer? With reference to this question it must be acknowledged that the legislature has a very important and difficult task to fulfil. On the one hand it has to prevent imposition on owners of ships and property, as far as practicable; and on the other, to take care that it does not drive a valuable class of men from our coasts, and thus, indirectly, cause the loss of a large number of human lives and of a vast amount of property.

Again, the difficulty is increased from the nature of the work, which is ordinarily performed at sea at a greater or less distance from the land, with no

witnesses but the parties immediately concerned, viz., the salvors and the masters and crews of the vessels saved, either or both of whom may take a partial view of the case, looking at it in the light of their own interests only, and may ever be ready to make false or exaggerated statements, thus making it very difficult for any adjudicators to decide impartially on the merits of the case.

Then the work performed is of such varied character, so many elements having to be taken into consideration, as to make it very difficult to judge correctly regarding its value; and accordingly the English law, as laid down in the Merchant Shipping Act of 1854, after pronouncing that all parties saving, or assisting to save, property, &c., shall be entitled to a *reasonable* compensation, states that such services depend so much on the attendant circumstances, that it is impossible to do more than lay down certain general principles for the guidance of adjudicators, the amount of indemnity to depend—

- 1.—On the extent of the danger incurred by the vessel and crew assisted.
- 2.—On the value of the property saved.
- 3.—On the danger incurred by the salvors.
- 4.—On the value of the vessel effecting the salvage, and the risk it incurred.
- 5.—On the skill evinced by the salvors.
- 6.—On the time occupied in the salvage, and the labour bestowed in accomplishing it.

Nothing can be fairer than such a scale of remuneration, yet much must still depend on the judgment and impartiality of the arbitrators in each case.

The French pamphlet gives numerous quotations from our own Merchant Shipping Act, and quotes many cases of exorbitant demands, and also contains many sensible and fair remarks, which we have not space to copy.

Referring to the charge of violence on the part of our professional salvors, any such acts should undoubtedly be punished in the severest manner; we believe, however, that they are quite exceptional, and confined to a single locality on our eastern coast. They are very naturally bitterly complained of and resented by the masters of vessels who are the victims of them. As a set-off, however, to such unlawful acts on our side, although no excuse for them, we must in justice state that acts of violence on the part of French fishermen on our own N.E. coast, are of frequent occurrence, and have for many years past been bitterly complained of by our fishermen there. The French boats are larger than the English ones, and much more numerous, the latter having only five to seven men on board each. The crews of the former are reported to wilfully run over or damage and destroy the nets of the latter, and even to drive them from the best fishing-ground, whilst the crews of the English boats, being weaker, are unable to resist them.

We fear that such lawless men exist in all countries, and that no monopoly of virtue, of forbearance, of self-denial, love of God and man, of honour, honesty, gentleness, goodness, or truth, is possessed by any one country over others. The manners, customs, laws, and religion of countries differ one from another, but although national characteristics may be different, human nature remains the same in all, and the highest function of all governments, as it should be their highest ambition, must ever be, by the administration of wise laws so to shape and direct the great seething mass of human mind committed to their care, so to counteract and curtail its evil tendencies, and so to foster and encourage its good ones, that, as time advances each community of men may steadily progress towards the good and the true, and that the happiness of the whole human family may be thus relatively promoted.—*The Life Boat*.

REWARDS FOR SAVING LIFE ON THE HIGH SEAS.

THE following rewards were granted by the "Shipwrecked Mariners' Society" during the past quarter :—

November 1st.—Capt. the Hon. Francis Maude, R.N., V.P., in the chair.

A letter was read from G. J. Robinson, Esq., acting master attendant, Bombay, stating the services of Mr. Shuttleworth and twenty-five men in saving the lives of fifty persons from shipwreck on the coast, near Bombay.

It appeared that the exertions of Allen Shuttleworth, Esq., were very great, and at the imminent peril of his life, and that of the native crews manning the life-boats (two of which capsized) seven men were drowned, and that altogether their exertions to save life were most heroic.

It was moved by Capt. Vincent Budd, seconded by Wm. Stuart, Esq., V.P., and carried unanimously, that the gold medal of the Institution be awarded to Allen Shuttleworth, Esq., and the silver medal to the following, viz.:—Assung, Aying, Assany, Assun, Sufferin, Jaya ben Changin, Khundoo ben Dhowndoo, Babajee ben Bindoo, Jukena ben Singow, Baba ben Mahdoo, Juckera ben Khundoo, Bhaguse ben Rama Pedekur, Huinga ben Dhumdoo, Nana ben Sungon, Rama ben Khanoo, Thurna ben Mulharee, Agtin ben Janoo Bobhatia, Sixinson ben Huma Kolic, as a testimony from this Committee of the bravery and heroic exertion in the cause of humanity evinced by them on the occasion before narrated.

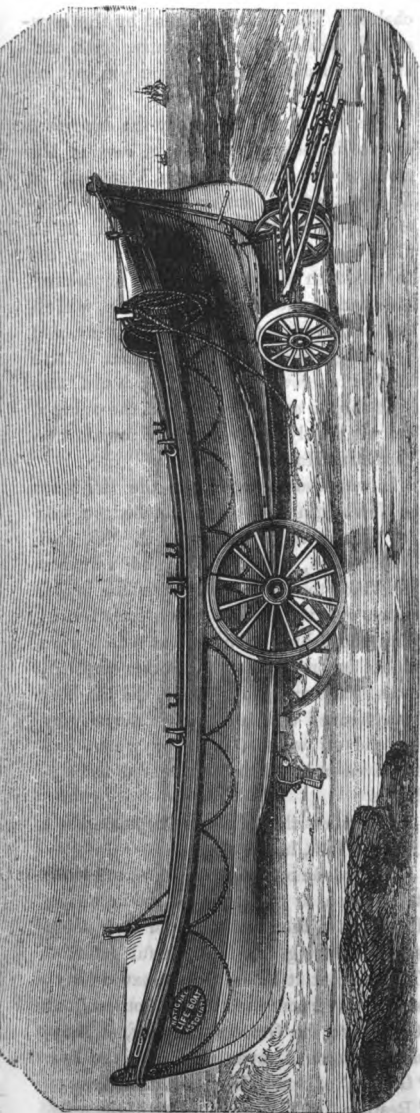
REWARDS FOR SAVING LIFE ON THE COASTS.

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

October 3rd.—Mr. Thomas Chapman, F.R.S., V.P., in the chair.

The silver medal of the Institution, and a copy of its vote on parchment, were ordered to be presented to Capt. Edward Kearon, and a reward of £30 13s. 6d. to

the other men of the crew of the life-boat at Arklow, Ireland, for putting off on the night of the 11th ult., during a fierce gale from the S.E., and in a very heavy sea, to the smack 'Kate and Mary,' of Arklow, which was riding at anchor in that bay, in a dangerous position, with only a boy on board. The master of the smack, who had been taken off in the life-boat, was placed



on board his vessel, which subsequently got away in safety.

A reward of £16 10s. was also voted to pay the expenses of the life-boat at Whitby, in putting off in a gale of wind and heavy sea, and rescuing the crew of four men

of the schooner 'Commot,' of Whitby, which had stranded on Whitby Sands.

The sum of £17 18s. to pay the expenses of the Scarborough life-boat in going out at midnight on Sunday, and saving four men from the brigantine 'Sybel,' of Yarmouth, which had been in collision with another vessel in Scarborough, and was in a disabled state. A coble had previously gone out to this vessel, but on account of the heavy sea that was running she could not venture alongside to rescue the crew.

A reward of £5 15s. to the Society's life-boat at Howth, Dublin Bay, for putting off during a heavy gale on the 12th ult. to the assistance of the schooner 'Splendid,' of Dublin, which was seen making for the harbour in a disabled state, and had afterwards anchored near the Baldoyle Sands. The life-boat took off the captain, and also brought the schooner safely into Howth Harbour, and moored her alongside the pier.

A reward of £9 10s. to the life-boat at Orme's Head, in putting off on the 20th ult. in a strong wind, and, with the assistance of a steamer, taking the disabled smack 'Jane,' of Carnarvon, and the four persons on board, safely into Beaumaris.

A reward to the crew of the life-boat at Newbiggin, for putting off during a heavy gale, and bringing safely into harbour seven fishing boats and their crews of thirty men, belonging to North Sunderland, Newton, and Craster, which were in imminent danger while making for the south.

§ A reward of £15 to the crew of the yawl 'Eclat,' of Caister, for putting off in a strong N.E. gale and heavy sea, and rescuing on the 26th July from a small boat ten persons belonging to the sloop 'Favourite' and schooner 'Unity,' of Goole, which had been in collision, and afterwards became total wrecks on the Norfolk coast.

Payments amounting to nearly £4000

were ordered to be made on various life-boat establishments.

November 7th.—Thomas Chapman, Esq., F.R.S., in the chair.

A reward of £12 3s. was voted to pay the expenses of the life-boat at Braunton, in putting off in a westerly gale and a very heavy sea, and saving the lives of the crew, consisting of nine men, of the brig 'Ruth,' of London, which went ashore near Braunton on the 17th ult.

A reward of £6 11s. to pay the expenses of the life-boat at Llanddwyn, in putting off on the 21st ult., and bringing safely ashore the crew of eleven men belonging to the barque 'James Campbell,' which vessel went ashore on the North Bank, about two miles from Llanddwyn.

A reward of £13 9s. to the life-boat at Girvan, N.B., in putting off in a hurricane on the 26th ult., and succeeding, after great exertions, in saving the crew of three men of the smack 'Margaret Davies,' of Girvan, which had become a total wreck off that place. The shipwrecked sailors afterwards publicly expressed their gratitude for their rescue; for, in the absence of the life-boat, they felt that in that dark and stormy night they must have perished. When the poor fellows were rescued they were all but exhausted, as their vessel was nearly all under water, and the sea making a clean breach over them.

A reward of £14 8s. 6d. to pay the expenses of the 'Daniel J. Draper' life-boat, just sent to Mullion, Cornwall, in going off, on the 21st ult., in a heavy surf, and bringing safely ashore three of the crew of the barque 'Achilles,' of Glasgow, which had stranded during foggy weather on Poluwian Beach. The remainder of the crew of the wreck had previously been saved by the rocket apparatus. It was reported that the 'Solicitors and Proctors' life-boat, stationed at Winchelsea, had, on the 22nd ult., put off and rendered good service to the ship 'Michiels Locs,' of Antwerp, which, during blowing weather and in a thick fog, went ashore off Win-

chelsea. The life-boat stayed by the vessel all night, and subsequently, with the aid of two steam-tugs, the ship was got off and proceeded on her voyage.

A reward of £14 3s. to pay the expenses of the life-boat at Tenby, in saving the crew of the smack 'Queen Victoria,' of Brixham, which, during a gale, was dismasted off St. Govin's Head on the 27th ult. The Caister life-boat also went off on the 27th ult., and rendered important assistance to the Newarp Light-ship, which had been run into and seriously injured by a large trading steamer. Four of the life-boat's crew were put on board the light-ship to assist her crew at the pumps, and ultimately the vessel was towed into Yarmouth Harbour.

It was also reported that the life-boat at Newbiggin had been launched on the 3rd ultimo, in a gale from the N., and a heavy sea, and had rendered valuable assistance to the Newbiggin fishing boats, which were in great danger on their return from the fishing grounds, but which were all got ashore in safety. On this occasion, most of the men being at sea, the life-boat was manned and launched principally by the aid of women, most of whom had relatives on board the endangered fishing-boats.

December 5th.—Thomas Chapman, Esq., F.R.S., V.P., in the chair.

Rewards amounting to £595 were ordered to be given to the crews of the following life-boats of the Institution for their noble services during the late fearful gales:—The life-boat at Poole, Dorset, saved forty-six lives from the brig 'Contest,' of Guernsey; the Grocers' life-boat, at Mundesley, rescued seven men from the brig 'George,' of Sunderland, and the schooner 'Restless,' of Peterhead. One of the crew of this life-boat had plunged into the boiling surf to snatch one poor fellow from an inevitable death. During the fearful storm of Sunday, 1st inst., the life-boat 'Princess of Wales,' at Holyhead, was engaged throughout the night in her noble mission,

and actually succeeded in rescuing fifty-two lives from six different wrecks. The Penarth life-boat saved the crew of eleven men of the brig 'Marie,' of Griefswald, Prussia. The Caistor life-boat, the 'Birmingham No. 2,' assisted by a steam-tug, brought the Norwegian schooner 'Polydesa' and her crew of five men safely into harbour. The Licensed Victuallers' life-boat, stationed at Hunstanton, was the means of rescuing sixteen men from the barque 'Thetis,' of Gothenburg. The Sheringham life-boat saved three persons from the schooner 'Hero.' The Buckie life-boat rescued the crew of four men of the sloop 'Hellens,' of Alloa, N.B. The Donna Nook life-boat brought ashore six men from the schooner 'Esk,' of Montrose. The Pakefield life-boat saved one man from the brig 'Queen Victoria,' of South Shields. The Lowestoft life-boat also succeeded in saving two men from the brigantine 'Madora,' of Yarmouth. The Yarmouth surf life-boat brought into harbour the smack 'Plowman,' of Yarmouth, and her crew of seven men. The Whitburn life-boat rescued six men from the brig 'Jenny,' of Whitby. The St. Ives life-boat brought ashore one man from a wrecked vessel. The boat had made three attempts to rescue the shipwrecked crew. The Winterton life-boat saved two men from the schooner 'Sophia,' of Colchester. The Skegness life-boat, the 'Herbert Ingram,' rescued two men from the 'Aunt,' of Boston. The Sutton life-boat, the 'Birmingham No. 1,' saved seven men from the brig 'Clarinda,' of Sunderland. The Portrush life-boat rescued, after two previous attempts, six men from the brigantine 'Vitruvius,' of Liverpool. The Bradford life-boat, at Ramsgate, brought the brig 'Cruiser,' of Hartlepool, and her crew of six men into harbour, and likewise saved the crew of eight men of the brigantine 'Amor,' of Elsfleth, making a total of 198 lives rescued by the life-boats of the Institution during

the recent heavy gales, from different shipwrecks.

The life-boats at Newhaven, Porthdinllaen, Bembridge, Hasborough, Dover, Kessingland, and many other places, had also been out with the view of saving life. In some cases the vessels had happily got out of danger; in others the life-boats had only arrived in time to see the ships in a thousand pieces, and their crews drowned. Such a terrific gale as the last has not been witnessed on our shores since the storm which wrecked the 'Royal Charter' on the Anglesey coast.

Various rewards were granted to the crews of different shore-boats for saving life from shipwrecks on our coasts. The committee expressed their deepest commiseration with the families of the poor men who perished from the Gorleston beachmen's life-boat on Tuesday morning, Dec. 3rd, on the occasion of the boat capsizing with a shipwrecked crew on board, and voted fifty guineas in aid of the fund now raising for the relief of the families of the deceased life-boat men. It should, however, be distinctly understood that this life-boat, which is a salvage boat, belongs exclusively to the beachmen, and is in no way connected with the National Life-boat Institution. It is the same boat that unhappily capsized nearly two years since with a fatal loss of life. There is a fine self-righting life-boat belonging to the Institution at Gorleston, but hitherto the beachmen have not made much use of it.

Payments amounting to nearly £2,300 were ordered to be made on various life-boat establishments, making a total of £29,650 expended by the Institution on its 186 life-boat stations during the eleven months of the past year. It had also during the same period contributed to the rescue of 1,027 lives from various shipwrecks, nearly 200 of which had been saved by its life-boats during the recent heavy gales.

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

*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 the 30th November, 1867.*

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 widows; O orphans; AP aged parents. The figures following signify the amount of relief, and Agency where it was given:—

15 M, 3 MM, 10 W, 6 O, 3 AP..	85	6	0	London.
1 M, 1 MM, 1 W	10	10	0	Aberystwith
2 M, 2 MM	10	15	0	Appledore.
2 M, 1 PB, 1 W, 3 O	11	11	6	Aberdeen.
1 W, 1 O	5	12	6	Arbroath.
1 M, 1 W, 4 O ..	7	15	3	Amlwch.
1 M, 2 F	7	15	0	Anstruther.
1 MM	2	10	0	Aberdovey.
1 M, 1 MM	4	7	6	Bangor (I.)
2 W	9	5	0	Blyth.
1 M, 1 MM, 3 F, 1 W, 2 O	12	7	3	Buckie.
2 W, 5 O	18	12	6	Barrow.
1 M, 1 W, 5 O ..	8	2	0	Bridgwater.
1 W, 1 O	2	14	0	Bristol.
2 MM, 1 W, 3 O	9	2	6	Brixham.
1 M	1	10	0	Banff.
15 F	25	16	0	Barra.
7 F, 1 W, 1 O, 1 AP	18	11	0	Belfast.
1 W, 4 O	16	0	0	Barking.
1 W	4	0	0	Blakeney.
1 MM	3	17	6	Bridlington.
1 AP	3	5	0	Brightlingsea
1 F	2	5	0	Budleigh Salterton.
1 M	2	0	0	Cockenzie.
1 W, 2 O	3	19	0	Carnarvon.
4 M, 1 MM	9	5	0	Concs.
1 W, 5 O	7	7	0	Cullen.
2 M	4	12	6	Cardiff.
1 M	2	2	6	Cardigan.
1 M	2	7	6	Chepstow.
1 M	1	12	6	Colchester.
2 M, 2 AP	6	10	0	Dover.
2 M, 4 W, 6 O, 1 AP	36	11	0	Dundee.
1 M, 4 PB	6	2	0	Deal.
1 AP	4	0	0	Dublin.
2 W, 3 O	11	1	3	Dartmouth.
1 M, 1 W	11	2	6	Exmouth.
3 F	5	0	0	Eyemouth.
1 M	2	17	6	Exeter.
4 F	4	1	0	East Yell.
1 W, 7 O	8	5	0	Faversham.
5 M	10	3	2	Frazerburgh.
1 W, 2 O	3	19	0	Falmouth.
1 MM	4	0	0	Filey.
1 MM	0	5	0	Goole.
3 M, 1 O	11	5	6	Gravesend.
1 W, 3 O, 2 AP..	10	13	0	Greenwich.
2 W, 1 O	7	17	0	Guernsey.
1 W, 1 O	4	7	6	Gerrans.
3 M, 1 MM, 2 W, 4 O, 3 AP	28	6	6	Glasgow.
1 MM, 1 W, 8 O.	24	17	6	Grimsby.
1 M, 1 MM, 1 W	8	17	6	Grangemouth
1 M, 2 MM	5	15	0	Garmouth.
1 MM	2	0	0	Gloucester.
24 M, 2 MM, 4 W, 14 O	92	6	3	Hartlepool.
4 M, 7 W, 5 O ..	42	2	0	Hull.
1 F	2	10	0	Harrington.
1 W	3	13	0	Hamble.
1 AP	2	8	0	Ilfracombe.
6 M, 2 MM, 1 A..	20	15	0	Ipswich.
3 M	4	15	0	Jersey.
4 M	6	1	0	Johnshaven.
4 W, 2 O	22	8	3	Kincardine.
1 M	1	10	0	Kinsale.
1 F	1	10	0	Kessingland.
1 W, 2 O	5	5	0	Lerwick.
1 M, 1 F	3	12	6	Lossiemouth.
1 M, 1 PB, 1 W, 2 O	9	13	3	Leith.
3 M, 2 MM	9	17	6	Lowestoft.
4 M, 2 W	15	8	0	Liverpool.
1 M, 1 MM, 1 F..	8	2	6	Lynn.
1 MM	1	15	0	Looe.
1 W, 1 O, 2 AP..	11	10	0	Littlehampton.
2 M	3	12	6	Lymington.
3 M	7	5	0	Limekilns.

3 M, 2 MM, 5 W, 7 O	47 16 0	Montrose.	1 AP	5 15 0	Sandwich.
1 PB	1 15 0	Margate.	5 M, 2 MM, 1 A, 1 PB, 4 W, 5 O ..	54 0 0	Scarborough.
14 M, 2 W, 6 O ..	43 19 6	Middlesbro.*	5 M, 1 MM ..	14 0 0	Seaham.
2 M, 1 MM, 1 W ..	12 15 0	Maldon.	64 M, 9 MM, 1 PB, 9 W, 15 O	196 11 11	S. Shields.
1 M	3 5 0	Newport (Fem.)	1 MM	3 5 0	Staithe.
20 M, 4 MM, 4 W, 2 O, 2 AP	86 17 6	North Shields.	40 M, 8 MM, 1 A, 13 W, 18 O, 1 AP	203 8 9	Sunderland.
1 O	7 10 0	Newhaven.	1 M, 1 W, 2 O, 1 AP	11 0 0	Southampton
1 M, 1 MM, 1 W, 3 O	9 5 6	New Quay (W)	2 M, 1 MM, 2 W, 5 O	14 17 0	Shoreham.
1 W, 1 O	4 5 0	Newport (Mon.)	1 W, 1 AP	6 0 0	Stromness.
3 M, 1 MM, 3 F ..	16 12 6	Peterhead.	1 AP	3 10 0	Thurso.
3 M, 1 MM	8 18 0	Plymouth.	1 M	1 15 0	Torquay.
2 W, 1 O	7 11 0	Poole.	1 F	1 15 0	Voe.
2 M, 1 MM	8 15 0	Portsmouth.	5 M, 1 F, 3 W, 2 O, 2 AP ..	43 16 5	Whitby.
1 MM, 1 W, 3 O ..	9 10 6	Portsoy.	2 W, 2 O	12 2 0	Whitehaven
1 W, 1 O	6 17 6	Pwllheli.	2 M, 1 MM	7 10 0	Wisbeach.
1 M	1 10 0	Porthcawl.	1 AP	3 5 0	Woodbridge.
1 MM	3 5 0	Rochester.	1 M, 1 MM	5 15 0	Wivenhoe.
1 MM, 1 F, 1 AP ..	10 15 0	Ramsgate.	18 M, 2 MM, 4 W, 9 O, 2 AP	72 19 5	Yarmouth.
2 M, 2 W, 4 O ..	11 6 3	Rearwick.			
1 MM	2 5 0	Runcorn.			
2 MM, 1 W, 2 O ..	14 15 0	Rob. Hoods Bay			
1 W, 2 O, 2 AP ..	15 17 6	Rye.			
1 M	4 0 0	Redcar.			

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 132; Orphans, 232; Aged Parents, 25; Master Mariners, 63; Mariners and Apprentices, 207; Fishermen, 44; Pilots and Boatmen, 6; Shipwrecked persons, Subscribers, 269, and Non-subscribers, 280, in all 1258 persons relieved, at an expense, inclusive of that in the succeeding tables, of £2636 2s. 8d.

COLLECTIONS, MEETINGS, SERMONS, &c.

For the "Shipwrecked Mariners' Society."

BLYTH.—Sermon in Primitive Methodist Chapel, by Rev. J. M. Dawson

£2 14 1

BURNHAM, SOMERSET.—Sermon in Parish Church, by Rev. Theodore Dupuis, Vicar (Life Mem.)

£7 2 11

LEDGBURY.—Sermon in Parish Church, by Rev. J. Jackson (Life Mem.)

£5 16 0

LONDON.—Gratitude of a Sailor. The late Mr. Edward Horton Edwin, Mariner, South Hackney, who died on 12th October last, has willed "all his personal estate he can legally bequeath for charitable purposes, to the 'Shipwrecked Mariners' Society.'" Robt. J. Lodge, Esq., Secretary of the Marine Insurance Company, 20, Old Broad Street, through whom the bequest

was communicated, stated that the property is invested on mortgages, and is probably worth about £350. It appears he left no relatives, had been himself shipwrecked, and was therefore desirous of helping, through this Society, his needy seafaring brethren and their families.

MARGATE.—Sermon in Zion Chapel, by Rev. D. Pledge ..

£1 11 8

ORFORD.—Sermon in Parish Churches of Orford and Sudbourne, by Rev. J. Maynard, M.A. (Life Mem.) ..

£5 1 10

WHITEHAVEN.—Collection on board the Yacht 'Midge' by the owner, Thomas Nicholson, Esq., Jun., during his summer cruise in 1867

£3 10 0

RELIEF TO SHIPWRECKED CREWS.

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, 1867.

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
Ann	Newhaven	1 17 6	Betty	Portmadoc	6 17 6
Amelia	Cardiff	0 1 6	Beta	Carnarvon	1 13 0
Anna Belle	Salcombe	4 2 6	Blonde	Llanelly	2 4 0
Arab	Portsmouth	10 8 6	Balacava	London	0 18 0
Alicina	Demerara	0 3 0	Brothers	Whitby	19 15 0
Aldebrian	Shoreham	7 10 0	Benin	Liverpool	4 3 6
Andrew	Sunderland	10 7 0	Beeswing	Sunderland	7 0 6
Amethyst	"	4 10 0	Bridgewater Boat ..	—	0 10 0
Active	Gravesend	3 9 0	Cruiset	Lynn	2 2 6
Amazon	Belfast	5 15 0	City of Hamilton ..	London	3 0 0
Active	Milford	0 5 0	Cater	Ipswich	3 5 0
Arion	Whitby	3 13 0	Commot	Whitby	8 4 6
Augustus	Sunderland	0 3 6	Cuba	Hartlepool	3 12 6
Accord	Grimsby	21 15 0	Catherine	S. Shields	19 15 6
Aquilla	Glasgow	2 12 6	Crown	Whitby	12 1 0
Achilles	"	6 7 0	Czar	Greenock	0 10 0
Alliance	Falmouth	4 7 6	Corenthia	S. Shields	18 12 6
Amsterdam	Leith	11 2 0	Centipede	Plymouth	4 15 0
Albion	Yarmouth	8 12 6	Cora	Greenock	4 16 4
Arrow	Brixham	5 8 6	Clipper	Scarborough	12 19 6
Alliance	Whitby	8 2 6	Chance	Dover	12 5 6
Ardent	Ipswich	14 18 0	Caesar	S. Shields	10 10 6
Alert	Yarmouth	3 0 0	Cove Bay F. Boats..	—	13 0 0
Amemone	S. Shields	8 3 0	Corunna	Whitby	2 10 0
Asteria	London	3 15 0	Courier	Dunkirk	0 9 0
Arabella	Dartmouth	2 17 6	Choice	Yarmth (I.W.)	3 12 6
B. E. Wolfe.	Cowes	18 8 6	Clyde	London	5 15 0
Barra Fishing Boats..	—	23 11 0	Cobden	Middlesboro'	4 10 0
Brandon	—	3 15 0	Dublin	Peterhead	12 11 0
Blue Jacket	Aberystwith	5 15 0	Dunkeld	Perth	8 8 9
Bannister	Rochester	3 5 0	Dyson	Whitby	2 7 6
B. Salterton F. Boats	—	2 5 0	Druid	Sunderland	2 0 0
Boa	Montrose	1 4 6	*Danish Queen	Hull	23 1 2
Borderer	Hong Kong	11 5 0	Dilston	N. Shields	14 19 0

* This vessel took fire on October 6th, and was abandoned by her crew, who left in two boats; that in which the captain with twelve men was, was picked up by a Norwegian barque on the day following, and taken to Copenhagen; the other boat was picked up by a Norwegian sloop, the 'Charlotte,' off Stavenger, landed the crew of eight men at Windau, where they were

detained four days; from thence to Riga, which occupied four days; from Riga they were shipped on board an English steamer and brought to England, where they landed November 19th, in consequence of having been detained by a gale of wind at Pillau, where they had been obliged to proceed for coal, their friends all this time in ignorance of their having been picked up.

RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
Deal Boat	—	2 0 0	Grouse.....	Newcastle	7 2 6
Decision	Maldon	9 15 0	Gleam	Shoreham	7 19 0
Deal Fishing Boat ..	—	2 12 6	Guiding Star	Thurso	4 10 0
Demetrius	Sunderland	13 17 6	Gazelle	Portmadoc	5 13 9
Exhibition	Findochty	8 0 0	Garibaldi	Seaham	1 12 6
Elizabeth	S. Shields	0 3 0	Guide	Jersey	1 1 0
Emma	Hull	1 19 0	George.....	Sunderland	22 13 9
East Yell F. Boat ..	—	4 1 0	Helen Stewart	Montrose	14 15 0
Elizabeth and Jane..	Whitehaven	3 10 0	Hignet Smith	Portsoy	6 0 0
Eclipse	Colchester	6 0 0	Higo	Sunderland	14 7 6
Elizabeth	Anstruther	2 7 6	Hannah	„	19 2 6
*Eothen	Portsmouth	3 7 6	Hibden	Scarborough	0 16 0
Esmok	Liverpool	0 9 10	Heather Belle	S. Shields	3 17 6
Euphemia	Sunderland	32 1 9	Hero	Rye	15 12 6
Eleanor Woodburn..	Barrow	13 0 0	Invicta	Sunderland	24 0 0
Earn	Hartlepool	2 10 0	Indefatigable	Whitby	3 4 0
Ella Nancy	Kessingland	1 10 0	Ironmaster	Middlesboro'	18 1 0
Elizabeth and Mary..	Aberdovey	2 10 0	Isabella	Whitehaven	3 8 9
Ellen	Whitby	21 2 6	Isabella	Monte Video	2 0 0
Eva	Aberdeen	3 10 0	Industry	Sunderland	6 0 0
Freedom	Sunderland	5 5 0	Industry	Faversham	1 17 6
Fifteen	N. Shields	15 4 0	James Rankine	Grangemouth	8 3 6
Formby	Whitby	8 2 6	John Arthur	N. Shields	3 5 0
Favorite	—	0 15 0	John Pedder	Whitby	14 17 6
Flintshire	—	2 8 0	Junius	N. Shields	4 19 6
Forsyth	S. Shields	8 19 0	Jane and Margaret..	Sunderland	16 15 0
Fire Fly	London	3 10 6	†Jarrow	London	13 10 0
Flora McIvor	Liverpool	4 0 0	John and William ..	Inverness	5 19 6

* Late one evening a fire of some magnitude broke out on board the brig 'Eothen,' Capt. Joseph Steele, when moored in the stream alongside the new wharf at Flat-house. The fire broke out in the cabin, and soon extended itself to the deck above, and had it not been for the prompt assistance rendered, the vessel must soon have been entirely destroyed. It is said that there was no one on board when the fire broke out, and that its origin is attributed to heated fuel having been carelessly poked out of the grate some time previously by one of the crew.

† Who will write a history of fishing-smacks, and of all the gallant deeds that fishermen have done? It would be no bad subject. We take the latest instance. A screw collier of 600 tons, the 'Jarrow,' Capt. Wm. Walker, of London, started from Middlesborough for Riga with a dangerous cargo of railway iron. She left on the

afternoon of the 2nd October. By midnight the wind had freshened to a gale, and when the morning broke she laboured heavily. All through that day, with cargo shifting and the whole ship straining, she stumbled along until she struck on the Doggerbank. Slowly she settled down; the crew wanted to launch the boats and leave her to her fate, but the captain stubbornly refused. At three on the following morning, just between the death of the night and the birth of the dawn, they saw a vessel's lights, and at once made their signals. Not more than an hour had passed before they heard, through the mocking confusion and clamour of the breakers, a cry of human voices. Was it a life-boat coming to their aid? Not so; it was the boat of an English fishing-smack, the 'Henrietta,' of Hull, with three brave fellows on board, who took off four of the crew of the sinking ship, and, before the

RELIEF TO SHIPWRECKED CREWS—continued.

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
Jemima	Newcastle	14 6 0	Ocean	London	5 19 0
Jubilant	Sunderland	0 12 0	Opal	Whitby	8 11 6
Jannet	Buckie	1 10 0	Phaloea	Greenwich	2 5 0
Jersey	Sunderland	9 10 0	Polly Robins	Antwerp	6 5 0
John	London	8 15 0	Planter	Cork	4 6 0
James	Ardrossan	0 15 0	Perseverance	Aberdeen	3 0 0
Juno	Shoreham	4 0 0	Palawan	London	3 5 0
James	Fowey	3 5 0	Pacific	Shields	2 12 6
Kingfisher	Hull	3 2 6	Pandema	Exeter	8 0 0
Knight of Snowdon..	Liverpool	0 12 0	Paragon	Sunderland	13 1 6
Kent	Chepstow	4 12 6	Po	Yarmouth	8 8 0
Kathleen	Hartlepool	8 10 0	Perthshire	Ipswich	13 0 6
Lady Emma	Arundel	7 7 6	Pursuit	—	16 0 0
Labona	Arbroath	0 12 0	Prince Albert	Scarborough	16 0 0
Lady Franklin	Aberdeen	7 3 0	Pride of the Dart ..	Dartmouth	0 11 0
Leda	Yarmouth	2 11 6	Queen of the Deep..	Liverpool	7 14 0
Lucy	Fareham	0 10 0	Queely Shiel	Montrose	4 10 6
Lark	Leith	2 15 0	Queenhill	Grangemouth	7 15 0
Little Secret	Margate	1 15 0	Queen	Lowestoft	4 4 6
Lord Dacre	Shoreham	6 13 10	Queen Victoria	Brixham	4 11 0
Lord Clyde	Sunderland	9 13 7	Ralph	—	4 11 3
Lady Abergour	"	3 10 0	Rising Sun	Poole	4 5 0
Lark	Limekilns	5 18 2	Rhea Sylvia	Bristol	7 15 0
Malvina	—	7 16 3	Russell	N. Shields	0 15 0
Margaret and Anne..	Lossiemouth	1 12 6	Royal Alfred	Liverpool	1 17 6
Maid of Kent	Ramsgate	6 15 0	Rook	"	2 5 0
Mogul	S. Shields	2 0 0	Rose Eliza	London	20 10 0
May	Scarborough	2 13 0	Ruth	—	3 2 6
Mary Russell	Dundee	3 10 0	Restless	Fraserburgh	20 17 0
Mentor	Sunderland	11 4 0	Ripple	Yarmouth	2 11 6
Maria and Elizabeth	Shields	0 6 0	Royal Charlie	Banff	0 12 0
Medona	Yarmouth	33 4 5	Reliance	Sunderland	21 4 0
Marianne	Middlesboro'	11 7 6	Rose	Grangemouth	13 5 6
Mary Anne	Lowestoft	3 17 6	Rosemary	Lowestoft	4 10 0
North Star	Exeter	3 10 0	Rhone	London	7 5 0
Neda	Newcastle	5 10 0	Sunniside	—	3 5 0
Newbottle	"	20 9 0	St. Clair	Lossiemouth	12 5 6
N. Shields Scul. Boat	—	1 15 0	Sarah Elizabeth	"	3 2 6
Naomi	Colchester	1 6 0	Schyryd	—	18 4 3
*Oriental	Liverpool	3 16 6	Star of Canada	Liverpool	0 8 6
Ontario	Aberystwith	8 16 0	Schiedam	Middlesboro'	7 5 0

day was out, two other boats of the same kind bore down to the wreck; one from another smack, the 'British Queen,' taking eight more of the crew, and the remainder, being the captain, mate, and three of the crew, were taken off about an hour later by a boat from the smack 'Prima Donna,' Capt. Cock, this being the sixth shipwrecked crew he has saved under circumstances of peculiar peril. The 'Jarrow' went down very suddenly about two hours after being abandoned, Spurn Point bearing W. by S., distance about seventy miles. The crew, on

arriving at Hull, were forwarded to their homes by the local agent of the "Shipwrecked Mariners' Society."

* This ship was run into by a large ship and cut in two. The captain and steward drowned, the remainder of the crew left the wreck in a gig, and, after being sixteen hours in her without food or water, they were picked up by the S.S. 'Fitzwilliam,' Capt. Pearson, of Glasgow, and brought to Glasgow, where they were taken care of and forwarded home by the Honorary Agent of the "Society."

RELIEF TO SHIPWRECKED CREWS—*continued.*

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
Siocilia	Glasgow	3 15 0	T. C. Boyd	Melbourne	3 0 0
Stanley	Whitby	15 1 6	Themis	Liverpool	2 0 0
S. Shields Pilot Cobles	—	8 5 2	Temperance	Truro	2 5 0
Soda	Sunderland	1 7 6	Torquil	Melbourne	3 0 0
Sea	Montrose	10 19 6	Temperance	Whitby	5 5 0
Salem	Hull	0 13 0	Thetis	Gottenburg	0 17 10
Splendid	Anstruther	2 10 0	Unity	Yarmouth	1 0 0
Sisters	Buckie	2 12 6	Union	Goole	6 13 4
Strang	London	2 8 0	Victoria	Hartlepool	9 0 0
Scottish Maid	Sunderland	13 6 6	Venus	"	23 12 0
Scotswood	N. Shields	9 2 6	Volunteer	Bridlington	7 13 0
Sampson	Inverness	3 16 0	Vixon	Whitby	6 13 10
Sultana	Sunderland	1 3 0	Volunteer	Sunderland	11 5 0
Spring	Whitby	13 16 6	Victor	Faversham	3 2 0
Studley	Lowestoft	0 10 0	Viatka	Whitby	13 5 0
Sarah Ann	Plymouth	1 0 0	West Dock	Dungarvon	0 8 0
Standley	Dartmouth	0 6 0	Willie	Dartmouth	6 11 3
Tae Ware	Sunderland	2 12 6	Whitby Fishing Boat	—	3 5 0
Tamer	Harwich	1 16 0	Wide Awake	Brixham	1 16 0
Trident	Dundee	2 3 0	Wearmouth	Sunderland	4 0 0
Thomas Kinyon	N. Shields	14 0 0	Wm. West	Fowey	8 12 5
Thomas Dryden	Sunderland	4 10 0	White Star	Eyemouth	5 0 0
Thomas Blyth	Liverpool	0 14 0	Westminster	London	1 15 0
Tudor	"	8 10 6	William	Jersey	0 6 0
Tirzah	London	2 17 6	Zeuma	Wisbech	10 10 0
Triumph	Liverpool	1 17 6			

STEERING AND SAILING RULES.

AIDS TO MEMORY, IN RHYME.

By THOMAS GRAY, A.I.N.A., *Assistant Secretary Board of Trade.*

Two Steam-ships meeting:—

Meeting steamers do not dread,
When you see three lights a-head—
Port your helm, and show your red.

Two Steam-ships passing:—

Green to green, or red to red—
Perfect safety—go a-head!

Two Steam-ships crossing:—

If to your starboard red appear,
It is your duty to keep clear;

To act as judgment says is proper,
To port—or starboard—back—or, stop
her!

But when upon your port is seen,
A steamer's starboard light of green;
There's not so much for you to do,
The green light must keep clear of you.

General caution:—

Both in safety and in doubt,
Always keep a good look-out;
In danger, with no room to turn,
Ease her!—stop her!—go a-stern.

"The importance and true beneficence of the 'Shipwrecked Mariners' Society' are too obvious to require lengthened advocacy. It is a most humane Institution, throwing the arms of mercy round the sons of the ocean in the hour of their deep distress."

Portfolio.

FULL SAIL.*

"In the day of prosperity be joyful."—*Eccles.* vii. 14.

YEs! be joyful. When God fills our sails with prosperous breezes, let us bless Him for it. Let us take Prosperity not as a matter of course—as a happy accident, or piece of luck or good fortune—but as a gracious gift and appointment of Him whose nature and whose name is love.

How much have I to be joyful for! He has given me health and strength, while others are enfeebled with sickness and disease. He has given me friends. They may for a season be separated from me, but I have the pleasing hope of meeting them again. He has often vouchsafed me deliverance from danger,—changed the storm into a calm, and brought me to the desired haven.

Reader! art thou conscious of being possessed of better than the best of all worldly prosperity? Art thou joyful in the assurance that thine everlasting interests are secure in Jesus? Is the vessel which bears thine eternal destinies pursuing a heavenward course? Can God, the Omniscient One, as He looks into the depths of thy heart, say, "Thy soul *prospereth*?"—3 John ii.

TATTERED RIGGING.*

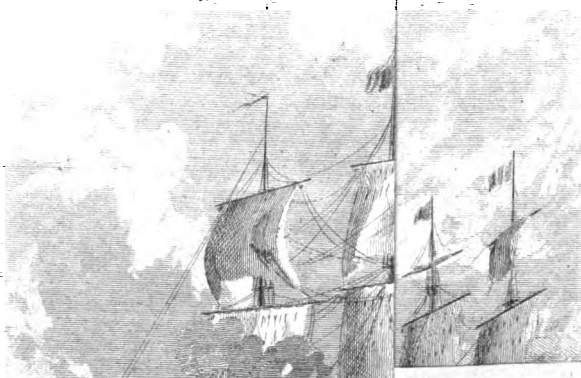
"In the day of adversity consider."—*Eccles.* vii. 14.

It would not be well for us always to have the full sail and the propitious breezes. The unclouded day of prosperity might lead us to forget God. The gifts might be taken and the Giver forgotten. He therefore darkens at times our sky with clouds, changes the calm into the storm, shattering our canvas and rigging. He would draw us away from all creature confidences, and refuges, and hopes. The storm which Jonah encountered of old, brought the heathen sailors to their knees. They each "called upon their gods." The true God sends adversity for the same great end; to "humble us and prove us,"—to lead us to own and adore the hand of Him who "ruleth the raging of the sea."

Reader! is the day of adversity thy present experience? Do not neglect or reject its solemn lessons. With an immortal soul to save, and a vast Eternity to prepare for, seek with due solemnity to "CONSIDER!"

"What is life? A Sea of troubles,
Following swiftly one by one;
Phantom-visions—airy bubbles,
Which appear and then are gone.

"One brief moment, Lord! may sever
All that earth can friendship call;
But Thy friendship is for ever,—
It survives the wreck of all!"





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No. LVIII.—OLD SERIES.

APRIL, 1868.

VOL. XV.

DISTINGUISHED ADMIRALS. DUNCAN.

THE family of Duncan, of Lundie, in the county of Forfar, is of remote antiquity. It was originally designated of Seaside, and there is an authenticated heraldic tradition which accounts for the crest,—*a dismantled ship*—now borne over the arms of Camperdown. A member of the family, who lived more than 200 years ago, having been supercargo on board a vessel bound from Norway to his native place, Dundee, was overtaken by a tremendous storm, in which the ship was wrecked and the crew were reduced to the utmost distress. Contrary, however, to all expectations, they were providentially enabled to navigate their crazy, crippled barque into port, and the parents of the thus fortunately rescued son immediately adopted the crest alluded to, in commemoration of the dangers their heir had so providentially escaped from.

Adam Duncan, the subject of this memoir, was born in July, 1731, educated at Dundee, and, in 1747, “took the humble conveyance of a carrier’s cart to Leith, whence he sailed to London; and beginning his career in a manner so characteristic of the unostentatious but settled views of his countrymen, he did not revisit the place of his birth until his genius, his virtues, and his courage had secured for him the honour of an admiral’s commission, and the gratitude of his country.”

Young Duncan entered the naval service in the same year, under Capt. Robert Haldane, then in command of the ‘Shoreham’ frigate, where he continued about three years, when we find him a midshipman on board the ‘Centurion,’ 50, Commodore Keppel, on the Mediterranean

station. In 1755 he was promoted to a lieutenancy in the 'Norwich,' a fourth-rate, commanded by Capt. Barrington. Soon after, he was appointed second lieutenant of the 'Torbay,' 74. After remaining some time on the home station, the 'Torbay' proceeded on the expedition sent against the French settlement of Goree, on the Coast of Africa, where he displayed great bravery in the attack on the fort and was slightly wounded. Soon afterwards, he became first of the 'Torbay,' in which capacity he returned to England.

On 21st September, 1759, he was advanced to the rank of Commander, and in 1761 to that of Captain of the 'Valiant,' 74, flag-ship of his former chief and patron, Admiral Keppel, who, himself a hero, had been the first to discover kindred qualities in Duncan, whose rising genius soon acquired considerable reputation in the expedition against the French island of Belleisle, where he commanded the boats which covered the disembarkation of the troops employed during the siege, and had the honour of taking possession of the ships which lay there.

In the year following, he sailed with the 'Valiant' in the expedition under Admiral Pocock, which reduced the Havannah. After the surrender of this important settlement, he accompanied Keppel, who was appointed to command on the Jamaica station, and continued there with him till the conclusion of the war in 1763.

"The powers of Europe, notwithstanding the exhausting conflicts in which they had for many years been engaged, were all too heated to remain long at peace, and the war which followed again called into active operations all the energies of the British navy. No opportunity, however, occurred that enabled Duncan, now in command of the 'Suffolk,' 74, to distinguish himself. On returning to England, on the temporary cessation of hostilities, he had the singular fortune of being called to sit as a member of the court-martial which was held on his brave and injured friend, Admiral Keppel, whose unanimous and most honourable acquittal was immediately followed by votes of thanks from both houses of parliament for his distinguished services. He discharged perhaps a less irksome, but a not less impartial duty, on the trial of Keppel's accuser, Sir Hugh Palliser, who, suffering under the censure of the court and the resentment of the nation was forced to relinquish all his public offices."

In 1779, the 'Monarch,' Capt. Duncan's next ship, was placed under the orders of Sir George Rodney, who was instructed to force his way to Gibraltar, and relieve that fortress, then closely blockaded by a Spanish

army on the land side, and a flotilla by sea, sufficiently strong to oppose the entrance of any trivial succour. Capt. Duncan hailed with transport this opportunity of acquiring fame; and fortune was propitious enough not to permit his expectations and hopes to be disappointed, for besides effecting the purpose for which this armament had been sent out, he assisted at the capture of a fleet of fifteen Spanish merchantmen and their convoy, a 64-gun ship, and four frigates.

On the 16th January, 1780, the British fleet, being then off Cape St. Vincent, fell in with a Spanish squadron, of eleven ships of the line, under Don Juan Augustin de Yardi, who was stationed there to intercept Sir George, whose squadron, according to mis-information received by the court of Spain, was supposed to consist of no more than four ships of the line, having a fleet of victuallers and transports under their protection. The 'Monarch,' although by no means a good sailer, was fortunate enough to get into action before any other ship of the fleet.

It is reported that when Duncan was warned of the danger he incurred, by dashing so hastily amidst three of the enemy's squadron without support, he replied with the utmost coolness, "*Just what I want, I wish to be among them.*" He soon had his wish, for in a short time he found himself alongside one of the Spanish ships of equal force, though much larger than the 'Monarch,' while two other large ships lay within musket-shot to leeward of him. He accordingly directed his best efforts against his opponents, and, after a short though animated resistance, had the satisfaction of seeing the colours of the 'San Augustin,' 74, strike to the 'Monarch.' The rigging of the victor had by this time received too much damage to render it possible for Duncan to send a boat to board his prize, particularly as it then blew hard, and the whole fleet was on a lee shore; he was, therefore, compelled to resign the honour of taking possession of the vanquished enemy, which, unfortunately, managed to escape.

On Capt. Duncan's return to England, in the same year, he quitted the 'Monarch,' and in 1782 was appointed to the 'Blenheim,' 90, in which ship he joined the Channel fleet under Lord Howe, and, accompanying him to Gibraltar, took part, in October, in an engagement near the Straits with the combined fleets of France and Spain, where he led the port division with distinguished skill and bravery.

Again returning to England, he enjoyed a respite for a few years from the dangers and anxieties of active warfare. Having been appointed to the 'Edgar,' 74, guardship, at Portsmouth, he employed his time usefully

to his country and agreeably to himself (though he would have preferred the wider sphere of usefulness which a command on the seas would have afforded him), in giving instructions in the science of naval warfare to a number of young gentlemen, several of whom subsequently distinguished themselves in their profession.

In 1789, Capt. Duncan was promoted to be a Rear-Admiral, and, passing by seniority in regular gradation, he became Admiral of the Blue. During the greater part of this interval, however, (up to the year 1795) singular as it appears to posterity, the great merits of Admiral Duncan continued either unknown, or at least unregarded. Frequently did he solicit a command, and as frequently did he experience disappointment. It has even been reported that this brave man had it once in contemplation to retire altogether from the service, on a very honourable civil employment, connected with the navy; at length, however, the cloud burst, and Admiral Duncan was in 1795 appointed Commander-in-Chief in the North Sea. He accordingly hoisted his flag in the 'Prince George,' 98, but afterwards shifted it to the 'Venerable,' 74. This command, which involved patient and constant watching of the Dutch fleet, which he blockaded off the Texel, he held for a period of five years. At this time—when, with the assistance of a foreign force, Ireland was prepared for open rebellion, Scotland had its united societies, and England was agitated by political discontent—the mutiny at the Nore broke out, when most of Duncan's fleet deserted him, leaving him with only three ships to perform his arduous service; but he deceived the wary Hollander, by constantly making signals, as if there were ships in the offing, and the Dutch imagined his whole squadron to be at hand. As we have already given a description, in a previous number, of the mutiny at Spithead in 1797, in our Memoir of Lord Bridport, it will not be out of place to narrate here that which occurred at the Nore, and the part which Duncan's ships took in it.

The North Sea fleet, as well as the ships lying at the Nore, appear to have had the redress of other grievances in view, besides that which related to the increase of pay and provisions demanded by the fleet at Spithead. A more equal division of prize money, more regular and frequent payment of wages, with permission to go on shore when in port, were points insisted upon by this division before they would agree to return to their regular state of subordination; they also required that seamen should sit as members of courts martial, where any of their own class were to be

tried, and many other propositions equally frivolous and incompatible with the good of the service.

On Sunday, 27th of May, Admiral Duncan's fleet of fifteen sail of the line was lying at Yarmouth Roads, when symptoms of mutiny appeared amongst his own crew; he ordered the hands to be turned up, and firmly told them that he would, with his own hand, shoot the first man that presumed to display the slightest symptom of rebellion, and receiving an answer from one of the disaffected, he would have carried his threat into immediate execution, had not his hand been stayed, it is believed, by the chaplain. He then exclaimed to the ship's company, "Let those who will stand by me and my officers pass over to the starboard side of the ship, that we may see who are our friends and who are our opponents." The whole crew obeyed with the exception of six, who were at once placed in confinement; but upon expressing contrition for their conduct, the Admiral humanely restored them to liberty.

Admiral Duncan is said to have addressed the crew of the 'Venerable' in the following admirable speech:—"My lads,—I once more call you together with a sorrowful heart, from what I have lately seen—the disaffection of the fleets. To be deserted by my fleet in the face of an enemy is a disgrace which I believe never before happened to a British Admiral; nor could I have supposed it possible. My greatest comfort, under God, is, that I have been supported by the officers, seamen, and marines of this ship; for which, with a heart overflowing with gratitude, I request you to accept my sincere thanks. I flatter myself much good may result from your example, by bringing those deluded people to a sense of the duty which they owe not only to their King and country, but to themselves. The British navy has ever been the support of that liberty which has been handed down to us by our ancestors, and which, I trust, we shall maintain to the latest posterity; and that can only be done by unanimity and obedience. This ship's company, and others who have distinguished themselves by their loyalty and good order, deserve to be, and doubtless will be, the favourites of a grateful country. They will also have from their inmost feelings a comfort which will be lasting, and not like the fleeting and false confidence of those who have swerved from their duty. It has often been my pride with you to look into the Texel, and see a foe who dreaded coming out to meet us. My pride is now humbled, indeed my feelings are not easily to be expressed; our cup has overflowed and made us wantons. The Allwise Providence has given us this check as a

warning; and I hope we shall improve by it. On Him then let us trust, where our only security can be found. I find there are many good men among us; for my own part, I have had full confidence of all in this ship, and once more beg to express my approbation of your conduct. May God, who has thus far conducted you, continue to do so, and may the British navy—the glory and support of our country—be restored to its wonted splendour, and be not only the bulwark of Britain but the terror of the world. But this can only be effected by a strict adherence to our duty and obedience, and let us pray that the Almighty God may keep us in the right way of thinking. God bless you all!”

It is worthy of remark that this memorable speech so affected the crew of the ‘Venerable,’ that scarce a dry eye was observable in the whole ship’s company. The ‘Venerable’ then, with the ‘Monarch,’ bearing the flag of Vice-Admiral Onslow, and the ‘Adamant,’ 50, which ships alone remained faithful, sailed for the Texel, leaving the ships which mutinied behind. These last were visited by Vice-Admiral Sir Thomas Pasley, who endeavoured to prevail on the men to return to their duty, but without avail, and they then made sail to join the other mutineers at the Nore, where they anchored on the 6th June. Here they found effigies of the Prime Minister, whom they familiarly termed “Billy Pitt,” and considered as their greatest enemy, strung up at the yard-arms of the ships, and volleys of musketry were fired at them in token of their disaffection to the Government.

The rebel fleet, amounting to fifteen sail of the line, agreed to place themselves under the command of Richard Parker, a political agitator in Scotland, and believed to have been at times deranged, who had struck the flag of Vice-Admiral Buckner, on board the ‘Sandwich,’ 98, guardship at Sheerness, and substituted the red flag at the fore, which he called his own; it was also worn by all the ships which acknowledged Parker’s authority. The marines maintained their good character to the last, and, had they been supported, would have quelled the mutiny. A committee of delegates constantly sat on board the ‘Sandwich,’ in the Admiral’s cabin; their table was covered with a union jack, a can of beer was placed on it, the members sat with their hats on, and ordered the captains who were summoned before them to be uncovered, which they very courageously refused to do. The demands of the seamen were firmly refused by the Admiralty, and supported by the King and Parliament; who, however, offered a pardon to such as would return to their duty.

It must, nevertheless, be remembered that the seamen of those days were very uneducated—too often utterly ignorant of religious truth, and thus easily imposed upon by designing men. Their pay was scanty, the provisions served out to them often bad, and deficient in quantity, while no care was taken of their moral or spiritual welfare. Still no excuse can be offered for mutiny, however much we may pity those who are induced to commit the crime in the hopes of obtaining redress for wrongs. However, all the ships' companies did not mutiny, and among those which remained faithful to their duty was the crew of the 'St. Fiorenzo,' 40-gun frigate, Capt. Sir Harry Burrard Neale. How, it has been asked, came this about? Was discipline less strict on board the 'St. Fiorenzo?' Were her crew allowed greater license than those of other ships? Certainly not. But as on board the 'Venerable,' as before stated, the law of kindness, of mercy, and justice prevailed; on board many others it was too often neglected. The following account of the behaviour of the crew of the 'St. Fiorenzo' on that trying occasion we give in the words of one who was then a midshipman on board:—

"Our captain was one of the most upright and humane men in the service—a perfect officer and gentleman, and a true humble Christian, from whose mouth an oath never proceeded and whose lips never uttered a falsehood. He was a great favourite with George III., and the 'St. Fiorenzo' had consequently been appointed to attend on His Majesty during his summer sojourn at Weymouth, and the officers and men were loyal to the backbone. Our captain, too, from the day he commissioned the ship, had, by his justice and kindness, done still more to make the officers and men love him. Few fathers would have been more thoughtful of the interests of their children than he was of the welfare of the men under his charge."

The 'Clyde,' 38, Capt. Cunningham, and 'Serapis,' also maintained their loyalty, and escaped from the fleet, notwithstanding the threats of the mutineers; this had, however, the best possible effect in spreading distrust amongst the rebels, and threw a damp over the spirits of the ringleaders, who, however, blocked the entrance of the Thames, by mooring four ships of Duncan's fleet, from Yarmouth, across the mouth of the river, between Sheerness and Southend, preventing trading vessels from entering or leaving, which produced great stagnation of commerce in London and throughout the land, causing the funds to fall to 45½! This thoroughly roused the Government and nation to make

preparations on a great scale to attack the rebels. All the buoys were removed from the mouth of the Thames and the neighbouring coast, by the order of Government; a precaution which greatly perplexed the mutineers, as any large ships, which might attempt to sail away, were in danger of running aground. Great preparations were also made by Admiral Lord Keith and Sir C. Grey, who were sent down to superintend the naval and military operations on shore at Sheerness, against an attack from the ships at the Nore, and furnaces for supplying red-hot shot were got ready.

On the 6th June, Lord Northesk, captain of the 'Monmouth,' at the desire of the convention—as the committee of delegates assembled on board the 'Sandwich' styled themselves,—went on board their ship, where he received the following letter, which he was requested to lay before His Majesty:—

"To the Right Hon. Earl of Northesk.

"My Lord,—You are hereby authorized, and *ordered* to proceed to London, to wait upon the King, with the resolutions of the committee of delegates, and to represent to our gracious Sovereign, that the seamen at the Nore have been grossly misrepresented; at the same time, if the King does not order us to be redressed in fifty-four hours, such steps will be taken as will astonish our dear countrymen.

"(Signed)

By order of the delegates of the whole fleet,

"RICHARD PARKER, President."

His lordship proceeded to London, and having first waited on the Admiralty, was accompanied to His Majesty by Earl Spencer. The demands of the seamen were rejected, and Capt. Knight, of the 'Montagu,' carried back the answer of the Government.

Elements of disunion now rapidly began to spread among the mutineers, the 'Leopard,' 50, being the first to abandon them, which example was soon followed by the 'Repulse,' 64, and 'Director,' 64, which ships in escaping, especially the 'Repulse,' had to bear the brunt of a heavy fire from the broadsides of Parker's ships.

Dismayed by their own rashness and folly, the situation of Parker and his associates now became awful, from the want of fresh provisions and water; and, deserted by nearly all their followers, they saw themselves on the point of being delivered up to the justice of those laws against which they had offended. On the 13th June the red flag was hauled down on board most of the ships, and a blue one substituted in its stead, in token of a return to loyalty. Last of all, the 'Sandwich' surrendered; Parker was put in irons, and thus ended the general mutiny of the British navy.

On the 22nd June, Parker and the most active of his associates were tried by court martial on board the 'Neptune,' 98, under the presidency of Vice-Admiral Sir Thomas Pasley, Bart., and after two hours the court returned the following sentence :—

"That the whole of the charges against the prisoner, Richard Parker, are fully proved; that the crime is as unprecedented as wicked—as ruinous to the navy as to the peace and prosperity of the empire; the court doth, therefore, adjudge the prisoner to suffer death."

He listened to his condemnation, says Brenton, with a degree of calmness and composure that astonished every one present; and, addressing the court, he said :—"I have heard your sentence,—I shall submit to it without a struggle. I feel thus, because I am sensible of the rectitude of my intentions. Whatever offences may have been committed, I hope my life will be the only sacrifice. I trust it will be thought a sufficient atonement. Pardon, I beseech you, the other men; I know they will return with alacrity to their duty."

On the 29th Parker was executed on board the 'Sandwich,' at Sheerness. He died penitent, solemnly denying having any connexion or correspondence with any disaffected persons on shore, and declaring that it was chiefly owing to him that the ships had *not* been carried into an enemy's port. The trials lasted four or five weeks after the death of Parker, and some executions took place; while about 180 prisoners, who remained under sentence of death, received the King's pardon, and returned to their duty, after the victory of Camperdown, which we have now to relate; and Parliament immediately granted the sum of £370,000, to make good the increased pay and allowances to the seamen, whose condition was much improved by this act of justice and policy. And how well they redeemed their character was shown in the battle of Camperdown, which took place on the 11th October of the same year.

After the mutiny, Admiral Duncan, to his great joy, was reinforced by a large number of ships from the Nore, including some of those which had previously deserted him in Yarmouth Roads, and the crews of which, very much humbled, were anxious for an opportunity to wipe away, by some splendid achievement, the dishonour they had incurred. The Dutch Government, under the control of France, which was meditating the invasion of Ireland, ordered Admiral De Winter to quit the Texel, which he did on the 6th October, much against his opinion and inclination. For upwards of four months the 'Venerable' had kept watch off the Texel

without interruption, but at last the Admiral was compelled to seek an English port to store and refit. He previously, however, despatched orders to Yarmouth to have everything ready, so that on his arrival the provisions and water were immediately brought alongside, and in four days, by unwearied exertions, the 'Venerable' was again ready for sea, followed shortly by the remainder of his fleet.

The 'Active' cutter was despatched to Yarmouth Roads, which she reached on the 10th, with the intelligence that the enemy's fleet had put to sea. Admiral Duncan at once sailed with a fair wind, and on the morning of the 11th October got sight of the object of his anxious wishes, which for two years he had watched, and never expected to see outside of the Nieu Deep. The English force consisted of fourteen ships of the line, two 50's, with frigates, sloops, and cutters, mounting, without frigates, 1150 guns, with 8916 men, whilst that of the Dutch, with four Admirals' flags flying, were eleven ships of the line, four 50's, and four frigates and brigs, mounting, without frigates, 1034 guns, with 8672 men. The British Admiral, to use a sea phrase, "dashed at them," and at half-past twelve at noon, with wind at N.W., cut through their line, which had formed line of battle on the port tack, and got between them and their own coast, between Camperdown and Egmont, followed closely by the van division of his ships. Vice-Admiral Onslow, in the 'Monarch,' bore down in the most undaunted style on the enemy's rear, broke through his line and engaged his opponent to leeward, his division following his example.

Previous to the action, Admiral Duncan summoned his officers on deck, and there "prostrating himself before the God of battles, committed himself and them, and the cause they maintained to the Almighty, commending his own family to God's care, and his own soul and body to the disposal of Divine Providence." Rising from his knees he selected the Dutch Admiral De Winter, who had his flag in the 'Vryheid,' 74, as his opponent. In running down to her he was opposed by the 'States General,' a Dutch ship of 76 guns, with a Rear-Admiral's flag, whose fire the 'Venerable' soon silenced, forced him to quit the line, and then proceeded to the 'Vryheid,' which he engaged for two hours and a half, until all that ship's masts went by the board. The Dutch Admiral displayed, in his own person, the most undaunted valour, but was compelled at length to yield to superior *skill*; it would be untrue to say superior bravery.

About the same time that Vice-Admiral Onslow silenced his opponent, the Dutch Vice-Admiral and the whole of his fleet were thrown into

confusion, twelve sail struck their colours and surrendered; but owing to the bad weather which succeeded, and the disabled state of our ships, only nine were secured. The 'Delft,' 64, with a valuable cargo and 200 men, went down the second day after the action. One of the enemy's ships caught fire and drove very near the 'Venerable,' but it was afterwards extinguished and the ship taken possession of.

The carnage on board two of the enemy's flag-ships (wrote the gallant Duncan in his despatch) was beyond all description, having had no less than 250 men killed and wounded on board each ship. Capt. Burgess, of the 'Ardent,' 64, who distinguished himself most gallantly, was unfortunately killed. The ships which bore the brunt of the action were the 'Venerable,' 'Monarch,' 'Bedford,' 'Isis,' 'Powerful,' 'Ardent,' 'Belliqueux,' 'Lancaster,' 'Triumph,' and 'Monmouth'; of these the 'Monarch' had 136, and 'Ardent' 148 killed and wounded. The other ships met with no loss, and the conduct of one or two captains elicited the severest censure. Capt. Williamson, of the 'Agincourt,' 64, was tried by court martial, dismissed his ship, and placed at the bottom of his list.

This was among the severest, and certainly the most decisive, engagements that ever were fought between the two nations, and produced an effect upon the maritime powers of Europe highly advantageous to the character and interests of the British Empire, as it completely disconcerted the designs of the French against this country. As soon as the action ceased, every exertion was made to secure the prizes. The British suffered little aloft, but their hulls bore evident marks of the efficiency of Dutch gunnery, which obliged them to keep the pumps continually going. The 'Ardent' had 98 round shot in her hull; the captured ships suffered greatly in their spars and rigging. The loss of the Dutch was supposed to have been about 1200 killed and wounded, whilst that of the British amounted to about 800 men, including nearly 200 killed. In point of effective force, the advantage was rather on the side of the English; the Dutch had been always considered amongst our bravest and most successful rivals. In the last general engagement in 1781, fought between Sir Hyde Parker and Admiral Zoutman, on the Doggerbank; both sides claimed the victory, though, after a very hard-fought action, neither side had taken a ship. Since the days of Blake England had not contested with so brave and equal a foe.

At the conclusion of the battle, the English ships were within five miles of the shore, from whence many thousands of Dutch citizens witnessed the spectacle of the destruction and defeat of their fleet. When the conflict

was over, Admiral Duncan called the officers and crew of the 'Venerable' together, and, falling down upon his knees returned solemn thanks to the God of battles for the victory He had given them, and for the protection afforded them in the hour of danger. This impressive act of pious humility affected the Dutch Admiral to tears.

De Winter behaved nobly, and is said to have been the only person on his quarter-deck that was not either killed or wounded. When conducted a prisoner on board the 'Venerable,' he presented his sword to Admiral Duncan, who courteously returned it to him with an appropriate compliment. De Winter and Duncan, says Brenton, were two of the tallest and finest men of their fleets, and the latter, even at his advanced age, had a very noble, handsome, and commanding appearance. One of the gallant and unfortunate Dutch Admirals died in London shortly after his arrival there.

Dr. Duncan, the chaplain of the 'Venerable,' related the following anecdote of a marine named Coney, who lost both his legs on board that ship:—"You are not," says the reverend gentleman, "to imagine that I was circumscribed to the bounds of my clerical office; in the day of blood I was on triple duty,—alternately acting as sailor, chaplain, and surgeon's assistant. I was now called to minister to the recoverable, then to the irrecoverable. Coney was brought down to the cockpit, deprived of both his legs; and it was necessary to amputate still higher. 'I suppose these scissors will finish the business of the bullets, master-mate,' says Coney. 'Indeed, my brave fellow, there is some fear of it,' said the surgeon. 'Well, never mind,' cried Coney, 'I've lost my legs to be sure, and mayhap may lose my life; but we beat the Dutch, my boy—we have beat the Dutch; this blessed day my legs have been shot off,—so, I'll have another cheer for it—huzza, huzza.' Coney recovered and was cook of one of the ships in ordinary, at Portsmouth, where he died in 1805."

"Naval tacticians accord to Admiral Duncan great merit for this action. It stands distinguished from every other battle fought during the war by the bold expedient of running the fleet between the enemy and a lee shore, with a strong wind blowing on the land, a mode of attack which none of his predecessors had ever hazarded. The Admiral also evinced great judgment in the latter part of the contest, and in extricating his fleet and prizes from a situation so perilous and difficult, while the Dutch sustained all the character of their best days. The battle of Camperdown, indeed—whether we view it as exhibiting the skill and courage of its victor, the

bravery of British seamen, or as an event of great political importance—will ever stand conspicuous among the many naval victories that adorn our annals.”

The gallant Duncan arrived at the Nore with his shattered fleet and prizes on the 16th October, when he was elevated to the peerage in the dignities of Baron Duncan of Lundie, of Great Britain, and Viscount Duncan of Camperdown; Vice-Admiral Onslow was created a baronet. Gold medals were presented to the Admirals and Captains, and the thanks of both Houses of Parliament voted to the officers, seamen, and marines of the fleet. Lord Duncan had a grant, at the same time, of a pension of £3000 per annum, for the life of himself and his two next successors in the peerage. He was presented with the freedom of the city of London, and a sword valued at 200 guineas; Sir Richard Onslow was also presented with the freedom of the city, and a sword of 100 guineas value; and Capts. Trollope, of the ‘Russel,’ and Fairfax, of the ‘Venerable,’ were created knights bannerets. “The public, too, by whom the benefits of no action during that eventful war were more highly appreciated than the one of which we have been speaking, paid Lord Duncan a flattering mark of respect, by the women wearing gowns and ribands, and the men vests, of a particular kind which were named ‘Camperdowns,’ after the victory.”

On the 14th December, His Majesty, George III., with all the royal family, attended by both Houses of Parliament, and the officers of State, went in procession to St. Paul’s Cathedral, to return thanks to the Almighty for the mercies shown to the nation, particularly for the great naval victories obtained over our enemies. The colours taken on these occasions, were borne by Lord Duncan and the other senior officers in England, who happened to have been present in the actions. After the victory of Camperdown, the Dutch ceased to be considered a maritime power.

Lord Duncan married a daughter of the Right Hon. Robert Dundas, and niece of Lord Melville, by whom he had two sons and five daughters. His second son, Capt. Sir Henry Duncan, R.N., also distinguished himself in many actions with the enemy, and for which he was created a C.B. and K.C.H. His Lordship was advanced to the rank of Admiral of the White, 14th February, 1799. He did not long enjoy his retirement, having been cut off, in the 73rd year of his age, by a stroke of apoplexy, at Cornhill, on his way from London, on the 4th of August, 1804. He was succeeded in his estates and titles by his eldest son,—in elevating whom to an earl-

dom, William IV. not only paid an honourable tribute of respect to the memory of the father, but a just compliment to the talents, public spirit, and worth of the son.

A large screw line-of-battle ship of 3,727 tons has been called after him, and is still doing useful service in the navy; the name of the ship helps to perpetuate the memory of Duncan to present and future aspirants to naval honours.

A late writer remarks: "It would, perhaps, be difficult to find in modern history another man in whom, with so much meekness, modesty, and unaffected dignity of mind, were united so much genuine spirit, so much of the skill and fire of professional genius; such vigorous and active wisdom; such alacrity and ability for great achievements, with such indifference for their success, except so far as they might contribute to the good of his country. Lord Duncan was tall, above the middle size, and of an athletic and firmly proportioned form. His countenance was remarkably expressive of the benevolence and ingenuous excellencies of his mind."

SELF-REGISTERING TIDE GAUGE.

THE Tide Gauge, as given in our illustration, is made to show, in the Port of Sunderland, the depth of water at the entrance of the Harbour. The figures 18 and 19, as represented at the window, read $18\frac{1}{2}$ feet depth of water.

The principle upon which it works is simply two copper rollers, truly turned, upon which the copper web (with the figures painted as seen) is made to work, winding from one on to the other, and *vice versa*.

A well communicating with the sea is formed directly under the house, in which is a float connected with one of the rollers by means of a wire rope, the other roller having a balance weight attached to keep the web in a proper state of tension. Whilst the float rises and falls with the tide, the web, after adjustment, indicates correctly the depth of water at the entrance to the Harbour.

The other window was intended to show a barometer, but has not yet been completed.

In addition (by means of wheel-work in connection with a time-piece) a daily register of the height of the tides is recorded and kept at the Commissioners' Office, Sunderland.

"The Commissioners, in consequence of many defects in the existing Gauges, and the want of accuracy in tidal observations necessarily resulting from those defects, availed themselves of a *New Bar Gauge*, invented by their Engineer, Mr. Meik, and by Mr. Henry Watson, of Newcastle, the object of

which is to exhibit, for public observation, the depth of water at any particular spot, for which the machine has been previously arranged; and they have also fixed a *Tide Register*, to delineate, on a sheet of paper, all the variations in the depth of water at the times when they occur, thus forming a series of tidal observations of great utility for either nautical or scientific purposes. The Bar Gauge has further the advantage, through a process discovered by the same inventors, of exhibiting by day the figures white on a black ground, and by night bright and distinct on a dark ground. This apparatus (adapted to Sunderland Bar) has been erected by the Commissioners in a building placed on a jetty of the South Pier, at the entrance of the South Docks; the face of the Gauge being sufficiently elevated and in such a position as to be visible from the entrance of the harbour to the Ham Sand, including the river entrances to the South Docks."

This Tide Gauge has been found extremely useful at the Port of Sunderland, and has worked very satisfactorily for a number of years. It has recently been thoroughly overhauled and repaired by the maker, Mr. Watson, High Bridge Works, Newcastle-on-Tyne, by order of Mr. Meik, Engineer to the Commissioners.

MY NURSERY.

BY A FORMER A.B.

"The sea! the sea! its lonely shore;
Its billows crested white;
The clouds which flit its bosom o'er,
Or sunbeams dancing bright;
The breakers bursting on the strand,
In thunder to the ear;
The frowning cliff, the silver sand—
Each, all to me are dear."

LIKE many of the world's benefactors, I was born in a house of a small rental. Like some of the world's best friends, I was early left fatherless. My father was a master mariner, so was my grandfather, and the old man laid the keel of my nautical character and experience. From him I learned the difference between standing and running rigging, stays and shrouds belonging to the former, braces and sheets belonging to the latter. My first performance in his presence was a climb up the bob-stay of a ninety ton brig as her nose hung over the quay.

The old man had commanded a ketch which had once been a Dutch privateer, and he was never tired of telling of his smart passages in the old boat without bulwarks. "Shields to Lisbon in six days; Lisbon to the Thames in six more, with a cargo of lemons as green as grass!" He had seen service under Nelson, and was with him in the battle of Trafalgar. I remember how he praised the high seamanship of the Norfolk hero, stating that the tactics by which he broke up, and threw into confusion the plan of the French and

Spanish admirals, was the mark of a thorough sailor. Nelson knew that where there was room for two ships to swing clear of each other, there was room for a ship to go between them. The admirals of the combined fleet said, "Come along our line, for we are ready." "No, I thank you," said the commander of the 'Victory,' "we will come under the stern of one, and under the bows of another, and give you a taste of British tact."

My grandfather's library was not extensive—he had three shelves on his cottage wall, hung with a piece of log-line; a spike nail held the whole, and formed the apex of the triangle. There were no illustrated works, but I saw the drawing of a rude hand shewing the old tar's pig-tail and petticoat-breeches with fringed bottoms. One old book in MS., made of foolscap paper, and stitched in a canvas cover, was highly prized by the old man. It contained the following scrap of poetry written by the Duke of Devonshire:—

"Oft had Britannia sought 'midst dire alarms,
Divine protection for her sons in arms;
Gen'rous and brave, but not from vices free,
Britons from heaven received a mix'd decree;
To crown their valour, yet to check their pride,
God gave them Victory—but NELSON died."

"And let me read," said the old man one day, "an extract from the 'Victory's' log, to show you that a sailor can put a good deal into a small compass; if a landsman had had the writing of it, he would have spun a yarn not only as long as the main-top bowline, but as far as it is from the land of porridge to Patagonia."

"Remarks of H.M. ship 'Victory,' on Monday, October 21st, 1805:—

"At 4h. a.m. wore ship. At 6h. observed the enemy bearing E. by S. dist. 10 or 11 miles—bore up to the eastward—out all reef topsails—set studding sails and royals—cleared for quarters.

"At 8 light breezes and cloudy. Still standing for the enemy's van. 'Royal Sovereign' and her line of battle steering for the centre of the enemy's line.

"Light airs and cloudy. Standing towards the enemy's van with all sails set. At 11h. 40' 'Royal Sovereign' commenced firing on the enemy, they having began firing at her at 11h. 30'. At 11h. 50' the enemy began firing upon us—and 12h. 4' opened our larboard guns at the enemy's van; in attempting to pass through their line fell on board the tenth and eleventh ships, when the action became general. At 1h. 15' the Rt. Hon. Lord Visct. Nelson, K.B. and Comr.-in-Chief was wounded in the shoulder. At 1h. 30' the 'Redoubtable' having struck her colours, we ceased firing our starboard guns, but continued engaged with the 'Santissima Trinidad,' and some of the enemy's ships on the larboard side. Observed the 'Temeraire' between the 'Redoubtable' and another French ship of the line, both of which had struck.

"The action continued general until 3 o'clock, when several of the enemy's

ships around us had struck—observed the ‘Royal Sovereign’ with the loss of her main and mizen masts, and several of the enemy’s ships around her dismantled. At 3h. 30’ observed four sail of the enemy’s van tack and stand along our line to windward—fired our larboard guns at those they would reach. At 3h. 40’ made the signal for our ships to keep their wind, and engaged the enemy’s van coming along our weather line.

“At 4h. 15’ the Spanish Rear-Admiral to windward struck to some of our ships which had tacked after them. Observed one of the enemy’s ships blow up, and fourteen sail standing towards Cadiz, and three sail of the enemy’s ships standing to the southward; partial firing continued until 4h. 30’, when a victory having been reported to Lord Nelson, he died of his wound.

“At 5h. the mizen-mast fell about 10 feet above the poop. The lower-mast, yards and bowsprit all crippled, rigging and sails very much cut. The ships around us very much crippled—several of our ships pursuing the enemy to leeward—saw Vice-Adml. Collingwood’s flag flying on board H.M. Ship ‘Buryalus,’ and some of our ships taking possession of the prizes—struck top-gallant masts, got up runners and tackles to secure lower masts—employed clearing the wrecks of the yards and rigging—wore ship and sounded in 32 fathoms, sandy bottom—stood to the southward under the remnants of the foresail and main-topsail—sounded from 19 to 13 fathoms.

“At 2h. a.m. wore ship—At daylight saw our fleet and prizes, 43 sail, in sight, still closing with our fleet—At 6h. Cape Trafalgar bore S.E. by E. dist. 4 or 5 leagues—At 6h. 30’ saw three of the enemy’s ships to leeward, standing towards Cadiz—fresh breezes and cloudy—employed knotting the fore and main rigging, and fishing and securing the lower masts—struck the fore-top-mast for a fish for the foremast, which was very badly wounded.”

Returning to my nursery experience, I may say that if I was not literally “rocked in the cradle of the deep,” my mind received its first impressions of grandeur, danger, beauty and death on the shore of our island home. Sometimes I accompanied the old man to a sailor’s wife to tell the news that her husband was off the port, and would be in next tide; frequently I went with him up the “look-out,” where his far-reaching eye, aided by a good spy-glass, would sweep the horizon, and sometimes to the wonder of landmen would discover a ship in distress. Once I sheltered myself under his lee, as we watched more than one vessel part from their anchors, and come rushing to the beach. What a scene was that! Twenty-three vessels ashore, and only one solitary brig weathering the gale, and that with a single anchor and a hemp cable. Every gale on our coast changed the fair name of wife into the pitiful name of widow. The only memento of one vessel was a thick walking stick which was washed ashore, the head of which had been cleverly split to contain a thin piece of board, on which was written, “This night we all perish.”

Britain’s seaboard is Britain’s nursery; our flag flies in every harbour, our

canvas whitens every sea. We boast that we are the first maritime nation in the world; but what have we done for the nursery? Our boys go afloat very young, with many privations, few advantages, not a few temptations, and with responsible duties to perform. We urge the question, What have we done for the nursery?

Have we fitted and furnished it with beneficent adaptations; have we trimmed for the widow the lamp of hope, and lightened the sorrowful sense of uncared-for desolation; have we enshrined ourselves in the glowing memories of British tars to be?*

MY FIRST SHIP AND SHIPWRECK.

It was in the autumn of 18— “when first I went to sea.” I was only twelve years of age, and the thought of earning ten shillings a month to help my mother, made me willing to do all I could. My outfit was small (you might have put it all into a boot stocking), my knowledge was scanty, my shipmates were strange, stranger than the sea! for the old nursing mother had kept me by her pleasant side ever since I was born; her merry wavelets had played with my feet, her varied music had gladdened my ear, her gentle heaving bosom had thrown up to my delighted gaze the light of moon and morning, so that when the old brig bowed as she went over the bar, I felt that I was saluting an old friend.

My first ship was no beauty—she was past the prime of life—had been built by a plain man who had risen from the position of foreman; she had a cod’s head, but had not a mackerel’s tail.

My first duties were to chop the suet for the duff (we had pudding every day), fill the coal bucket, coil up the ropes, wash the plates with a swab, and, most difficult of all, keep awake in my watch on deck at night.

Our crew consisted of six—master, mate, two men, Tom Fisher and myself. Tom was two years my senior, but he had been twice two years at sea. His first trip to sea was when he was only eight years old. His father was master of a small decked fishing yawl, and as there were six children besides, Tom was sent with his father “to keep his head out of the cupboard.” They went fishing for herrings, but a heavy gale came on, and Tom was put down the cabin for safety, the gale increased and the twenty-ton craft laboured dreadfully in the sea;

* To the earnest question of our respected contributor, we may say that our own work of the “Shipwrecked Mariners’ Society” is a partial answer. For the comfort of our old tars Belvedere is another instalment, but we fear a full answer cannot be given with any satisfaction. The Metropolis and the Port of Hull have done nobly for the sailor’s orphan; why not other

ports! The Tyne, the Clyde, the Mersey, have profited immensely from the sailor’s toil, and have suffered not a little loss from the want of better education and training in this coast-line nursery. We hope to see the day when every county round our shores will be adorned with a Sailors’ Orphan Home.—*Editor S.M.*

near midnight a terrible sea broke on board, and washed Tom's father away. The other two men held on, and, with Tom, were rescued by a friendly sail which hove in sight early next morning. Tom was sent home by kind friends, and as the bread-winner was drowned, the family large, and the mother weakly, there was no other sand-bank to pick up the drifting family than the poor-house.

Sad and lonely landing-place of many: brief, bare resting place of tired travellers whose dim lights will soon go out! These are thoughts which with most, make up the sole idea of the workhouse. But I have better, brighter, thoughts. Is it not the starting place of some, who by civility, honesty, industry and sobriety, have made headway in the world, and whose names are now in a good place in more than one "Directory."

Tom was a dutiful pauper, and after he had worn his workhouse rig for some time, a smack owner came to look through the company, and Tom was asked if he would go to sea. Notwithstanding his early troubles he resolved to try his fortune, and was bound apprentice for four years in a trawler.

He had finished his work in the smack, and had joined our brig in order to see more of the world, and improve his position. Tom was not in the same watch as myself, which was a fortunate circumstance for me, for his oil jacket and sou'-wester never had a watch below in rainy or stormy weather, as they were willingly transferred to my head and back when his watch was out, and I had to come on deck.

"Tho' trained in boisterous elements, his mind
Was yet by soft humanity refined."

He wasn't handsome, nor was he a favourite with all, yet I remember him warmly, for he was kind to me when friends were few.

We sailed away, and Tom took his regular trick at the tiller, and I sometimes wondered how such a little plug of a fellow could make every ropeyarn in the ship obey him. We arrived at our port of destination, took in our cargo, and hove up the anchor with the idea, but not with the song of "Homeward Bound." We got clear of our port, but the wind was contrary, so we had to thrash to windward, making but poor progress; but this was not the end of our troubles.

The master went down the cabin more frequently than he needed, and I soon saw a strange anxious look come on the faces of the men, especially the mate's. The master's eye stared out as if he saw something in the driving mist that others didn't see, and his lips hung slack and flabby, like the foot of the trysail in a calm.

What did he go down below so often for? Oh, the damning drink! Late in the afternoon we were reaching in towards the land, the weather still wild, with the prospects of a dirty night. "It is time we went about," said the mate. "No," growled the master, "let her go in." "There's the lighthouse a point

on the lee bow," cried one of the men. "'Bout ship, 'bout ship," was the cry; "shove the helm down," roared the mate, who, too late, took charge of the deck. The orders were obeyed, but we were in broken water, an angle of the angry tide increased our danger; the ship came up to the wind, but did not come round, and in a minute after she struck, sending the rudder up the trunk about two feet. "The main rigging is your only chance," roared the mate. "Won't you take to the rigging?" cried he to the master; but alcohol had blunted the idea of self preservation. The brig gave a plunge and a groan, heeled over, and the terrified sailors saw a sea wash the master from the deck, his monkey jacket was washed over his head and he went down like a stone. We all reached the top, but how I got up or held on is still a mystery.

About dusk we saw the life-boat coming to our help, her crew pulling might and main to reach us. Nearer she comes, and every heart beats high with hope that dear life will be saved before nightfall. Two of our men are down as low as the leading blocks, trying to reach her, and with shuddering feelings we look upon them; they swing themselves towards her, they are on board, and we are glad. A minute after she strikes the wreck, and two of her crew are washed away!

"And the shriek, and the groan, and the prayer, and the sigh,
Are heard through the tempest that rages on high."

Darkness is upon them, she returns to the beach with the same complement, but alas, not the same crew! two widows and seven orphans mourn the loss of the brave men who risked their own to save another's life.

Who would not have pitied our miserable plight? Wet, cold, hungry, half dead from fright, dismal darkness over head, an angry sea half-way between us and the deck of our poor old brig, and no chance of the life-boat coming till morning! Three helpless ones indeed, Tom, myself and the mate. He was a bold, generous, inventive man, and like a double father he tried to cheer us poor boys; he cut a gasket from the topsail yard, and lashed us two to the masthead, giving us the small comfort that we should not go till the mainmast went. "Cheer up boys," he said, "daybreak will bring the life-boat." We wept and dozed and dreamed of warm beds far away, and awoke to wonder if we should ever see home again.

The mate's words came true: daybreak brought a better sky and moderate weather. At half ebb the life-boat reached us with her starboard bow much damaged, and in less than half an hour our stiff legs were blessed with exercise upon a heavy beach of sand. The benevolent agent of the "Shipwrecked Mariners' Society" always is at hand on such occasions to render the needful help. Hearty welcomes were given, kind acts bestowed by fisher folk and boatmen; children came round to stare at us with their broad, open faces, full of meaning and inquiry. A carrier's cart conveyed us at the rate of four knots an hour to a small place, where we found a vessel bound to our own port. Here

welcomes were poured upon us, and provisions shared to the full. A strong nor'-wester hurried us along, and soon the low headland, the church spire, the pier gladdened our eye—soon the harbour was entered, the sails furled, the chain made fast to a post, and soon a mother's doubly dear embrace. Never home looked so lovely—never bread-and-butter so sweet—never tablecloth so white—never music of mother's love so ravishing to the ear, going right into the soul!

COLLIERS ON LAND AND SEA.

IN the warm days of summer we do not think much about coal, except it be to grumble that we cannot use it to cook the dinner, without making the house so hot. But yet, what an evil case many would be in without coal, even in the summer, for the factories would be closed, the foundries must stop work, the railways would be useless, and the steam-ships would lie idle in the docks; without coal there would be no steam to work our engines, no gas to light our houses or our streets, so we must not grumble, even if coal does make the home rather hotter than is pleasant in summer. But there is no danger of any one grumbling about coal, when the biting frosts of winter, or the keen winds of spring chill the pulses of our blood, and make us glad to draw near to the cheerful fire that glows and sparkles in the grate.

Yet even while we rejoice in its warmth, few of us think of the toils and dangers that men have undergone in bringing this black but comely comforter to our hearth.

Some one has said that "coal is a dark thing brought to light," and strange to southern hands would be the work of bringing the coal to light, for instance, from such a pit as that at Monkwearmouth, in the County of Durham, which is said to pierce 1590 feet deep down into the bowels of the earth.

But thousands of men and boys do go to their daily work down such shafts, and in these underground regions there are canals with boats bringing coal from distant workings, and trains of waggons drawn by horses; these horses are let down the shaft slung in a net-work of ropes, and never come up again; yet they are sleek and fat, while the men and boys are mostly lean and pale.

The men with their picks break off the lumps of coal; some of the boys drive trains of waggons or pull little trucks along the narrow passages; other younger boys are called "trappers," and sit all day long crouched in a corner, beside heavy doors that are put in certain parts of the pit, to keep the currents of air blowing in the right way; these "trappers" have to pull the door open with a cord when they hear a train of waggons coming, and to shut it when they have passed through. Some of these "trappers" are not more than eight or

nine years old, and yet they have to sit in their dark corner all alone perhaps for ten hours a day. But besides the hardships of their daily life, these men and boys are exposed to frightful dangers in the dark winding passages of the



coal pit; sometimes the gas explodes, or the pit takes fire, or the water breaks in, and those who are working at a distance from the shaft, either perish, or suffer terribly before they can be released. It is computed that there are above 180,000 persons who labour in the collieries of this country.

But besides those who bring the coal to the surface, there is another great body of men and boys who undergo many perils and hardships in bringing coal within reach of tens of thousands of southern homes.

The railways now convey a vast bulk of coal to London, but there are still about 8000 ships, of about 250 tons burden on an average, which are always employed in the coal trade. Very few vessels are built purposely for this trade. One in bygone days was a fruiterer, and dashed home from St. Michael's through the foaming Bay of Biscay, with the first cargo of oranges; another has brought gold-dust and palm-oil from the western coast of Africa, till Lloyd's surveyor intimated that a considerable outlay would be needed before she could be insured for another voyage; whilst a third, built by easy-going Dutchmen, struck on a sand in the Channel, and was bought as a wreck by some old Captain Pottle, and repaired and renovated, in order that his son might attain the proud position of master of a collier.

But though the collier-ships bear the marks of different beginnings, they end in being alike in having masts that are far from clean, sails that are far from white, and pumps that are frequently going, while they rarely come into port after their voyage to or from the North without a jib-boom gone, or a railing or bulwark "carried away," or some other mishap.

When "in ballast," the collier is about the most unwieldy machine afloat and rolls terribly in rough weather. When loaded, she is uncomfortably deep in the water, and if there be much sea is most uncomfortably wet and unpleasantly dangerous, for there is no buoyancy in her, and instead of rising gently to the approaching wave she plunges under it.

In a collier of 200 tons there are usually, besides the captain and mate, three able seamen and two apprentices, the younger of whom is styled "the boy," and what that boy does is marvellous. He is always wanted. If one of the able seamen is ordered to pull a sheet or rope more tightly, he wants the boy to hold the end of it. If a halliard is jammed in a block, or there is any confusion in the ropes aloft, the "boy" is sent up at once, either to cast off the knot, or to report what is the matter. The captain wants him in the cabin, the cook in the galley, the mate on the deck, the three able seamen close to the precise spot where they happen to be. "Where's that boy?" "That boy's not a bit of use;" are exclamations which largely garnish the conversation of the collier's crew. But when danger comes, and the boat is launched off the deck of the foundering ship, the "boy" is put first into it; or if a rope is the only means of communication between a stranded vessel and the shore, some strong man may go first to see that all is right, but the "boy" is sent second.

The captain, mate, three men, the apprentice, and the "boy," do not lead idle lives on board the collier. There are fourteen sails to be hoisted, reefed, stowed, and hauled about, besides those set in light weather on booms projecting from the yards, and called studding sails. Under ordinary circumstances,

nine out of the fourteen sails would be kept set during the night. The crew would be divided into two watches, one-half being at rest. Excluding, therefore, the boy and the man at the helm, there are only two men to shift these nine sails, from time to time, as it is required. No wonder that the captain is frequently on deck all night; on him rests the whole responsibility of the lives of the crew and the safety of the ship.

His perils are numerous. He fears the wreck of his crazy craft when at sea, or collision when in bays or rivers. Between the Thames and Flamborough Head, a distance, in round numbers, of only 200 miles, there are forty-one distinct sands, exclusive of those lying in inlets such as the Wash and the Humber, and of "points" or "nesses," jutting from the coast into the sea. These sands vary in length from one mile to fifteen. One is shaped like a crocodile, another is round and plump as a porpoise, whilst a third has a hook at its end, as if bent on catching its prey. All are most dangerous resting places for tired colliers. Over these 200 miles something like 5000 coal ships are continually passing, and in addition there are steamers and schooners from Scotland, Humber-keels engaged in the grain trade, timber-ships from the Baltic, Dutchmen with oil-cake, Prussians with corn, and fleets of luggers from the herring and mackerel fisheries. During the night, whether sailing or at anchor, all these vessels are bound to show lights; so it can be easily imagined how, in foggy weather, with sleet and snow, driven by a strong north-east wind into his eyes, the captain may mistake one of these ship-lights for some shore-light, and so run his vessel aground; and the mistake becomes even more intelligible when it is borne in mind that the poor captain may have been on deck for a day and a night preceding, with his vessel labouring under close-reefed topsails, and the pump at work during every watch.

Whether, then, we think of the landmen or the seamen who provide us with coal, we see that they risk no little danger and bear no trifling discomfort in doing so; wherefore, let us, as we gather round the cheerful fire, have a thought for the pale pitmen and their little "trappers" in their subterranean darkness; and also for the hardy seamen in many a ship, and the "boy" clinging to the rigging as the storm sweeps over it, and let our hearts offer a prayer for them while we thank God for His gift of the blazing coal, and praise Him "for His goodness, and for His wonderful works."—Psalm cvii. 8.—*Parish Magazine*.

TRISTAN D'ACUNHA ISLAND.

To the Editor of "The Shipwrecked Mariner."

SIR,—The recent visit of Capt. His Royal Highness the Duke of Edinburgh to the Island of Tristan d'Acunha, in H.M.S. 'Galatea,' induces me to offer some further information relative to this distant and interesting settlement,

extracted from my Journal of a Voyage made by the 'Magistrate,' East India-man, under my command, from London to Bombay, in the year 1839.

I am, Sir, your obedient Servant,

BALLYSTRAW, CO. WEXFORD,

A. P. ALLEN.

December, 1867.

On the morning of the 16th December, 1839, at sunrise, saw the Island of Tristan d'Acunha bearing S.S.E., distant about eight or ten leagues. Steered for it. 7, squally, with heavy rain and thick fog, which obscured the land. 9, fog clears away, when the Island and its lofty peak opens to our view, bearing S.S.E. about five miles distant. Fired a gun, and shortly after, a boat is seen pulling off from shore and which soon arrives alongside the ship with "the Governor" of the Island on board (Sergeant Glass). Hove the ship to, to the northward of the Island, about a mile off shore.

About 11 a.m. went on shore, accompanied by most of my passengers, and piloted by his Excellency (leaving orders to keep the ship plying "off and on" to windward). We landed with little difficulty, except that occasioned by obstruction from the seaweed, (the *fucus gigantinus*,) which grows from the bottom to the length of between 200 and 300 feet, with which the oars occasionally got entangled. We landed on a nice gravel beach, opposite a little glen, down which ran a small stream of fresh water, and were received by the little community of colonists in the most friendly and hospitable manner.

But before I go further with my narrative, perhaps it may be well to narrate something about "Governor Glass's" history.

Glass was formerly a sergeant in the Royal Artillery, and was one of a party sent by the British Government to take possession of Tristan d'Acunha at the time Napoleon was an exile at St. Helena.

When the troops were withdrawn from this Island, Glass, at his request, was allowed to remain with his family, fourteen in number. Most of his daughters have been since married to sailors, some of whom have located here, and I believe most, if not all, his sons have gone to sea in whale ships, which sometimes call here.

The little Colony consists of ten families, with a population of sixty persons, nearly all of whom my ship's surgeon, Mr. Thomas Morris, vaccinated, notwithstanding our short stay.

Sergeant Glass has now been twenty-five years on the Island, and represents it to be a delightful climate; sickness or disease are almost unknown here.

About 300 yards distance from the landing-place, on a plateau at the base of the peak, which rises in the form of a sugar-loaf to an elevation of 8326 feet above the level of the sea, we came to a little hamlet, consisting of small thatched cottages. Those we entered we found clean, neat, and comfortable.

Here we got plenty of pure new milk, which was a great treat. It may be said with truth of this friendly people—

“ I give thee all, I can no more,
Tho' poor the offering be.”

The females were decently clad, and attired in English costume, and although they had all got a “touch of the *tar brush*,” (Glass's wife being of African blood,) their features were in general regular, with a good expression of countenance.

Supplies of various kinds can be got here. Potatoes grow in abundance, and are fully equal in size and quality to those produced in the “Emerald Isle;” I laid in a considerable supply of them at the rate of £8 per ton.

So far as I could see and judge, the soil on this part of the Island appears to be good, and susceptible of great improvement if properly cultivated, but as this is now the summer here, of course it shows to most advantage. Nearly all appears to be under pasture in its natural state, the portion allotted to tillage being small.

Oxen are plenty, and in good condition. I got a fine bullock in exchange for a tierce of pork. Pigs and geese are also numerous; the former, fair size, I purchased at 20s., and the latter at 5s. each. Sheep are scarce, they had none to dispose of, and likewise fowl, they could only spare a dozen. Ducks they had none, but I gave them a pair, male and female, and I hope, should Providence ever again cause me to visit this peculiarly interesting Island and people, to find that my gift may have multiplied to a large amount. I understand that wild goats are very numerous up the mountains, and on the south part of the Island, but are very wild, and hard to be shot.

The little community seem to be perfectly happy and contented in their secluded state. They call the old Sergeant “Governor,” and also acknowledge him as such, for he appears to be to them something like the Patriarchs of old. He told me that he never allowed a Sabbath to pass without having public Divine Service. “The one thing needful” evidently was not neglected, for I saw several religious books and tracts in the houses I visited. I gave them a Bible, a couple of Prayer Books, and several tracts, for which Glass returned many thanks.

Capt. Crofton, 6th Regiment, Commandant of troops on board, and the old Sergeant became great friends, and on “exchange of signals,” fraternized as *brothers*, both being *high* masons; one I believe was a prince, and the other an arch, but it appears the former was of superior grade.

About 5 p.m. we embarked on board our boat and returned to the ship, accompanied by his Excellency, who had his pockets well supplied with sovereigns (it seems the exchequer here is not deficient in the precious metal,) for the purpose of traffic. I accordingly introduced him to my steward,

desiring him not to charge more on the invoice than that charged to those belonging to the ship, for which the old man expressed his thanks.

Having drawn a good supply of clothes from the slop chest, he then drew from the provision department various little comforts, viz., tea, coffee, sugar, &c., with a moderate supply of wine, brandy, and gin, their Christmas stock I suppose, all of which my steward says, "he paid for like a man." Blankets they seemed to be most in need of, which articles we had none to dispose of; but Capt. Crofton made *Brother Glass* a present of a pair, for which he expressed himself most grateful.

A strange sail heaves in sight and is steering for the Island; spoke the stranger, which proved to be the ship 'City of Poona,' of Bombay, bound to that port from Liverpool, out sixty-six days ('Magistrate' fifty-eight days from Plymouth); her tanks having leaked, she has called here to water.

H.M. sloop-of-war 'Julia,' 10 guns, Capt. Jenkin Jones, was lost here on 2nd October, 1817, and all belonging to her drowned, with the exception of the captain, two midshipmen, and boat's crew, who happened to be on shore at the time the accident occurred (which it is said was occasioned by rollers setting in). Portions of this ill-fated vessel are still to be seen on the beach. I had a great desire to bring on board one of her carronades, which lay half covered with gravel close by the boat, but his Excellency said it was Government property, and would not permit its removal.

A large portion of the stones which form this beach are perforated in a curious manner, resembling a honey comb; others appear solid, but are quite light. I think they must be pumice stones, for the Island is evidently of volcanic origin, and is subject to severe gales.

Tristan de Chuna, or Tristan d'Acunha group, are the most distant Islands in the world from any continent, being upwards of 1400 miles from Africa (the nearest point being the Cape of Good Hope), and 1650 miles from the South American coast, the largest and northernmost being named after the Portuguese discoverer, Tristan d'Acunha; the other two are called Inaccessible Island and Nightingale Island.

The year those Islands were discovered I have not been able to ascertain, but as the celebrated navigator, Tristan d'Acunha, discovered the Island of Madagascar in the year 1506, and the Island of Ascension in 1508, probably it was about that time.

This Island is six or seven miles in extent. The Peak may be seen at ninety miles distance, and when the sun is in the northern hemisphere is at times covered with snow. It is situated in lat. 37, 68; long. 12, 2 W., and has a rise and fall of tide eight or nine feet.

The shores of this and adjacent islands are frequented by seals and sea-lions, and are fronted by strong seaweed, before mentioned, the *fucus giganteus*, doubtless the largest of known marine plants; at certain distances apart

on the long stems are their flaggy leaves (some of which measure ten or twelve feet long), indented at the edges and crimped all over—those leaves are furnished with vesicles about three inches in length and one in diameter, filled with air, which raise and float the stalks to the surface of the sea.

Shortly after sunset made sail from this interesting little Island and proceeded on our voyage to Bombay.

In the year 1841, the yacht 'Wanderer,' Benjamin Boyd, Esq., owner, (when on his intended voyage round the world, and who was cruelly murdered by the natives on one of the islands in the Pacific,) visited this place and spent a couple of days here, and found upwards of seventy persons on it, with Glass their "Governor."

In 1852, Captain Denham, in H.M.S. 'Herald,' called at this Island, and at that time their numbers had increased to eighty-five. Old Glass was still alive, but suffering from malignant cancer of the lip. There was then a Church of England missionary residing amongst them, and who left in 1857.

On the 5th August, 1867, Captain H.R.H. the Duke of Edinburgh landed on this island from H.M.S. 'Galatea,' when Mr. Milner, the chaplain of that vessel, baptized sixteen children, born since the missionary left them. The population, it appears, at the time of the Royal visit was fifty-three souls in all, but some few years ago it had risen to a hundred-and-twelve, of whom forty-five had emigrated to the Cape, and five families to America. "Governor Glass," the founder of the settlement, died November, 1853, aged 67 years, after a residence of thirty-seven years on this remote and unfrequented little island, and Thomas Swain, another of the original settlers, died April, 1862, aged 102 years, after being a resident on the island thirty-eight years. The oldest man now remaining is Peter Green, who was wrecked on the island thirty-eight years ago. At present, it appears, they have no "Governor," and all are equal.

Query.—Is there not a good opening here for a missionary, and ought not one be sent out again to this little settlement?

SAUNDERS' CHAIN CABLE SAFETY SPRINGS.

WE have recently seen a small model of this invention, and perused several letters from commanders of vessels, and from officials in the marine department at Calcutta, the approaches to which are among the most dangerous anchorages known to the mercantile world, and where these Springs have been successfully introduced.

The testimonials afforded are so remarkable for their uniformity in accepting the Safety Spring as a valuable agent, ready to be clapped on to the

cable in every time of danger, that we gladly call the attention of our nautical readers to the following extracts:—

From Capt. H. Howe, Master Attendant, Port of Calcutta.

"I congratulate you on having introduced an invention which it is evident to me must become a practical benefit to shipowners, underwriters, and all who have to depend upon the weakest link of a chain cable for security. Whether on a lee shore, in an open roadstead, or in a crowded harbour, the additional security afforded by your simple system of buffing chain cables, is unmistakable.

"As to their utility at the Sandheads, where they have been in use during the monsoon now closing, on board light and pilot vessels, no one can question the value of their application as testified by the commanders of those vessels.

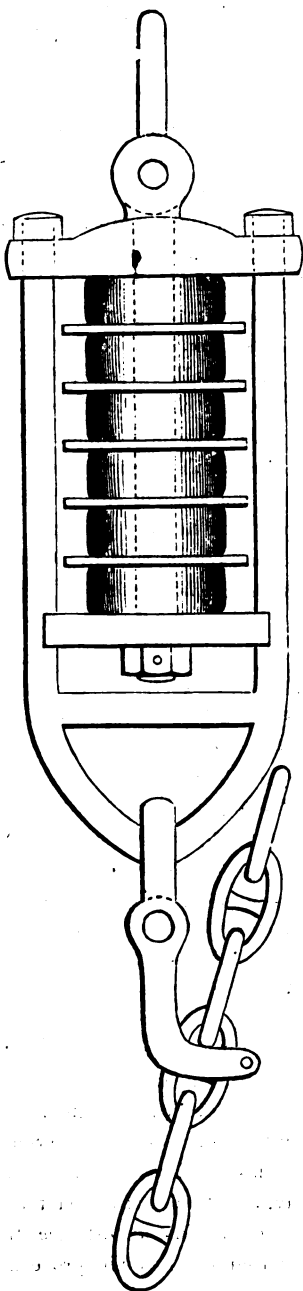
"As far as I have been able to ascertain, there has been no instance of a chain parting where your springs have been in use, whilst one light-ship has parted from *five* anchors, this last monsoon, riding without them."

From Capt. S. G. Boon, Superintendent of Her Majesty's Government Dockyard, Calcutta.

"I think no ship should be without them, especially those likely to anchor in the Hooghly; and in Madras roads they would be most valuable, and would be the means of saving many a ship."

From Capt. G. B. Youngs, Senior Branch Pilot, commanding Her Majesty's Brig 'Foam,' Sandheads.

"In reply to your letter regarding the 'Safety Springs,' I have had some heavy riding lately, and can safely say the Spring answered admirably, and no doubt they will be the means of saving many an anchor and cable, as well as much anxiety to those who have to ride out heavy weather at the Sandheads.



"I am certain you have conferred a great boon on the mercantile service generally, by the introduction of this valuable patent."

From Capt. White, Storekeeper of Her Majesty's Dockyard, Calcutta.

"The books of my office show the loss of anchors and cables, every S.W. monsoon, by the above vessels, to be very considerable. I am glad, however, to say, that since your Springs have been in use, as far as I can ascertain, no cables have parted whilst the Safety Spring was attached; a fact which speaks for itself, and is most important.

"As an old sailor, and one who has been thirty years connected with Government vessels in this department, I do not hesitate to say, that your invention must prove to be of great value to shipowners, and all connected with shipping and commerce."

From J. F. Peterson, Esq., Harbour Master, Calcutta.

"As an old sailor it would appear to me that the application of your invention to ships' cables would be of very great service in heavy riding, calculated as these Springs are to prevent that sudden surge or jerk which is so often the cause of snapping chains when life and property so entirely depend upon their holding power."

From Commander C. Ducasse, of Her Majesty's Light-ship 'Deva,' Upper Gasper Light Station.

"I must say they are the finest things ever invented to save chain cables from parting. I have an opinion, that all light vessels should put on two Springs in hard riding. I have used one and two at a time; one has done well, and two still better."

From James Gibson, Commander of Her Majesty's Light-ship 'Comet,' Gasper Channel, Calcutta.

"Many of these rollers have struck and broken over my bows, but your Springs prevented any sudden jerk upon my cable, which would in all probability have parted but for their help. Your Springs will enable a light-ship to ride safely in any weather, with a moderately heavy chain at any of the other stations, but at this station, from its peculiar position, we must have chains not less than $1\frac{3}{4}$, and Springs in proportion."

From Commander James Gibson, Calcutta.

"The Patent Springs on board Her Majesty's light-ship 'Comet' have now been in use these last six months, at the Lower Gasper Light Station, one of the worst anchorages in the world, and I am happy to inform you they have given me every satisfaction.

"In the heaviest sea the Springs take off all that jerking before and on the windlass or bits, which is so liable to part the chain when riding in the usual way, and I am convinced that a chain cable, assisted by your Springs, will hold out against almost *twice* the sea that would otherwise part it.

"Your Springs will prove a great boon to sailors in general, and to those

anchored on a lee shore in particular, and have only to be tried to be appreciated."

From Capt. Edward Gardin, Barque 'Argali.'

"No one but those who have tried them practically in a severe gale of wind and heavy sea, can judge of the ease and security given by this valuable Buffer or Spring. It breaks every shock, and in fact renders a ship using them safe and secure at her anchors, and there is no shock or jerk on the windlass.

"I believe that no better thing was ever put on board a ship to save her from parting; and I shall never go to sea again without one if I can help it.

"In one gale, when the Port authorities signalled to prepare for a gale and to veer a whole cable, I could not do so, as another ship was close under my stern. At that time I had only sixty fathoms chain out, and the Spring doing its work. We held on whilst many of the ships parted with a whole cable on end.

"I beg to say, that my owners have ordered me to get two of your Springs."

An invention so likely to be useful in promoting security to life and property on our coast, merits our concurrence. Any improvement which shall diminish strandings through stress of weather, deserves the special and fullest approbation of the "Shipwrecked Mariners' Society."

When in action, this spring resembles the railway buffer in effect. It is not permanently fixed to the chain or windlass, but to be applied as soon as it may be deemed necessary,—when a gale is anticipated, or after it has set in.

The inventor assumes, and we believe correctly, that all chain cables snap at the moment of jerk or surge, and hence the necessity of introducing a yielding body to destroy the damaging effect of shock or impact. Its simplicity of construction is important, and so confident is Capt. Saunders (an old and practical sailor) of their durability, that he offers to keep his Springs in good working order, at a cost of one penny per register ton annually. Further, he will agree to forfeit the first cost of the Spring, in every instance where a cable may part whilst his Springs have been duly applied to the cable at the time of parting, and will be happy to answer any communications relative to the invention, at his offices, 1, Ironmonger Lane, Cheapside, London.

We venture to hope that all interested in the security of life and property at sea will look more closely than ever into the necessity for adopting any and every consistent means likely to mitigate the appalling wrecks which every successive gale upon our shores testify, in too many instances, to arise from the want of efficient ground tackling.

VISITS TO THE SEA COASTS.

(Continued from page 189, Vol. XIV.)

EXETER.—The county town of Devonshire is a parliamentary and municipal borough and seat of a diocese, as well as a port on the river Exe, 168 miles W.S.W. of London by road. The city is built on a hill overlooking the river, over which a handsome bridge has been built, at an expense of £20,000; it is about eight miles from the English Channel. Two main streets intersect at the Carfax, near where a conduit formerly stood. The cathedral of St. Peter, chiefly of the fourteenth and fifteenth centuries, is a magnificent structure; its western window is much admired. The cathedral contains numerous ancient monuments of its bishops, and of the Bohun and Courtenay families.

Near the cathedral is the bishop's palace, a venerable building. The north tower of the cathedral contains a clock curiously ornamented, and an immense bell weighing 12,500 pounds, both the gifts of Bishop Courtenay. On the north-east of the city are the ruins of Rougemont Castle, formerly the residence of the West Saxon kings. The country round Exeter is very fertile, affording good corn, pasture, dairy and fattening land, and abounding in fruit, especially apples, which yield plenty of the best cider. The river Exe is so far navigable that, by means of locks, vessels of 300 tons burden can come up to the city; those that are larger remain at Topsham and the largest at Exmouth, at the mouth of the river three miles lower. The number of vessels belonging to the port at the present time are 115; 32 under 50 tons, registering 840 tons, and 83 above 50 tons, registering 12,829 tons, total 13,669 tons, and the men and boys employed 725. There are also 219 boats belonging to this port employed in fishery during the summer; these are principally small boats, and cutter-rigged, and managed in most cases by one man, or a man and a boy. The only boats employed in fishing during the whole of the year are eight in number, cutter-rigged, with two men in each, and these do not exceed ten tons each; but we do not hear of fishermen of the present day meeting with such nondescripts as formerly, if the following is correct, taken from the *Gentleman's Magazine* for November, 1737:—"Some fishermen near this city (Exeter) drawing their net ashore, a creature of human shape, having two legs, leaped out and ran away very swiftly. Not being able to overtake it, they knocked it down by throwing sticks after it. At their coming up to it, it was dying, and groaned like a human creature. Its feet were webbed like a duck's, it had eyes, nose and mouth like a man's, only the nose somewhat depressed; a tail, not unlike a salmon's, turning up towards the back, and was four feet high. It was publicly shown here."

Mr. R. C. Banfill (Wharfinger's Office,) represents the "Shipwrecked Mariners' Society" at Exeter. There are about eighty honorary subscribers, and seventy seamen members, and it is to be hoped, that as the good the

Society does become more known, the subscriptions will increase, and also that the seamen will see the advantage of becoming members, and thus show a disposition to make some provision for their wives and families in case of loss of life by wreck.

HUNSTANTON is a parish (with railway station at St. Edmunds, about a mile from the old village) and healthful sea-bathing place, in the western division of the county of Norfolk, seventeen miles N. by E. from Lynn, its post and market town. The church of the Virgin Mary is a noble structure of flint and free-stone, in the decorated style of architecture. The sands extend many miles, and render sea-bathing safe and agreeable. There are bathing machines, two good hotels, several villa residences, and numerous lodging houses, and this place promises to become a well-frequented watering place, as building is going on to a considerable extent. Hunstanton Cliff rises to a height of 60 feet above the beach, and is commonly called St. Edmund's Point, from a tradition that Edmund the Martyr landed here when he came from Germany to be crowned king of East Anglia.

On the highest point of the cliff stands the lighthouse, a substantial building, rising upwards of 50 feet, erected by the Trinity House; it commands an extensive view of the ocean and the Lincolnshire coast, as far as the floating light and Boston church. The sea washes against the cliff with great force, but at low water persons may walk down the sands for a distance of nearly a mile, to a place called the Oyster Sea, where in the season are caught haddocks, cod fish, soles, turbot, plaice, crabs and shrimps. The coast on each side of the cliff is secured against the incursions of the sea by sand heaps, called meales, which abound with rabbits.

The Wool Pack sand is six miles from the main, in a N.E. direction from the coast-guard station; its length is six miles from east to west; breadth, three miles from north to south, and at spring tides the greater part of it dries; within the last sixteen months four ships have become total wrecks on that fearful sand, namely, schooner 'Triglaf,' of Prussia; barque 'Favourite,' of Hartlepool; barque 'Thetis,' of Gottenburg; and the 'Panmure,' of Newcastle.

There is a coast-guard and life-boat station there, and also, including Wells and Brancaster, an extensive branch of the "Shipwrecked Mariners' Society." There are upwards of 220 fishermen and mariners who are members of that noble Institution. The relief granted by the Society, usually heavy along this dangerous coast, is far in excess of the total receipts from this auxiliary. Mr. John Batstone, of the coast-guard, is the Society's local agent.

NEWCASTLE is a small seaport town in Co. Down, Ireland, about twenty-six miles from Belfast, and three from Castlewellan, situated on the shore of

Dundrum Bay. It is resorted to by numerous families in summer as a bathing place. There are several large and handsome private dwellings, hot, cold, and shower baths, and a fine hotel, built by the Earl of Annesley. The Earl's marine residence is Donard Lodge, laid out with great taste, and near it is a chalybeate spa, to which the public have access. The Slieve Donard Mountain, at the foot of which is the lodge, rises to the height of 3000 feet above the sea. The places of worship in the town are the Episcopal Chapel of Ease,—a handsome building,—a Presbyterian Church,—a Wesleyan and a Roman Catholic Chapel. There are male, female and infant schools, supported principally by the Earl and Countess of Annesley. The population of the town is about 1200. Castlewellan is a thriving market town, situated on and surrounded by eminences. At the foot of Slieve-na-vat (or Red Mountain), and on the shores of a beautiful lake abounding with trout, stands the new and magnificent mansion of Lord Annesley, built in the border style of grey and white granite, at a cost of £30,000. His Lordship enjoys the title of Baron of Castlewellan.

Within two miles of the town stands Tollymore Park, the mansion of the Earl of Roden, the demesne abounding with delightful scenery, enriched with woods and mountains and all that can adorn a perfect landscape. There are many other fine dwellings in the vicinity of the town, which consists of an upper and lower square, planted with trees, and connected by a main street, and contains a branch of the Northern Banking Company; also three savings' banks. The linen trade is carried on largely. The spinning, weaving and bleaching works of Messrs. Murland are on an extensive scale, propelled by steam and water power, and lighted by gas made on the premises. These enterprising gentlemen give large employment, and greatly benefit the locality. A handsome church has been erected and endowed by the Earl of Annesley at a cost of £7000. It is built in the early English style of blue and white granite. The Court House stands in the centre of the town, in which Petty Sessions are held once a month. There are thirty-one fishing boats belonging to Newcastle; only one, however, of the 1st class, a smack of thirteen tons. The thirty 2nd class of about one and a-half tons, rigged with lug sails, of the average size, being 24 ft. by 7 ft. 6 in. Besides fishing boats, there are two other vessels, a brig of 120 tons, and a schooner of 90 tons. About twenty strange vessels visit the port annually with coal, &c. The seafaring community consist of fifty-three fishermen, some of whom man the life-boat which is stationed there. The "Shipwrecked Mariners' Society" is represented by Lady Annesley, who has long been the zealous advocate of this noble Institution, and has collected largely in aid of its funds, as well as for many other religious and benevolent societies.

COLERAINE is a maritime and Parliamentary borough in Co. Londonderry.

It is a manufacturing and commercial town, situated on the River Bann, and has long been remarkable for the fineness of its linen cloth, the excellence of its salmon fishery, and beauty of its scenery. The population is 5631. The town is built on each side of the Bann four miles from the sea, and over the river is a fine stone bridge of three arches, ninety-six yards in length, by thirty-two in breadth, and cost £14,500, erected in 1844. It consists of a square called the Diamond (in which still remain some of the ancient frame houses sent from London by the Irish Society in the beginning of the seventeenth century), and several diverging streets. The portion on the west side is called Waterside and Kilowen. The public buildings are two Parish Churches, and Chapels for other denominations, the Town Hall, Court House, New Market Place, and an endowed School. A new Town Hall has been erected in the centre of the Diamond at a cost of £5000. A National Model School and Academical Institution have lately been erected in Kilowen. Coleraine Parish Church, built in 1613, is one of the oldest in the north of Ireland. The linen trade has been long and extensively carried on here, but not so much now, however, as formerly, Belfast being the stronghold of that trade. There are manufactures of soap, candles and leather there also. The salmon and eel fisheries on the river are farmed at £1200 annually by the Irish Society. A brisk export trade, chiefly to Liverpool and Glasgow by steam, is carried on through Portrush, the shipping port. The mouth of the Bann is five miles from Coleraine, the harbour of which is formed of two moles or breakwaters, one 800 and the other 650 feet in length, with an entrance 200 feet wide, and the whole covering an area of 8 acres, with from 15 to 20 feet depth of water at the wharves, but vessels of 200 tons can discharge at the quay of Coleraine. A Government survey of the river Bann, from Coleraine to the sea, has been completed. The town is now connected by rail with Belfast and Derry, with a branch to Portrush. A viaduct has been erected across the Bann, connecting the Ballymena and Londonderry lines of rail, in which there is a swivel to admit small vessels to pass through.

There are banks, gas works, and a workhouse there. A steamer has lately been purchased by the town commissioners for towing vessels from the bar up to Coleraine quay. The "Shipwrecked Mariners' Society" has agents at all the places round the coast.

PORT STEWART is only a port in name. All the inlets of the sea on this part of the coast are called "Ports." It is a very small watering-place, and the only sea craft belonging to it are fishing boats, which are not rigged, but are called Dronthean boats. There are no trawlers, or any other large fishing boats.

PORTRUSH is the only real port in the neighbourhood, and owns six vessels

of sixty to ninety-three tons ; also six fishing boats, supplied with fore and aft split sails. The average tonnage is two tons. There are several seamen belonging to Portrush, but no Institute for Mariners, if we except the agent of the "Shipwrecked Mariners' Society," and the life-boat in the harbour. We regret to say there is little support given to the Society in the vicinity.

THE MODEL DOCK-GATE-MAN.

It was in the year 1849 when we first heard of the name and fame of John Ellerthorpe, keelman and sailor, steam-boat hand and master, afterwards promoted to the Pier-head in the service of the Hull Dock Company. During a period of forty years this distinguished individual has saved more than forty persons, all on separate and distinct occasions. They were saved by him single-handed, and almost immediately after plunging into the water. He commenced this noble career at the early age of fourteen; the first case was that of his own father, and the thirty-first, that of his first-born son. Many of these persons are still living, and there is, perhaps, no man more truly and deservedly respected and loved—alike for his kind and amiable spirit, his manly self-reliance, and his noble and benevolent exertions—than is John Ellerthorpe, who has well won, and that in the best sense, the title of "Hero of the Humber."

A book has just been launched from the press,* which is sure to be read by thousands, and we embrace the earliest opportunity in calling attention to its interesting and unique contents. Here is a sketch of his life, biographical notices of thirty-nine persons saved from drowning, with dates, places and witnesses, and an account of his rewards and honours.

One rises from the perusal of such a book with an improved opinion of the capabilities of our rough sailor population, and we admire and give God thanks for such a marvellous living specimen of manly daring and prompt beneficence. This book will help to improve, in public esteem, the important class of our countrymen who "go down to the sea in ships." Half a century ago they were a wicked and neglected class; possessing little self respect, they inspired little. "A sailor was counted a valuable menial in the service of the commonwealth, but as strange and as eccentric in his habits as the walk of some amphibious animal, or a web-footed aquatic on land. To purchase a score of watches and to fry them in a pan with beer, to charter half-a-dozen coaches and invite foot passengers inside, while he "kept the deck," or in any way to scatter his hard earnings of a twelvemonth in as many hours, was considered

* *THE HERO OF THE HUMBER, OR, THE HISTORY OF JOHN ELLERTHORPE, Foreman of the Humber Dock-Gates, Hull. By the Rev. Henry Woodcock. LONDON: Elliot Stock, 62, Paternoster Row. 1868.*

frolicsome thoughtlessness, which was more than compensated by the throwing away of a purse of gold to some poor widow in distress."

But—thanks to Sailors' Societies, hundreds of Bethel masters, and thousands



John Ellerthorpe

of godly seamen—things are changed. The profession has increased in value, the educational pitch is higher, the moral tone is better.

"During the last forty-eight years," writes Ellerthorpe, "I have done all that lay in my power to rescue my fellow-creatures when in drowning circumstances. By night and by day, in darkness or in light, in winter or in summer, I was always ready to obey the summons when the cry, 'a man overboard!' fell on my ears."

Some of the cases of rescue mentioned in this volume excite our wonder, and in more than one we see the hand of a merciful Providence most strikingly exhibited; here is one:—

“Robert Clegg (1825). He was both owner and captain of the keel ‘Ann Scarborough.’ He went one dark night to Moreton, and as he did not return at the time expected, I felt very uneasy about him, and at last I went on the bank of the Trent in search of him. When I got near Moreton Bite, I thought I heard a groan, and after a long search I found my captain, drunk, half in the water and half on the bank. The tide was half-flood, and was then rapidly rising, and had it risen a foot and a half higher, he must have been drowned, as nothing could have saved him. I struggled with him for three-quarters of an hour, and after great exertions I got him fairly on the bank. We were then a mile and a half from our vessel, and did not get on board till three o’clock in the morning. A doctor had to be got, and soon the captain began to recover; but the keel was delayed two days. He was afraid lest his wife should get to know the cause of this delay, and he bound me to keep the affair a profound secret. But he often said afterwards, ‘Jack saved my life.’”

Our readers will agree with us that the following was a most remarkable rescue:—

“Thirty-fifth.—A boy. Name unknown.

“At this time I was captain of the Hull Dock steam tug. One night, about eleven o’clock, the Railway Goods Station was on fire, and I was summoned from my bed to go and remove our packet, which was moored close to where the fire had broken out. In the space of two hours three men fell overboard, all of whom I rescued, with the assistance of others. Soon after I had to take the Dock Company’s fire engine on board, as they could not find enough water on shore. The wind was blowing a heavy gale, and before I could get the packet to a convenient place sufficient water had been found, and the engine was not needed. While I was busy with the packet a man was drowned, and I felt greatly distressed on his account. So I went and sat down on a paddle-box and placed a boat-hook at my side to be ready should any one fall into the water. I had not sat many moments when I saw a youth, about seventeen years of age, fall overboard. I jumped from the paddle-box on to the dock wall and ran as fast as I could to the spot. While the fire was blazing before me I could see the boy distinctly, but when I got past the fire it was pitchy dark, and I lost all trace of the drowning youth. Thousands of people were thronging and shouting in every direction, and I lost all hopes of saving the youth, who was now submerged in the water. But when I could not get any farther, for the press of the people, I put in the boat-hook; it was eighteen feet long and the tide was very high. I knelt with one knee on the wall, and felt the boy at about fifteen feet under water. The hook caught the bottom of his waistcoat, and I felt him take hold of it with both his hands. I never could

ascertain the boy's name, but the whole case was fully reported in the local newspapers at the time, and thousands of people now in Hull well remember it."

In November, 1861, a purse of one hundred guineas and a gold watch were presented to our hero; £20 was given by the Crown as a Royal bounty, the Board of Trade struck a medal to his honour, the Royal Humane Society awarded (besides its medal) its especial vote of thanks. John Ellerthorpe never required, never expected, any public recognition of his services. The only praise sought by him was—

"What nothing earthly gives or can destroy,
The soul's calm sunshine and the heartfelt joy,"

in being the means of saving so many lives from premature death by drowning.

Our readers may remember we gave a little sketch and portrait of this good Christian man in the 36th number of this Magazine. Since then, Ellerthorpe's exploits in saving life, which date from the year 1820, have been continued to the present time, and it may be safely asserted that he has never *hesitated* to risk his own life to save that of a fellow-creature. Ellerthorpe is a native of Yorkshire, and is now in his 62nd year. The old adage is true in his case, that "Fortune favours the brave."

We conclude our brief notice of this remarkable book in the language of an able reviewer:—"This is not a mere conglomeration of facts and incidents in connection with a remarkable life, but a duly methodized and classified account of one of the most unique lives we have read for many a day. No British seaman should be without this book. Those who are seeking the spiritual well-being of our brethren who 'do business on the great waters' should circulate it freely among them. Owners and Captains could not present to the crews of their respective vessels a more interesting and improving narrative; while fathers and mothers will find it '*just the book*' to place in the hands of their sons whose vocation is on the mighty deep. The chapter on 'Swimming'—extending over nineteen pages—is deeply interesting, and, to voyagers across the ocean, it will be at once useful, instructing, and amusing. The composition of the book is good, and publicity is all that is wanted to secure for it a large sale. We sincerely thank Mr. Woodcock for introducing to the *general* public so noble a specimen of humanity, and we shall not be at all surprised if a copy of his book be speedily found on every railway book-stall, and in every *Bethel* throughout the British dominions."

We have been favoured, by the author, with the use of the "blocks" of Mr. Ellerthorpe's portrait and autograph for our present issue.

REWARDS FOR SAVING LIFE.—We regret that owing to unavoidable pressure on our space, these, although in type, must stand over for the next number.

COLLECTIONS, MEETINGS, SERMONS, &c.

For the "Shipwrecked Mariners' Society."

ARKLOW.—Mr. W. H. Saunders, Travelling Secretary, addressed a numerously attended meeting on the 12th Feb., at which many of the Fishermen enrolled themselves as members. Admiral the Earl of Carysfort kindly sent a donation of £30, and the Hon. W. Proby a subscription of £5 annually.

ASPATRIA, CUMBERLAND.—Proceeds of entertainment, including £1 by Sir W. Lawson, Bart. £2 1 0

BANFF.—Proceeds of Seamen's Soirée, per Mr. Daniel Hamilton (Coast Guard) and Capt. George Elder £2 12 6

BLAKENEY.—Sermon in Langham Church, per Rev. J. M. Randall (Vicar) £3 14 11

BOSTON.—Boston Shipwreck Society (donation, £5; annual subscription, £5)..... £10 0 0

BRECON.—Sermon in St. Mary's Church, Rev. Hubert Williams (Vicar), per Rev. J. B. Morgan (Chaplain of Missions to Seamen) £2 6 6

CLEVEDON.—Sermon in Parish Church, by Rev. W. N. Peddar (Life Mem.) £7 5 4

COLLIESTON, near ARBBROATH. G. R. Chaplin, Esq. has again presented the Society with the munificent contribution of....£100 0 0

COURTOWN.—A meeting of fishermen was held here on the 10th February, when James Scott, Esq., J.P., occupied the chair. Mr. W. H. Saunders attended as a deputation, and fully explained to the fishermen the advantage of being members of this Society. Mr. J. Scott, local Honorary Secretary, and Mr. Coughlin, Harbour Master, urged the importance of their joining this Association.

FOWEY.—Proceeds of Offertory in Parish Church, by Rev. Dr. Treffry (Life Mem.)..... £6 8 7

Proceeds of Popular Readings in Town Hall, Fowey £2 13 0

HOPEMAN, N. B.—Sermon in Free Church, by Rev. G. Cassie £0 18 0

HULL.—Proceeds of Entertainment by Kingston Penny Reading Society, at Sailors' Institute £1 17 0

LEDGBURY.—Offertory in Bromsberrow Church £4 2 7

LIMEKILNS.—Sermon in U.P. Church, by Rev. Mr. Young, of Dunfermline (Life Governor).. £7 12 4

LIVERPOOL.—Sermon in Mariners' Church, by Rev. W. Maynard, M.A. (Life Gov.) including £20 from sale of Work by Mrs. Maynard£41 14 9½

Ditto.—Collection on board Messrs. Allan Brothers' Steamers £28 2 6

Ditto.—Collection on board 'Nova Scotian' £2 4 7

Ditto.—Box on board H.M. Ship 'Eagle,' per Capt. E. C. Symons, R.N. £0 3 2

Ditto.—Legacy of late Thos. Abrahams, Esq.£100 0 0

LONDON.—Her Most Gracious Majesty the Queen has again sent her annual contribution of £25, and His Grace the Duke of Marlborough (President of the Society) £15 15s. annual.

LOSSIEMOUTH.—Proceeds of Sailors' Soirée, per R. Simmie, Esq. £5 10 0

The annual Soirée in connection with this branch of the Society was held at Branderburgh on Tuesday evening, 14th January. There were more than 400 seafaring persons—fishermen, seamen and their families—present, and the room was ornamented at both ends with Union Jacks, on one of which we noticed the words, "Right of Way," referring to the sea and not to the land. The chair was occupied by.

Robert Simmie, Esq., principal Coast Officer and agent of the Society. An instrumental band was in attendance. There was also a choir on the platform.

The proceedings were opened by the chairman reading the 100th Psalm, which was sung by the choir to the tune of Old Hundred. After praise the Rev. Mr. Weir, of Drainie, offered up a most fervent and appropriate prayer, dwelling at length on the dangers of a seafaring life, and asking a special protection for those who go down to the sea in ships, and see the wonders of the Almighty in the great deep.

The chairman, as agent of the Society, delivered the following address:—Ladies and Gentlemen,—I am very glad to meet you here this evening, and to unite with you in thanksgiving to our God that the storms which have raged around our beloved island-home during the past year have made no breach among us. It has been otherwise in many other sea-port towns. Did your time permit, I could give you specimens of relief to widows and orphans, embracing England, Ireland and Scotland, but I shall not detain you at present. Let me tell you what has been done to our own friends. Well, Thomas Murison, whom you all know, was wrecked last spring on the coast of Norway. He was sent home to Lossiemouth, and I had the pleasure of handing him £3 2s. 6d. for loss of clothes. Another of our townsmen, who sailed from this port in May last for Archangel, lost part of his clothes when the ship was abandoned in the White Sea among the ice, and, to his mother, I had the pleasure of handing the sum of £2.

After reciting many interesting facts relative to the working of the Society, he concluded by expressing his sincere desire that all seafaring friends present may never require aid from this Society, and that they may be long spared to contribute their 3s. annually. Perhaps some of you may think, he added, "My 3s. can go but a small way in benefiting the thousands of shipwrecked

men." Do not think so. The "great wide sea" is but a combination of drops; the cargoes of grain which are annually imported into our country grew on separate stalks, but when collected together fill our ships and granaries, and afford abundance for the sustenance of this mighty nation. Our contributions, although small, when added to others, go to fill the treasury of this noble Society, and enable them to render material help to the shipwrecked seamen, bereaved widows and helpless orphans. Last year I received £1 3s. from honorary subscribers, and the profits of our soir  e, together with the additional members who joined, produced about £8. May I not expect greater things this year? All who indulge in tea and sugar, and wear cottons and silks, ought to join in contributing to the funds of this noble Institution.

The meeting was addressed by several ministers and others, and concluded with the national anthem.

MANCHESTER.—Sermon in Bowdon Church, by the Venerable Archdeacon Pollock (Life Gov.)..... £19 2 0

MONTROSE—POPULAR LECTURES AND READINGS.—The twelfth of this course of entertainments was given in the Guildhall on Saturday evening, 15th February, the proceeds of which were devoted to the benefit of the "Shipwrecked Mariners' Society." Mr. John Smith, the Honorary Agent, in the chair. The readings, which were appropriately selected, of a seafaring character, were given by Mr. Stephen Miller and Mr. John Davidson, teacher. Mr. Miller read, with great effect, Byron's "Shipwreck," and other pieces; and Mr. Davidson also read several pieces, which were well appreciated. Several ladies and gentlemen played and sang. At the close, Mr. Smith, in thanking the audience, made a statement with regard to the Society.

NORTH SHIELDS.—Box on board H.M. Ship 'Castor,' per Capt. Chas. G. Nelson, R.N... £0 10 0
PORT GLASGOW.—Collection at annual

Sermon, Young Men's Association £2 12 11

PORTLOE.—Sermon by Rev. C. C. Bull (Life Mem.), by permission of the rector, Rev. S. J. Trist. £6 0 0

PORTSMOUTH. — James L. Thorne, Esq., Hon. Agent, has received from Capt. A. Morrell, R.N., per Capt. Seymour Curtis, H.M. Ship 'Duke of Wellington' £2 3 0

PORTSOY. — Proceeds of an Entertainment on behalf of Society £5 5 3

A Musical Entertainment in aid of the funds took place on the evening of Friday, 31st January, when the hall was well filled by a most respectable audience, amongst whom were a good many seamen. The hall had been draped with flags in a very tasteful manner by Mr. Boaden, the active Hon. Agent of the Society, Sergeant Mennie, and the coast-guardsmen, and it had quite a festive and comfortable appearance.

Colonel Moir, who presided, was accompanied on the platform by the Rev. Mr. Gibson, of the Established Church, and in his opening address said he had very great pleasure in taking the chair at this meeting, as he regarded the "Shipwrecked Mariners' Society" as one of the very best and most deserving Institutions in the kingdom. In order to show how much they were locally indebted to the Society, he stated that in 1866 Portsoy contributed £19 17s. 6d. to its funds; in 1867, £20 7s. 2d.—together, £40 4s. 8d.; while during these two years the Society, in relief of local cases of distress, had paid through its agent the sum of £68 15s. 7d.; so that during these two years alone we had received £28 10s. 11d. more than we had contributed; and yet the contributions from Portsoy, in proportion to its wealth and population, would, he believed, compare favourably with those from many other places.

Many ladies and gentlemen took part in

the performances, which consisted of songs and instrumental music, and the proceedings closed with "God save the Queen," led by Miss Watson. Apart from the excellent object for which it was held, all present admitted that a more orderly and happy meeting had never been held in the hall. The gross proceeds, exclusive of complimentary tickets to the ladies who assisted, amounted to £5 14s. 6d., and the sum of five guineas was handed to Mr. Boaden, and remitted by him to the Society.

QUEENSTOWN.—Box on board H.M. Ship 'Research,' per Capt. Arthur Morrell, R.N. £2 2 0

SHERINGHAM.—Interest in Post Office Savings' Bank, at Cromer, of Coal Club, per Walter Hart, Esq. £0 5 0

SOUTH SHIELDS.—Sermon in Wesleyan Methodist Chapel, by Rev. Wm. Bond (Life Mem.).. £5 0 0

STONE, near DARTFORD.—Sermon in Parish Church, and subscription by Rev. F. W. Murray, M.A. £4 3 2

SUNDERLAND.—A public meeting, called by the Mayor, in obedience to a numerously signed requisition, was held in the Commission Room, Exchange Buildings, on the 11th of December, to consider the claims of the Society. The Mayor occupied the chair, and there were present, Ald. Hartley, M.P., Ald. Candlerish, M.P., the Rector of Bishopwearmouth, the Rector of Sunderland, the Vicar of Seaham, the Rev. A. A. Rees, the Rev. R. Skipsey, Mr. Victor Williamson, Capt. Calver, R.N., Capt. Duff, R.N., Paymaster Warburton, R.N., Rev. J. Broadbent, Rev. W. Shillito, Ald. Givens, Messrs. R. Anderson, R. M. Hudson, F. Ritson, M. Wiener, C. Hodgson, H. Taylor, M. Robson, Jas. Hay, W. Wight, M. Lonia, J. M. Reed, W. Ord, N. G. Reed, J. Halcro, A. Ellis, C. Abbe, &c.

The Mayor, one of the largest shipowners of the Port, in opening the proceedings, said—the material, spiritual and intellectual well-being of seamen and fishermen ought

to command the special attention not only of those who compose a seafaring community, but of their countrymen generally, because on this sea-girt isle they were dependent almost entirely on the seamen for the various products of every nation, which tended to make up the manufacturing and material prosperity of the country. The seamen were composed of the manliest and bravest of their countrymen; the profession in which they were engaged had a tendency to develop those qualities of human nature which were especially of a noble and manly character. These qualities were developed primarily in consequence of the dangers attending the profession, and those very dangers accounted for a large amount of distress which always followed a dangerous calling, inasmuch as shipwrecks involved the seamen and their families in a large amount of distress.

They were met that day to advocate the cause of an Institution which had specially under its notice the interests of the seamen, and also of their widows and orphans. When they found that the Institution was the means of assisting something like 4000 seamen's widows and orphans annually, at a great expenditure, it was sufficient to commend the Institution to the whole of the inhabitants of a seaport town. It was the duty of a shipping town to pay attention to the seamen, for what did they find? Nearly 1000 seamen annually found a watery grave in the gales which occurred along the coast, and the loss of property was something like three millions annually. Seeing that seamen were engaged in a calling so peculiarly dangerous, there could not be otherwise than a large amount of distress falling to themselves, their widows, and orphans. He hoped, therefore, that attention would not only be given to the material wants of their seamen, but also to their intellectual and spiritual wants. If they had more education amongst their seamen, that education would be attended with results which would lead to a greater amount of

sobriety and a greater amount of care in the navigation of vessels under their charge. He would call on Mr. Candlish to move the first resolution.

Alderman Candlish, M.P., said he could not but feel that it would have been more fitting that his colleague, the senior member for the borough, should occupy the position he (Alderman C.) now held, but he explained that it arose from Alderman Hartley having expected to be from home when this meeting was convened, and it was necessary for the Secretary to make his arrangements for the meeting. He agreed with the remarks the Mayor had made in commending this Society.

The relief afforded by the Society came at the precise point when it was wanted, when the sailor was stripped of everything he had in this world; and when that occurred, at perhaps a thousand miles from home, nothing could be more seasonable than the intervention of a Society like this to restore to him the loss he had suffered. He apprehended that the object of calling them there that day was to bring the objects and claims more especially before a Sunderland audience, and there were good reasons for this; there was an especial call for some effort to extend the operations of this Society to their fellow-townsmen, and to commend it to the support of this borough. On looking over the report, he found Sunderland to stand in what appeared to be an exceedingly unfavourable position as compared with other ports of the kingdom, and it was clearly their duty to remove what appeared to be a reproach to the borough. The persons contributing in Sunderland to the Society's funds were not more than 70, while at a small place on the west coast, Torquay, there were 395; Ryde, Isle of Wight, 250; Ramsgate, 172; Wainfleet, 125; Bacton, 150; Norwich (not a seaport town, with a population about the same as Sunderland), 198; Wells (another small town, nearly disfranchised by the Reform Bill, because of its insignificance), 208; Yarmouth, 312;

Bath (not a seaport), 567; Ripon (an ancient inland town), 132; Scarbro', 183; Whitby, 143; Belfast (not much larger than Sunderland), 285; Aberdeen (somewhat smaller than this port), 199; Montrose (a little Scotch port), 239. He took it that this was not a state of things creditable to this borough, and that after the meeting, this day, they would resolve to wipe out the stain (Hear). He was glad Mr. Anderson, from Seaham, sympathised with his remarks, for in point of fact, Seaham Harbour stood in a much worse position than Sunderland, as it had only one subscriber.* ("There are two now"). A great effort had been made at Seaham, and the subscribers were doubled—(a laugh).

He might mention another fact, that whilst the town was doing so little for this Society, the sailors themselves had gone into it to a degree unequalled by any other port in the kingdom—(hear). The meeting would no doubt be surprised to know that in Sunderland 4100 seamen had joined the Society and participated in its benefits—(hear), one of the fundamental principles of the Society being that the sailor himself was induced by the small rate of subscription to lend it help. The benefits of the Society, however, were not limited to those who subscribed, but were given to all who needed them, whether they subscribed or not, irrespective of religion or nationality. These 4100 seamen in Sunderland subscribed £600, and the 70 subscribers about £60 per annum, but the sum of money expended in Sunderland during the year to which he referred, was upwards of £1000.—(Mr. R. M. Hudson: Last year it was £1195). The money forwarded from Sunderland was something like £660, while they received about £1200, so that they

received from the Society £500 or £600 a year for the relief of destitute seamen in this locality. He would make one other reference before he closed, and perhaps it would have been more agreeable to his friend, Mr. Hudson, if he had been absent when he made these remarks. That gentleman had been honorary agent of the Society since its formation, now twenty-nine years, and during the whole of that time had rendered gratuitous services. He had distributed amongst the claimants to this fund more than £20,000; he had annually to give 4100 receipts for 3s., to make 4100 entries, to distribute 4100 tickets and medals, to inquire annually into the merits of some 600 or 700 applicants for relief, and he had had to relieve about 800 or 900 persons. He knew no parallel in Sunderland to the facts he had just now given; the labours of Mr. Hudson, self imposed, were nearly the work of one man. Those were services the town knew nothing of, but he could not, in justice to his own feelings, permit the facts he had just mentioned to go unrecorded. Alderman Candlish concluded by moving the following resolution:—

"That this meeting, recognising the benefits conferred by the 'Shipwrecked Mariners' Royal Benevolent Society' on the seafaring community of Sunderland and the country at large, pledges itself to support this Society, and to respond to the urgent appeal by every means in its power, and especially recommends that the list of annual subscribers be materially increased."

Mr. Mansfield, Travelling Secretary, who said he had first to acknowledge the receipt of £5 from Messrs. Peacock Brothers, then proceeded to explain that the requisition calling this meeting was signed some time ago, but the circumstance of waiting for the rising of Parliament had

* The Hon. Agent, John Henry, Esq., of the Customs, writes:—"Through a mistake, the return from the Seaham branch was not forwarded to the central office in time, and, therefore, not printed in the Society's report for 1866. Instead of one subscriber, there are fifteen, subscribing together £9 12s. 6d., and this is exclusive of

£6 6s. 11d. collections after sermons. Though this is not a return to boast of, it yet shows that more interest is felt in the charity at Seaham than the remarks I have referred to would indicate, and I am happy to say that that interest is increasing."

prevented its being called until now. Mr. Candlish had stated the objects of the Society, and these were faithfully and literally carried out from John o' Groat's to Land's End.

He had drawn up a debit and credit account of the ports of the county of Durham with the Society for 1867, and found that they had paid for the relief of seamen, including boarding, lodgings, medical comforts, clothing, forwarding them home, relief to widows, &c. £4084 18s. 7d., over and above what they had received in subscriptions from the county. The Society had spent thousands of pounds in Sunderland, and there were nearly 10,000 seamen and fishermen enrolled in the Society, belonging to the county. The 4100 members at Sunderland gave £615, and there were £60 only honorary subscriptions. If the amount of £615 was funded, it left a balance of £1600 paid by the Society last year to Sunderland's wants, but if they did not fund it, and simply paid it away, the debit balance against Sunderland would be £1150; *i.e.*, they paid that amount away to Sunderland, and had no funds from Sunderland with which to pay it. But the Society went on, and there was not any stoppage of supplies. He wished most sincerely that Sunderland and the whole county generally would now take up the matter, and generously respond with one heart, and so recoup the Society even for this one year's outlay of upwards of £4000.

The Rev. A. Rees asked for some explanation of the reason why the town had contributed so small an amount.

Mr. Mansfield could not tell, but he believed Sunderland only required to be asked, and that was the reason why he had been despatched from head-quarters to hold a public meeting and bring the matter before the town.

Robert Anderson, Esq., J. P. (of Seaham Harbour), moved the second resolution, as follows:—

"That shipowners, master mariners, and all persons in this district interested in the welfare of our seamen, be solicited to urge

upon sailors and fishermen the importance of becoming members of this Society, and that their wives and parents be requested to see their subscriptions, each of 3s. per annum, paid over regularly to Mr. Ralph Milbank Hudson, Customs'-entrance, Sunderland, the local honorary agent for the Society."

Mr. Anderson urged the claims of the sailor on the inhabitants of Sunderland, referred to the gallant exploits of the tars from the victory of Lord Howe to the crowning one of Trafalgar, said he had been through it all, and asked that the members for Sunderland would support the memorial that a portion of the £200,000 in the hands of Government, belonging to the merchant seamen, should be distributed to them.

The Rev. W. Cockin, M.A. (Rector) said it might appear at first sight that he was out of place in seconding a resolution, as it appeared to be directed to the shipowning part of the population, but he proceeded to show that this was an error. The entire prosperity of the place, whether commercial or professional, depended on the trade of the port, and whatever affected the shipowning part of the community, affected more or less every trade and every profession, and every kind of property in this immediate locality; consequently it was the interest and duty of all classes to help forward the work before them. It was a remarkable contrast between the nations of antiquity and the commercial spirit of the present age. One of the old Latin poets thought it was a mark of the wisdom of Heaven that the different lands of the world had been divided by what he termed "the impassable ocean." But they were brought to see it was rather a mark of Divine wisdom, that by the great highway which separated them they could carry the products of one country to administer to the wants of others. Another ground on which the resolution would not come amiss from him as a clergyman, was that it would serve to enlist the sympathies of the wealthy on behalf of the wants of the poorer classes of society—(hear). He saw nothing so valuable as that which

brought into contact the different classes, and called out their sympathies one toward another.

Mr. Victor Williamson in rising to move the third resolution, said whilst the previous ones had been addressed rather to Sunderland proper, the one he had to propose had a wider sphere, as it introduced the county generally. He regretted the county was not represented, but he was here to represent his brother, Sir H. Williamson, who had gone abroad a few days ago. The Travelling Secretary requested him (Mr. V. W.) to take his brother's place, and that must account for his presence. It was hardly necessary for him to allude to what had been so fully referred to, the general interest which all classes of the community, all classes of Englishmen, feel in the general welfare of its sailors. The most cherished traditions of the best days of England's glory had been in past times connected with the exploits and heroic deeds of its sailors, both in the Royal and the Merchant navies—(hear). The Royal Navy must depend for its recruits on the Merchant service, and both again on the seafaring part of the population dwelling on the coasts—(hear).

Coming to the immediate point of the resolution, he referred to the special interest which the county of Durham ought to feel, owing to its large coal trade, in the welfare of the seafaring man. The county exported coal to every part of the world, and coal was the source from which the chief wealth of the landowners of the county was derived, and on them would he urge the strong claims of the Society—(hear). When they came to the means of relief afforded by this Society, in taking up the poor destitute mariners cast on their shores, they could not but see that it relieved the parochial rates in a very great measure. It took up the unfortunate, just at a moment when, were it not for such a benevolent institution, they would be forced to go about the country as vagrants and mendicants; and persons who once contracted these habits, under a pressure of circumstances, could not, when

that immediate pressure was removed, very readily abandon the habits so contracted—(hear). He believed a great deal of mendicity and vagrancy arose, in the first instance, from persons in a state of temporary destitution having become demoralised by poverty, and when the pressure was removed they were not able to get out of the demoralising habits into which they were forced by necessity. This Society was to rescue the sailor from that, and, therefore, he very cordially moved the following resolution:—

“Remembering that the relief granted by this National Samaritan Society, not only to the seamen and all shipwrecked persons, but both temporarily and permanently to the widows and orphans of seamen, tends to relieve the pressure on the parochial funds, this meeting recommends most strongly the urgent appeal of the Society to the humane and benevolent consideration of all well-to-do residents in this town and county generally, for prompt action, the fearful gales of the last winter having caused a heavy drain upon the Society's exchequer.”

The Rev. A. A. Rees, in a characteristic speech, seconded the motion, stating that he intended to reserve what he had got to say until the meeting which was to be held on Friday night next.

Alderman Hartley, M.P., supported the resolution, and explained that when the Secretary called on him to make arrangements for holding the meeting, he (Alderman H.) expected to have been at Liverpool, but circumstances occurring which prevented him leaving the town, he had much pleasure in coming here and supporting the object they had in view—(hear). Though a resolution had not been put into his hands, he was glad to see it had got into those who could much better than himself put forth the claims the Society had on them, and show really how little Sunderland had done. When he came here he had much the same sort of feeling as Mr. Rees, who asked why Sunderland had not supported this Society, and he (Ald. Hartley) had received

no satisfactory explanation to his mind; but he hoped that after this meeting, and when the claims of the Society were laid before the public, they would see a very different result from what had hitherto attended it. In reference to the remarks of Mr. Anderson, as to the claims of the seamen on a large sum of money in the hands of the Government, he could assure that gentleman it had got into good hands: it had been taken up by his colleague (Alderman Candlish). If any one could get at the money, or put forward the claims of the parties to it, he was quite sure his colleague would do so. It would give him (Alderman H.) great pleasure to support him in the work he had undertaken, a very difficult, a sort of forlorn hope; at any rate it would not be for want of exertion or talent if that money was not obtained for the seamen. He (Ald. Hartley) believed he was a subscriber to this institution; he had once given a life donation—(hear)—and he was prepared to do more for it than he had hitherto done (hear). The Society had claims on all parties having capital in shipping, or in coals carried by ships, which led to such a large loss of life and distress, against which the seamen never could protect themselves.

The Rev. H. Peters moved, and the Rev. A. Bethune seconded—

“That the clergy of all denominations be invited to co-operate with the honorary agent, Mr. Ralph Milbank Hudson, and to plead for humanity’s sake this truly National Society’s claim for help before their respective congregations.”

After the usual vote of thanks to the Mayor, the meeting terminated.

There was a meeting of seamen held in the Assembly Hall, Sunderland, on Friday evening, 13th December. Previously, however, there was a procession of the tars through the principal streets of the town, headed by the band of the Royal Naval Reserve of the district. The Naval Reserve men carried banners, &c., their walk and

gait were erect and official, and they appeared all ready for any amount of real duty; but on this occasion the “old salts” had been summoned to do homage and pay submission to a national society which they may fairly claim as being their own. There would, doubtless, have been a very lengthy procession of the “Jack Tars” in port, but for the circumstance, we afterwards learnt, that the “Jacks” intend calling their own meeting, of all the mariners then in port, and discussing the whole matter fairly and opportunely. There was a very full attendance of sailors. The chair was occupied by Commander Duff, R.N., of H.M. Ship ‘Durham,’ in port; and amongst the company were Capt. Calver, R.N., Paymaster Warburton, R.N., of H.M. Ship ‘Durham;’ Lieut. Lambton, R.N.R.; the Rev. A. A. Rees, Mr. G. W. Hudson, Capt. Thomas Anderson, Ald. Candlish, M.P., and G. A. Mansfield, Esq., the Travelling Secretary.

Capt. Duff, R.N., and Mr. Mansfield, fully explained the working of the Society.

The Rev. A. A. Rees expressed the great sympathy he felt with all sailors. After some humorous allusions, he said he considered seamen a national institution, and could not see why the merchant sailor should not be pensioned as well as the mariner or member of the Royal Navy. He was sorry to see Sunderland so far behind what it ought to be in its benevolence to sailors. Both seamen and miners, from their exceptional and dangerous employment, and from the national benefits resulting from their labours, ought to be pensioned out of national funds. Mr. Rees urged the seamen to subscribe their 3s. a year, and said they could easily do that if they would keep their teeth clean and their mouths sweet for one month in the year.

The meeting was addressed by the Mayor, Capt. Thomas Anderson, Mr. G. W. Hudson (who addressed the sailors on behalf of his brother, the Hon. Agent, who, he said, was absent in London), and

Ald. Candlish, M.P., who was received

with great cheering. He said the seamen had not been well used, and he told them that as a stimulus for the future. A large amount of money was in the hands of government, the wages of deceased seamen, and it was but just that the sailors should have the benefit of it. He promised his efforts in that direction, and said he could not conceive them more appropriately applied than towards a Society like this. He also adverted to the Greenwich sixpence question, and said it would not be very long until another effort was made to obtain for "Jack" his rights in reference to that institution. The "Shipwrecked Mariners' Society" commended itself to the community, because it inculcated on the seamen self-help, and because the public could help the sailor to help himself. Alluding to the remarks of Mr. Rees, he denied that this Institution was specially a shipowners' or shipbuilders' question; it was one for the community at large—for every manufacturer or shopkeeper—who, but for this Society, would have, out of the parish rates, to assist the sailor and his family. He urged that the local Society should be merged in the general one, as the action of the latter was quite as prompt as the former.

Hearty cheers having been given for the gallant Chairman, the Mayor and Ald. Candlish, M.P., the meeting separated.

TROON.—Sermon in U. P.

Church, by Rev. S. Kirkwood.. £3 1 3

WICKLOW.—A meeting was convened by Dr. Andrew Nolan, Chairman of the Town Commissioners, in the County Court-house, on Friday, February 14, for the purpose of explaining the objects of this valuable Society, with a view of inducing sailors and fishermen to become members.

There was a very large attendance, the court being densely crowded by seafaring men and others interested in the proceedings.

Dr. Andrew Nolan said he was happy to preside on that occasion, and to see such a large attendance at the meeting, notwithstanding

standing the shortness of the notice given. It showed the interest that is felt in this valuable Institution, which he hoped to see established in this town. The fearful loss of life that had recently occurred to some Wicklow sailors must have proved the necessity of such an Institution as this, and he hoped the sailors would at once join it, and steadily persevere in contributing their subscriptions regularly. No matter how much those who were not seamen might contribute, the sailors could have no claim if they did not subscribe themselves. The subscription required is only three shillings annually, and he was sure there was none of them who could not pay that amount. If they joined the Society, in the event of any calamity befalling them, their wives and families would be provided for. If this movement should be taken up it would be a great means of providing for those who might be left desolate by shipwreck, and he hoped by their joining it they would extend the working of so noble a Society (applause).

Wm. Harris Saunders, Esq., Travelling Secretary, gave many illustrations of the working of the Society, and added, I am glad to say it has been supported by the county of Wicklow. To-day I received a letter from Francis Ellis, Esq., High Sheriff, enclosing £1 as his subscription, and the Earl of Wicklow is also a regular subscriber. Mr. Saunders mentioned instances in which this Society proved a great advantage to seafaring men, and concluded by calling on them to embrace the opportunity of becoming members. Any one wishing to do so might give in their names at the meeting, or to Mr. Caldwell, the local agent. Forty-four sailors then gave in their names, wishing to join the Society.

WIGTOWN, N.B.—Sermon by Rev. James Charles, D.D., of Kirkcowan (Life Mem.)..... £6 17 9

YARMOUTH.—Sermon in St. Nicholas Church, by Rev. A. W. L. Rivett (Life Gov.) £12 7 3

MISCELLANEOUS.



THE MERCANTILE MARINE SERVICE ASSOCIATION OF LIVERPOOL held its 11th anniversary on the 30th January. The Mayor presided, and was supported by the borough members, leading merchants and the captains and officers of H.M. Ships 'Donegal,' Capt. Turnour, R.N., and 'Eagle,' Capt. E. C. Symons, R.N. There was a large attendance of master-mariners and officers, and the proceedings were highly interesting and encouraging. The report was read by Clark Aspinall, Esq., the Secretary. Regret was expressed that more had not been done by parliament in fulfilment of the expectations of those who desired something like settled and final legislation upon maritime questions. The report expressed a hope that something may be done either to amend or to alter the constitution of the Courts of Inquiry into wrecks and casualties at sea, both at home and abroad, and also to limit the extent of

VOL. XV.

their power, especially in foreign ports, in suspending certificates.

"The masters and officers in the merchant service feel it to be a cruel injustice to their order that even an error in judgment (should it result in a casualty at sea) may lead to a suspension of a certificate for a long term, or even to its being absolutely cancelled. And it is most reasonably asked why they, and they alone, of all Her Majesty's subjects, not in the direct service of the Crown, are singled out as it were to be rendered liable to a harsh and oft-times ruinous, and at all times degrading system of punishment, which, as at present administered, is felt to be an arbitrary, and not unfrequently an inconsiderate exercise of a power which, if permitted at all, ought only to be enforced in very extreme cases, and even then with some regard to the consequences which ensue to those who are thus deprived of the only means of subsistence at their command. If intelligent, painstaking and well educated men are desired to follow the sea as a profession—and it is by no means a remunerative one, considering its dangers and drawbacks—it is not by harsh laws that they can be induced to do so."

Allusion was made to the great success of the school frigate 'Conway,' for cadets for the merchant service, and the continued prosperity of the new training ship, 'Indefatigable.'

S. R. Graves, Esq., M.P., made a long and able speech, and took a hopeful view of what must shortly be done. He held that a very grave responsibility rested at the door of the governing bodies of light-ships. He wondered that they should have permitted Daunt's Rock, which was in close connection with the principal harbour in Ireland—a harbour out of which an Atlantic steamer daily went, a harbour more than any other we possessed in this kingdom used as a port of call—it was to him won-

derful that, after repeated protestations and warnings, and loss of life and property, that rock should have been allowed to remain there unlit (hear, hear, and applause.) He alluded to the great concession that was made by the Emperor of France and his government in keeping off, or rather equalizing the dues and taxation on the British flag, and placing that flag in the same position and footing as regarded taxation as the national vessels of France; that he considered to be a most important movement, and he believed it was only the beginning of a wise and enlightened policy.

This Association has done noble work, and we rejoice in its efficiency and prosperity. The 'Conway' was the first illustration of its practical wisdom and purpose, and now the training ship for poor boys, the 'Indefatigable,' having at present on board one hundred of British tars to be, is another sign of its power for good. But the Association must not rest here: there is more work to do. Its Secretary is the right man, its income is good, its opportunities are great. Liverpool must have its Asylum for old tars, and its Orphan home for the little children of drowned mariners. To ask for money for these objects is to get it.

AGE OF MEN AND SHIPS.—A paper in *Cassell's Magazine* indicates a strange analogy between the age of men and the age of ships. Many perish almost at their birth; during the last eight years no less than 1,135 newly built ships having been wrecked in their first voyages, whilst others, bearing as it were a charmed life, survive to ninety or a hundred years, there being four on Lloyd's list that are more than one hundred years old.

MARRYAT'S BOYHOOD.—Marryat ran away to sea at twelve years of age, so that at best his education must have been very limited. I remember this story which he himself told me of his early school-days: "The first school I ever went to was one kept by an old dame. There was a number of other boys there who were all very

good boys, but Charlie Babbage and I were always the scamps of the school. He and I were for ever in scrapes, and the old woman used to place us side by side standing on stools in the middle of the school-room and point to us as a warning to the others and say, 'Look at those two boys! They are bad boys and they will never get on in the world. Those two boys will come to a bad end.' It is rather funny," he concluded, "but Babbage and I are the only two in all the school who have ever been heard of since. We got round the old dame though in the end. The boys used to curry favour with her by being the first to bring in the daily eggs laid by two or three hens she kept in the garden. If a boy brought in one egg he was approved of, but if he brought two, he was patted on the back and called 'good boy.' So Charlie and I agreed to get up very early in the morning, before the other boys, and abstract the eggs from the hens' nests; and then we hid them away in a hole in the hedge. The old dame was in a great state of mind at having no eggs day after day; and when her vexation had culminated, and all the good boys were very low down in her books, Charlie Babbage and I made a discovery. 'Oh, mam! here's ever so many eggs in the hedge!' Thenceforth we were the prime favourites; and whenever our credit waned, a fresh hoard of eggs was found, and set things straight."

"What made you take to the sea?" I asked. "I always had a fancy for it," he answered. "I ran away from school twice, but was pursued by my father, discovered, captured and brought back again. I was bent upon going to sea; but that was not the immediate cause of my running away." He looked up laughingly, and I asked, "Why?" "Because I didn't like having to wear my brother J——'s breeches. You see, I came just below him, and, for the sake of economy, my mother used to give me his outgrown clothes. I could stand anything else, but I could not stand the breeches."—Capt. Marryat, R.N., at Latham.—*Cornhill Magazine*.

RELIGION IN THE ROYAL NAVY.—A public meeting of the Royal Naval Scripture Readers Society was held in the Council-chamber of the Town-hall, Liverpool, on the 3rd May. The Mayor, Edward Whitley, Esq., presided, and amongst other gentlemen present were the Venerable Archdeacon of Liverpool (Rev. John Jones), Rev. Canon M'Neile; Rev. Canon Gore; Rev. Dr. Clark, chaplain of H.M.S. Donegal; Captain E. W. Turnour, R.N., H.M.S. Donegal; Commander E. C. Symons, R.N., H.M.S. Eagle; Staff-Surgeon John Bernard, R.N., H.M.S. Eagle; Commander E. H. Crozier, R.N., H.M.S. Viper; J. D. Parmeter, paymaster, R.N.; Mr. Wm. Dart, boatswain, H.M.S. Eagle; Mr. Thos. Smith, gunner, H.M.S. Eagle; Commander R. Mowll, R.N.; Commander M'D. Bouchier, R.N.; Commander Dawson, R.N.; Lieut. Jas. Peat, R.N.R.; Mr. C. M'D. Stewart, R.N.R.; Lieut. Harrington, R.N.R.; Captain Judkins, R.N.R.; Commander W. F. Lee, R.N., coast-guard; Captain Main; Captain Cromer; Dr. Jas. Craig, medical examiner to the navy; and many leading merchants and shipowners.

The MAYOR said he had to express his thanks to the committee of the Society for the honour which they had done him in asking him to take the chair at that the inaugural meeting of the Liverpool branch of the Royal Naval Scripture Readers Society; for though a branch had some little time past been formed in Liverpool, that was, he believed, the first public meeting in connection with the Society in this large and important port. He need not say much with regard to the interests which in this commercial town was taken in the British navy. It was one of those toasts which at our dinners was always received with applause and rapture. It was one in which we felt as it were a personal interest; for we knew how much in times past this country had been indebted to the men of the British navy. But if we only considered the practical benefits which we derived, without considering the responsibilities which we incurred, in respect to the

Royal navy, we should not be doing our duty towards them; and therefore that Society, which sought to elevate their character, or sought to make them mindful of their duty towards their God as well as the duty which they discharged so loyally to their Sovereign, was one which he was sure must commend itself to our interests and support.

He was glad to see so many officers of the navy present testifying their practical interest in the welfare of the men placed under their charge. The men in the royal navy would never be found less earnest in their work or less courageous in the hour of battle, because they were men of religion; and it was because the officers themselves knew the value of having pious men under their command that they asked for the assistance of this town in the promotion of the Society; and he was glad to say that the Society had so made its way that two First Lords of the Admiralty had taken the chair or an important part in the meetings in London. Therefore, on every account, when they saw the men of the navy and the Government of the day taking such an interest in the work, he was sure that Liverpool would not be behind, and that those present would on that occasion show their sympathy not only by eloquent speeches but by doing all in their power practically to aid them in their great work—great for the future of our country; and if rightly and truly carried on he believed it would prove England's safeguard in the day of danger; and that the British Navy would be in the days to come, what it had been in the days gone by, the glory and the safety of England in the hour of need.

The meeting was also addressed by Capt. Dawson, R.N.; Rev. Canon M'Neile, D.D., in a most eloquent speech; Mr. Clarke, Aspinall; Capt. Turnour, R.N.; the Rev. Dr. Clark and John Lyon, Esq., H.M. Ship 'Eagle,' Hon. Sec. and Local Treasurer; and the speeches indicative of the *morale* of the Navy were of considerable interest.

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

*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, 1867, and the 29th February, 1868.*

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 widows; O orphans; AP aged parents. The figures following signify the amount of relief, and Agency where it was given:—

1 MM, 12 W, 13 O 127	1	6	London.
1 M, 4 W, 13 O,			
8 A P	51	12	3 Aberdeen.
3 MM	12	10	0 Aberystwith.
3 M, 2 A P	6	18	4 Aldeburgh.
1 PB, 1 W, 3 O ..	12	13	9 Appledore.
2 M, 1 MM	6	10	0 Arbroath.
1 M	1	17	6 Ardglass.
1 W	6	5	0 Banff.
2 A P	4	0	0 Barking.
30 F, 2 PB	53	15	6 Barra.
2 W, 6 O	17	0	0 Barrow.
2 M	4	0	0 Belfast.
1 M, 3 W, 8 O ..	29	0	3 Bangor (I.)
2 M	3	5	0 Bangor (W)
1 M	1	10	0 Berwick.
2 M, 1 MM	3	0	0 Beaumaris.
3 F, 4 W, 7 O ..	26	0	6 Blakeney.
4, 5 MM, 3 W,			
8 O	54	0	3 Blyth.
2 M	5	7	6 Boness.
1 MM, 2 W, 7 O ..	26	6	3 Boston.
1 M	2	2	6 Braunton.
2 M, 2 F	3	10	0 Bressay.
1 M, 5 F	15	0	0 Bridlington.
1 M, 1 PB, 1 W,			
5 O	17	2	6 Bridgwater.
2 M, 1 MM, 1 W.	14	15	0 Bridport.
1 M, 1 PB, 4 W,			
2 O	25	11	6 Bristol.
2 M, 2 MM, 2 W,			
3 O	21	6	6 Brizham.
4 M, 1 MM, 3 PB	15	5	0 Broadstairs.
5 F, 1 PB, 3 W ..	20	8	0 Buckie.
1 W, 2 O, 1 A P ..	5	17	0 Cardigan.
1 W	5	10	0 Carmarthen.
1 M, 3 W, 9 O ..	24	3	6 Carnarvon.
1 F	2	17	6 Clovelly.
1 F	3	7	6 Cockensie.
1 M	3	5	0 Colchester.
1 W, 3 O	3	10	0 Cromarty.
1 F	2	5	0 Cullivoe.
1 M, 12 PB	23	6	0 Deal.
1 M	1	9	6 Devoran.
3 M, 2 W, 5 O ..	25	2	6 Dartmouth.
1 M	3	17	6 Dinas Cross.
3 M, 2 MM, 2 PB,			
2 W, 1 O, 1 A P	30	11	0 Dover.
9 M, 6 PB, 2 W,			
5 O, 3 A P	39	15	6 Dundee.
6 F	7	0	0 Dunrossness.
1 M	3	15	0 Elia.
1 A P	3	5	0 Erith.
1 M, 1 MM	4	17	6 Exmouth.
2 F, 2 A P	7	18	7 Eyemouth.
4 M, 4 PB, 1 W,			
3 O	28	0	9 Falmouth.
2 F	4	0	0 Filey.
1 MM, 2 A P	7	17	6 Ferryport on Craig.
1 F	3	10	0 Flambro' Head
1 M	1	17	6 Fleetwood.
1 MM	1	17	6 Flint.
4 M	8	6	0 Fowey.
1 PB	3	7	6 Frazerburgh.
1 PB, 1 W, 5 O ..	9	0	0 Gerrans.
1 F	1	0	0 Girvan.
1 M, 1 MM, 1 W.	6	0	6 Glasgow.
5 M, 1 MM	8	2	6 Gloucester.
2 M, 1 W, 2 O ..	7	4	0 Goole.
7 W, 20 O	60	11	3 Grangemouth
1 A P	9	5	0 Gravesend.
1 MM, 1 PB, 2 W,			
2 O	15	5	0 Greenwich.
6 M, 2 MM, 1 F,			
11 W, 16 O, 1 A P	82	15	3 Grimsby.
2 M, 1 MM, 3 F,			
1 PB, 2 W, 4 O	21	18	1 Guernsey.
2 W, 7 O	27	13	9 Hamble.
30 M, 9 MM, 1 F,			
7 W, 11 O, 2			
A P	145	16	3 Hartlepool.
1 F	3	0	0 Harwich.
1 M	4	13	3 Hastings.

1 M, 4 F.....	2 13	4	Hillswick.	27 M, 6 MM, 1 F,	153 13	6	North Shields.
1 M, 1 F.....	2 13	4	Holyhead.	5 PB, 7 W, 11 O,	8 0	0	Parkgate.
1 M.....	1 17	6	Hope Cove.	3 AP.....	2 10	0	Pencance.
41 M, 1 F, 3 PB,				1 M.....	6 16	0	Perth.
15 W, 23 O, 7				1 M, 1 MM.....			
AP.....	236 14	6	Hull.	5 M, 1 MM, 1 W,			
2 M, 1 F.....	6 7	6	Hunstanton.	3 O, 3 AP....	33 7	0	Peterhead.
1 M, 1 W.....	8 10	0	Ifracombe.	4 PB.....	10 17	6	Pill.
1 M, 2 MM, 1 AP	12 15	0	Inverkeithing.	7 M, 4 MM, 1 W.	28 5	0	Plymouth.
3 W, 3 O.....	21 4	1	Inverness.	2 M, 1 MM.....	4 16	0	Poole.
4 M, 4 W, 3 O..	31 16	3	Ipswich.	1 MM.....	1 15	0	Port Dinorwic.
1 M, 1 MM, 6 W,				1 M, 1 F.....	4 17	6	Portinlaen.
8 O.....	38 13	9	Jersey.	1 M, 1 W, 4 O..	11 5	0	Portlaoach.
1 M.....	1 10	0	Johnshaven.	1 M, 1 MM.....	6 10	0	Portsmouth.
1 M, 2 F, 1 W,				1 M.....	1 10	0	Portree.
1 O.....	22 0	0	Kincardine.	1 M.....	6 0	0	Portsoy.
1 W, 3 O.....	5 14	0	Kingsbridge.	1 W.....	8 0	0	Pwllheli.
1 W, 4 O.....	10 10	0	Kinsale.	1 M.....	3 12	0	Queenstown.
1 F, 2 AP.....	5 5	0	Kirkwall.	1 W, 1 O.....	4 13	9	Ramgate.
1 W.....	8 0	0	Knottingley.	2 F, 4 PB, 1 W,			
1 MM.....	3 0	0	Leigh.	5 O, 3 AP....	25 5	0	Reawick.
4 M, 6 F, 10 W,				1 M.....	2 2	6	Redcar.
19 O.....	93 18	9	Leith.	1 M, 3 MM.....	10 12	6	Rob. Hoods Bay
2 M, 1 MM.....	7 7	6	Limekilns.	1 M, 1 MM, 2 W,			
1 M.....	2 7	6	Littlehampton.	11 O.....	36 3	9	Rochester.
25 M, 2 MM, 3 W,				1 MM.....	2 10	0	Runcorn.
9 O.....	89 1	3	Liverpool.	1 M.....	3 0	0	Rye.
1 M, 5 F, 1 W,				3 M, 2 MM, 1 W.	15 13	0	Salcombe.
5 O, 3 AP.....	28 2	3	Lerwick.	1 M, 2 MM, 3 F,			
7 M, 1 MM, 1 PB,				3 W, 4 O, 1 AP	41 10	0	Searborough.
2 W, 8 O.....	46 8	9	Llanelly.	8 PB, 1 W, 1 O..	28 19	6	Scilly.
1 F, 3 AP.....	9 5	0	Longhope.	7 M, 2 MM.....	23 2	6	Seaham.
1 W, 4 O.....	6 0	0	Loos.	1 MM, 1 A.....	4 12	6	Selby.
1 M, 1 MM, 4 W,				1 M, 1 F, 8 W,			
8 O.....	33 2	3	Lowestoft.	21 O, 4 AP....	82 12	3	Shoreham.
2 AP.....	3 10	0	Lymington.	1 W, 1 O.....	4 1	3	Sheerness.
4 M, 3 W, 6 O,				1 M.....	1 15	0	Sidmouth.
1 AP.....	70 4	9	Lynn.	5 M, 1 W, 2 O..	15 12	6	Southampton.
6 M, 1 W, 1 O..	20 9	6	Lytham.	2 M.....	3 0	0	St. Andrew's
2 M.....	8 0	0	Macduff.	1 W, 4 O, 1 AP..	14 18	9	St. Ives (C)
2 M, 1 MM, 1 W.	12 17	6	Maldon.	2 AP.....	3 5	0	Solva.
1 M, 3 MM.....	10 0	0	Margate.	1 M, 1 MM, 3 F,			
4 M, 1 MM, 3 W,				2 W.....	14 8	0	Staithe.
1 O, 2 AP....	44 13	9	Maryport.	63 M, 7 MM, 16 W,			
1 W, 3 O.....	7 0	0	Mevagissey.	20 O, 5 AP....	296 15	0	S. Shields.
1 F.....	2 15	0	Millbrook.	1 M, 2 AP.....	7 4	0	Southold.
2 M, 1 MM.....	9 2	6	Mistley.	1 M.....	1 17	6	Stiffkey.
8 M, 4 MM, 2 W,				1 M, 1 W, 3 O..	9 11	6	Stockton.
6 O.....	42 17	6	Middlesbro'.	2 M, 11 F.....	28 0	0	Stornoway.
6 M, 2 MM, 2 W,				1 MM.....	1 12	6	Stonehouse.
4 O, 1 AP....	53 7	3	Montrose.	1 M.....	1 17	6	Stranraer.
1 M.....	1 15	0	Mousehole.	1 PB, 1 W, 2 O..	13 0	0	Stromness.
2 M, 1 MM.....	6 2	6	Mundesley.	94 M, 23 MM, 24			
1 W, 6 O.....	16 5	0	Nairn.	W, 39 O.....	398 17	9	Sunderland.
1 M, 1 MM, 1 W,				1 M, 1 MM.....	7 0	0	Swansea.
3 O.....	11 12	6	Newburgh (Fife)	2 M, 1 F, 1 W, 1 O	10 3	6	Tegnmouth.
2 W, 1 O.....	11 7	0	Newcastle.	2 M, 1 MM..	3 6	3	Torquay.
6 M, 2 MM, 3 W,				1 MM.....	4 0	0	Truro.

2 M, 1 MM.....	7	7	6	Warkworth.	1 AP	2	13	0	Weymouth.
1 MM	2	10	0	Waterford.	2 W, 3 O	7	1	0	Wisbeach.
1 MM	3	15	0	Weaford.	1 MM	3	10	0	Wivenhoe.
13 M, 5 MM, 1 F,					1 PB	3	0	6	Woodbridge.
5 W, 9 O, 1 AP	69	4	0	Whitby.	1 M	8	8	9	Workington.
3 M, 2 MM, 3 W,					7 M, 3 MM, 11 W,				
3 O	33	11	6	Whitehaven.	14 O, 4 AP....	126	9	6	Yarmouth.
2 M, 1 MM.....	3	0	0	Whitstable.	1 W, 2 O.....	5	13	9	Youghal.
1 F	2	12	6	Wick.					

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 557; Orphans, 1098; Aged Parents, 78; Master Mariners, 133; Mariners and Apprentices, 510; Fishermen, 122; Pilots and Boatmen, 56; Shipwrecked persons, Subscribers, 789, and Non-subscribers, 676, in all 4019 persons relieved, at an expense, inclusive of that in the succeeding tables, of £5647 9s. 8d.

SAVING LIFE FROM SHIPWRECK.

To the Secretary of the "Shipwrecked Mariners' Society."

MY DEAR SIR,

As you so kindly promised to give the apparatus for saving life from shipwreck publicity in your valuable Magazine, I beg to give you some particulars of it. The great importance we claim for this simple and effective invention, is that of putting the vessel in communication with the shore, without any assistance from the land. This is done by firing a rocket carrying double lines, connected with a grapnel of peculiar construction, which fastens itself firmly on rock, sand or earth. The rocket being on board, has the advantage of being fired with the wind immediately the vessel strikes, and communication is at once established with the shore. Unlike a vessel, the shore is an object that cannot well be missed, as is sometimes the case in firing from the shore to the ship in the face of a heavy gale. Again, there is a great advantage in point of time, especially when a ship is driven on to a lee shore some distance from the rocket or life-boat stations; or it may be on a dark night, on some bleak and uninhabited part of the coast. In such cases the supreme value of this system must be obvious, and it is surprising that it has not been generally adopted, particularly for coasting steamers and passenger ships. With such an apparatus on board, in conjunction with the cheap and effective cork jackets invented by Capt. Ward, R.N., inspector of life-boats, I feel confident that we should not have to

deplore such sad and fearful loss of life as occurred by the wreck of the 'Royal Charter' in 1859. In conclusion, I may add that the apparatus in question may be fired from any part of the vessel without danger or difficulty. It is of simple construction, and not liable to get out of order.

This apparatus was alluded to in the *Shipping and Mercantile Gazette* of the 29th ult., and the 18th inst. It might be seen, by any one interested, at the offices of Messrs. Rucker, Offor & Co., 115, Leadenhall Street. It has now been removed to those of Mr. Peter Pritchard, 14, London Street, Fenchurch Street, where it may be seen any day this month between the hours of ten and three o'clock.

I would have furnished you with drawings, but do not wish to trespass further on your kindness. By inserting the above in your Magazine, you will be rendering a great service to thousands of seafaring men, and, by directing attention to the invention, be the means of perhaps saving hundreds of our hardy sailors from a premature grave.

I remain,

MY DEAR SIR,

Your obedient Servant,

W. H. TUCKER KAYESS.

GROVE HOUSE,

WEST HAM, ESSEX,

24th February, 1868.

RELIEF TO SHIPWRECKED CREWS.

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., 1867, and 29th Feb., 1868.

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
A. Mc Lister	Whitby	18 4 6	Barge	Lyme Regis	0 7 6
Albion	Goole	0 13 0	Belleden	Granton	0 7 6
Ant	Boston	0 12 6	Bank	Shields	9 5 0
Azur	Jersey	1 3 6	Bolina	Athens	0 16 6
Ambrosine	Whitehaven	3 18 0	Belfast Lass	Yarmouth	0 5 11
Aln	Blyth	16 6 3	Britannia	Colchester	1 0 0
Annie Gibson	Berwick	3 4 0	Clarinda	Sunderland	15 8 6
Ardent	Dublin	0 9 0	Cormorant	"	10 11 6
Annie	Brixham	2 5 8	Cognac Packet	Harwich	1 17 6
Argus	Whitby	3 18 0	Cruiser	Hartlepool	0 11 6
Acreeon	London	3 0 9	Christian Charlotte	Peterhead	1 18 0
Avon	Montreal	0 1 6	Clio	Inverness	2 18 0
Admiral	Newport	3 5 6	Catherine Hughes	Liverpool	0 8 0
Alfred	Calcutta	1 1 0	Changa	"	2 5 0
Africa	"	0 5 0	Concordia	Newcastle	9 11 3
Ambassador	London	16 13 0	Cullivoe Boat	"	2 5 0
Anna Maria	Dundee	13 1 0	Coma	Montrose	16 16 3
Ada	Montrose	1 10 0	Culmer White	Broadstairs	3 0 0
Appledore Boat	"	1 5 0	Chester Trader	Chester	1 17 6
Admiral	Yarmouth	7 8 9	Confidence	"	3 10 0
Aunt	Boston	1 16 0	Conqueror	Guernsey	2 5 0
Albert	Grimsby	8 6 3	Crovena	"	5 0 0
Ayres Quay	Sunderland	17 5 0	Coquette	Dundee	6 17 6
Albion	Scarborough	9 15 0	Chancellor	Sunderland	1 5 0
Amelia Lamb	Liverpool	9 15 0	Columbian	Liverpool	2 5 0
Atlantic	London	0 4 6	Ceres	Lynn	2 19 6
Albion	Liverpool	0 16 6	Concord	Cowes	7 14 6
Alex. McLeod	Sydney	0 5 0	Coronet	Newcastle	1 12 6
Alarm	Guernsey	0 10 0	Coquette	Whitehaven	0 10 0
Ann	Bideford	0 16 0	Columbine	Newcastle	1 3 0
Amea	London	13 10 0	Cassipore	London	0 10 6
Azorian	Plymouth	0 15 0	Clara Jane	Whitby	3 0 0
Amethyst	London	0 13 0	Caroline	Llanely	4 0 0
Ariadne	Shields	2 5 0	Duchess	Whitstable	8 12 6
Arba	Perth	6 15 0	Diligina	Lowestoft	5 1 0
Arion	Whitby	2 2 6	Derwent Water	Newcastle	10 14 6
Bayadère	Rouen	2 4 0	Deal Boat	"	2 14 0
Bessie	Sunderland	6 5 0	Dirk Hatterick	Waterford	1 2 6
Ben Brace	Maryport	19 3 9	Derwent	Sunderland	0 14 0
Bristol	Liverpool	8 7 0	Dependent	Gloucester	3 2 6
Britannia	Montrose	10 14 6	Edward Boustead	Whitby	5 5 6
Bosphorus	Liverpool	14 7 0	Erin	Dublin	0 6 0
Bristol Pilot Boat	"	0 8 7	Esk	Montrose	0 13 9
British Queen	Falmouth	3 7 6	Empress	Liverpool	0 7 0
Buffalo Gals	Broadstairs	7 8 0	Enrica	Brixham	0 3 0
Blakeney Boat	"	3 9 9	Elizabeth Ferguson	Sunderland	6 17 0
Bridget	"	2 10 0	Eagle	"	4 12 6
Black Prince	London	4 0 0	Elizabeth Barter	London	19 5 9
Berthia Jewett	Glasgow	2 0 0	Excellent	Bournemouth	1 8 7
Ballast Keel	N. Shields	1 19 0	Erigo	London	3 5 0
Betsey	Yarmouth	2 10 0	Eliza Ann	"	1 15 0
Bressay Boat	"	1 0 0	Erin	Maryport	3 2 6
Belle of Southwark	London	11 5 0	Excelsior	Liverpool	0 2 6
Brothers	Sunderland	1 6 0	Emma	Glasgow	0 12 0

RELIEF TO SHIPWRECKED CREWS—continued.

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
East Anglian	Liverpool	7 9 6	Isabella Woodhouse.	Shields	12 5 0
Edward Stoddart ..	Ulverstone	1 16 6	Iddo	Whitby	7 8 6
Emerald	Barrow	2 4 0	Industry	Inverness	10 5 0
Equity	Sunderland	2 2 0	Industrious Ellen ..	Arbroath	0 9 0
Elizabeth Ann	Whitby	3 2 0	Imogen	London	3 17 6
Ellen	Whitstable	4 16 6	Jenny	Whitby	18 7 6
Elinor	Colchester	4 3 0	John Taubman	Skerries	1 12 6
Elizabeth	Flambro'	0 18 9	James Bowles	—	0 2 0
Echo	Jersey	2 1 0	Janet	Inverkeithing	2 5 0
Elizabeth	Macduff	1 16 0	Johanna	Stralsund	2 0 0
Expert	Shields	2 9 6	John	Hartlepool	6 15 6
Esmok	Liverpool	2 0 0	Judy	Torquay	9 12 9
Frederick	Sunderland	0 5 0	Jane and Ann	Middlesboro'	3 2 6
Fidelity	Goole	0 11 0	Jersey	Poole	4 15 0
Forester	Rye	4 1 6	J. O.	Sunderland	12 2 6
Ferris	Whitby	18 12 6	Jane	Aberystwith	2 15 0
Ford	Sunderland	4 7 0	Jupiter	Grimsby	4 7 6
Fairy Queen	Liverpool	2 3 0	Joseph Brooks'	Hartlepool	9 2 0
Frederick Keith....	Sunderland	9 4 0	James	Teignmouth	5 0 0
Fly	Whitby	7 0 0	Jane and Margaret..	Goole	6 12 6
Falmouth Boat	—	2 0 6	Jane Miller	Greenock	1 16 0
Fleetby	Blyth	7 2 6	Juno	Plymouth	1 13 9
Fowey	Stornoway	2 0 0	Jane	Padstow	1 10 0
Favorite	Greenwich	7 16 0	Jane	Jersey	1 14 0
George Walker	Newport	3 14 6	Jane and Margaret..	Sunderland	4 14 3
George Kendall	Liverpool	65 2 9	John Scott	Hartlepool	6 2 6
G. Constance	—	0 6 0	Kate	Shields	9 3 9
Glendarvon	Sunderland	20 17 6	Kate	St. Andrew's	0 2 6
Gem	Peel	4 15 0	Kyanite	Bridport	6 9 6
Greta	Blyth	13 11 0	Lydia Williams	Liverpool	10 19 0
Gerrans Boat	—	2 0 0	Lena	—	12 19 3
Gleanor	Dumfries	0 5 6	Louise	Hastings	4 17 6
Greyhound	Yarmouth	1 12 6	Lutworth	Southampton	0 13 0
Good Intent	Whitehaven	1 12 6	London Packet	Sittingbourne	0 10 0
Glensop	Shields	16 6 6	Louisa	Arbroath	0 12 6
George	Yarmouth	5 12 0	Liberia	Bideford	1 10 0
Gold	Guernsey	0 10 9	Lily	Harwich	5 18 9
Graces	Whitby	4 19 6	Lerwick Fishing Boat	—	7 8 6
Ghazepoor	Liverpool	4 8 0	Lady L. Stewart....	Nairn	16 5 0
Gipsy	Chepstow	12 16 6	Lady Ann	Wells	2 4 0
George Robinson ..	London	1 1 0	Lady Garden	Maryport	0 6 6
Genova	Liverpool	5 5 0	Lydia May	Newport	1 8 0
Glendover	Sunderland	0 8 0	Laura	Inverness	0 10 0
Garibaldi	Colchester	0 4 0	Lucid	Sunderland	0 3 6
Harriet	Liverpool	2 10 0	Letitia	Poole	2 6 0
Helen	Alloa	2 12 9	Mary and Elizabeth ..	—	14 19 0
Home	Shields	3 17 0	Merry Maid	—	2 14 6
Harrison	Whitby	4 13 0	Mary	Inverkeithing	3 16 0
Hammonia	Hamburg	2 17 0	Monarch	Ipswich	4 9 6
Harrier	Penzance	0 12 0	Mildmay	Shoreham	12 18 6
Heather Bell	Constantinopl.	1 14 0	Morfa Mawr	—	8 10 0
Hillswick Fishg. Boat	—	1 10 0	Mary	Hartlepool	0 2 8
Hero	Maldon	9 3 0	Mathew & Ann	Sunderland	13 1 0
Hannah	Newcastle	13 0 0	Mysore	—	25 5 2
Heroes of Alma....	—	8 15 0	May	Scarborough	9 5 6
Heroine	Carnarvon	12 0 0	Mary	Aldboro'	11 10 8
Herald	N. Shields	12 17 6	Mary	Arbroath	1 7 0
Hartlington	Sunderland	2 0 0	Mary Ann	Whitby	0 2 6
Her Majesty	Liverpool	1 10 0	Madrodon	Hartlepool'	1 12 0
Helvelyne	Greenock	5 16 6	Mingan	Canada	2 10 0
Hercules	Arbroath	0 2 6	Menassea	Wexford	3 15 0
Hubertus	Seaham	1 3 0	Mineron	Blyth	11 5 0
Harkaway	Shoreham	10 10 0	Margaret	Shields	3 17 6

RELIEF TO SHIPWRECKED CREWS—continued.

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
Margaret	Portmadoc	1 3 0	Raven	Whitstable	1 2 6
Marimene	Anstruther	0 5 0	Rover	Peel	1 6 0
Minnie of Mayfield..	Inverness	6 16 6	Richard Denton	Sunderland	2 11 0
Maggie Maxwell	Penzance	2 2 6	Red Gauntlett	Shields	0 5 6
Mahtoree	Hartlepool	13 10 0	Reawick Fishing Boat	—	3 0 0
Mewah	London	0 12 6	Stanley	Brixham	0 18 0
Minnie	Findhorn	0 10 6	Sir Richard Jackson.	Shields	11 11 1
Mary and Ann	Sunderland	1 12 6	Scotland	Chester	0 10 0
Michael John	Arklow	0 12 6	Secret	Yarmouth	5 12 6
Melby	N. Shields	5 6 0	Swan	Shields	3 8 6
Margaret	Harrington	0 6 6	Sultana	Sunderland	58 11 3
Mary Bell	N. Shields	0 1 6	Smyrna	London	24 8 0
Mary	Dublin	0 10 0	Starling	Dover	2 1 0
Morville	—	0 10 0	Stanger	Middlesboro'	14 2 6
Mary	Ipwich	0 18 0	Surgus	Hull	0 3 0
Marie Emilie	Ramsgate	0 3 6	Selby	Sandwich	3 9 6
Margaret Littlejohn ..	Dundee	0 12 0	Swan	Goole	8 3 0
Nimrod	Abcrystwith	10 16 0	Sally	Sunderland	15 5 0
Norwood	Liverpool	15 13 0	Swansea	Liverpool	3 2 6
New Union	Lynn	2 13 0	Stock	London	0 8 2
Nimrod	Bideford	0 15 0	San Juan	Sunderland	1 3 0
No. of Scotland	Whitby	4 12 6	Startled Fawn	Liverpool	22 1 0
Ormsby Hall	Faversham	1 17 6	Sanford	Whitstable	12 10 0
Ocean Home	Liverpool	2 5 0	Superior	—	6 15 0
Orkney	Whitehaven	5 5 0	Snowdrop	Newcastle	7 5 0
Oasis	Liverpool	1 3 4	Scarboro' Fishg. Boat	—	6 12 6
Onward	Llanely	1 3 0	S. S.	Winchester	5 5 0
Ocean	London	0 13 0	St. Oswin	Shields	4 15 0
Ocean	Whitby	2 12 0	Standard	—	2 15 0
Ocean Queen	Shoreham	0 9 0	St. Juan	Sunderland	6 2 6
Pilot Yawl	—	0 12 0	Samuel and Susannah	Hull	1 5 6
Progress	Ostend	1 6 0	St. Catherine	Fowey	4 6 0
Pink	Grimsby	2 18 6	Sally	Youghal	0 7 6
Phoebe	Goole	2 0 0	Summer	Nova Scotia	0 8 0
Prairie Bird	Goole	10 12 6	St. Agnes	St. Agnes	3 16 0
Prince of Sax Coburg	Whitby	14 11 0	Sarah	Sunderland	2 11 6
Pauline	Dartmouth	4 15 0	Susan E.	Bideford	0 2 6
Pearl	Hartlepool	13 10 6	Seagull	Hull	12 0 0
Providence	Bristol	2 17 6	St. George	London	1 5 0
Preceptor	Yarmouth	12 13 9	Swan	Ramsgate	2 6 0
Pammure	Newcastle	9 8 10	Snowdon	Newcastle	6 15 0
Philomela	Workington	0 14 0	Superior	Shields	8 10 0
Paulina	Dartmouth	1 7 0	Skylark	Cardigan	5 7 6
Patty and Polly	Gravesend	1 4 0	Texian	Arbroath	6 5 0
Providence	Yarmouth	0 11 8	Treasure	Sunderland	19 10 0
Pill Fishing Boat	—	2 10 0	Tranquillity	Scarborough	4 0 0
Potomac	Glasgow	0 9 6	Trial	Hartlepool	0 5 11
Queen Victoria	Shields	54 11 3	Two Brothers	Grimsby	1 12 0
Queen of the Plym	Plymouth	2 12 0	T. S. Southard	Richmond	3 16 6
Queen	Gloucester	2 10 0	Tornado	Liverpool	11 12 0
Quito	Liverpool	2 5 0	Tippersail	—	4 0 0
Robin Gray	Blyth	8 12 6	Tadoise	Glasgow	2 7 6
Reflect	—	2 15 0	Theresia	Grangemouth	10 0 0
Rose in June	Wells	0 6 0	Triton	Scarborough	3 0 0
Rushing Water	London	24 11 0	Tien Sien	Penang	3 0 0
Royal Oak	Beaumaris	3 0 0	Thetia	Pictou, U.S.	0 8 1
Richard Cobden	Grimsby	7 10 0	Thornaby	Montrose	0 12 0
Raven	Whitstable	1 13 0	Tynemouth	Shields	6 18 0
R. Bright	Bristol	7 15 0	Tamar	Plymouth	6 10 0
Rescuer	Gorleston	4 10 0	Union	Youghal	16 6 3
Royal Alfred	—	1 17 6	Volunteer	—	0 2 6
Rhoda	Salcombe	11 8 6	Vesper	Sunderland	1 19 0
Rienzi	Whitby	0 2 6	Vivid	Peterhead	9 15 6

RELIEF TO SHIPWRECKED CREWS—continued.

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
Vine	Brixham	6 15 6	Williams	Shields	25 17 6
Vanda.....	Jersey	0 4 0	Witch of the Wave..	Grimsby	17 12 0
Vitruous.....	Maryport	0 18 6	Weston	Jersey	9 12 6
Victory.....	Shields	13 5 0	Whitby Pilot Boat ..	—	17 5 0
Vienna.....	Sunderland	4 10 0	Willie Ridley.....	Plymouth	4 1 0
Vine.....	"	10 0 0	Woodstock.....	Grimsby	1 0 0
Virgin.....	Yarmouth	2 1 0	Winchester	Southampton	2 0 0
Virginia Garcia ...	Tynemouth	2 10 0	William Gowland ..	Middlesboro'	2 8 6
Venice	Sunderland	2 1 0	Yarra	Shields	15 9 0
Vatry	Shields	0 1 6	Zone	Liverpool	2 10 0
Violet	Inverness	5 3 4			

THE NOBLE PILOT.—John Maynard was an honest pilot who piled his craft on the American lake steamers. He was an upright man, a straightforward man, a good father of happy children. On Lake Erie he stood at the wheel of the great two-storey steamers, and hundreds who had watched his careful eye and steady hand, and had heard his calm voice when the sudden storms came down, felt that whatever any man could know or do for the safety of the ship wrestling with the waves, John Maynard knew and could do. He had gained his reputation as a pilot by many years of watch and ward at the wheel. Thousands who had made the voyage with him, when the storm was in its quick-raised fury, could tell, and did tell, how John bore himself in those hours of fear and danger. But one summer day came after these years of seafaring, when he was to show the latent forces of his inner nature to the full. He was standing at his post on the passage from Detroit to Buffalo, when a thin stream of smoke was seen ascending from below. "Simpson, go down and see what that smoke is," said the captain. The man went down, and in less than a minute appeared again, with red eyes and face as pale as ashes. "Captain, the ship is on fire."

That terrible word ran like lightning from deck to deck and from cabin to cabin. In a breath of time five hundred men, women and children were in an agony of terror; some half-paralyzed and dumb with mortal fear, others shrieking in the face of the awful death before them. "Head her to the land!" shouted the captain.

"Aye, aye, sir!" came John's steady voice from the wheel.

"Where away?"

"Seven miles south-east by east, sir."

"What is the shortest you can do it in?"

"Three-quarters of an hour, sir, at this rate."

"Engineer, put on every ounce of steam she will bear."

The bravest might well be appalled at the impending fate. There were no boats slung to the

steamer's side by which a single soul might escape. Not a life-preserver was on board to aid a swimmer for life—they had not yet been heard of. The vessel was as dry as tinder from the summer sun. Over and above all, as if to make their destruction quick and sure, much of the lading between decks was resin and tar. This was reached all too soon by the lapping tongues of flame; and now the whole ship aft from the forward deck was enveloped in pitchy smoke, flapped by the long red wings of the ascending fire. Crowded at the bows, the smoke-blinded multitudes crouched in utter despair. Near them stood the captain, feeling how many lives must go down to death in a few minutes, if they could not reach the land in that space. And at his post, invisible in the tar smoke, stood John Maynard, with the very spokes of his wheel on fire, and the tiller chain at black heat. At this awful moment the land appeared less than half-a-mile away.

"John Maynard," shouted the captain through his trumpet.

"Aye, aye, sir!" came John's voice, thick and choked, through the roar and smoke of the towering flames.

"Can you hold on five minutes longer, John?"

"By God's help I will."

His hair was scorched from the scalp. His eyelashes were burnt away, and his face began to blister as the waves of flame well-nigh beat against him. One hand was burnt to crisp, but with the hand left him he held to the wheel.

"Two minutes more, John!"—"One minute more, God bless you, John!"

At the end of that minute the blazing steamer struck its bows upon the beach, and shortly the whole multitude stood on the land praising God, and rejoicing with joy they could not utter, at such deliverance from a most terrible death. But before their feet alighted on the beach, the burning wheel-house, with the blackened and blistered form of noble John Maynard, fell with a crash through the charred decks into the hold of the red ruin.—*Eliza Burritt.*

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.
Eleven	Twenty-one	London	Five	£23 6 0	One	Kilrush	Three	£2 13 0
None	Two	Anstruther	Four	1 17 0	Two	Leith	Three	3 1 0
One	Two	Ayr	One	1 14 0	One	Limekilns	Two	2 2 0
One	One	Bangor (Ireland)	Two	1 13 0	Two	Lerwick	Six	5 1 0
One	None	Barking	Three	1 16 0	One	Liverpool	Nine	8 7 0
Two	Four	Blakeney	One	4 4 0	One	Llanelli	Three	2 12 0
Five	Twelve	Blyth	Two	11 6 0	Two	Lynn	Six	5 4 0
Seven	Seven	Briham	Two	6 7 0	Two	Maldon	Three	4 1 0
Seven	Fourteen	Buckie	Two	13 15 0	Two	Maryport	Five	4 13 0
One	One	Cardiff	Four	1 6 0	Four	Middlesboro'	Seven	8 18 0
Two	Four	Carnarvon	Two	3 1 0	Two	Newcastle	Five	4 9 0
One	Three	Colchester	Three	2 10 0	Two	New Quay (W.)	Six	5 3 0
One	Two	Cork	Thirty-eight	1 13 9	One	North Shields	Eighty	82 15 0
One	Four	Cushenden	Two	2 7 0	One	Plymouth	Five	4 12 0
One	Five	Devoran	One	3 5 0	One	Poole	One	1 6 0
Three	Seven	Dinas Cross	One	6 4 0	One	Portsmouth	One	1 6 0
One	Two	Dundee	Three	1 19 0	Two	Portsoy	Three	4 7 0
One	None	Erith	One	1 13 0	One	Pwllheli	One	2 2 0
One	Four	Exeter	Two	1 14 0	Three	Ramsgate	Three	3 14 0
Four	Eleven	Exmouth	Three	9 3 0	One	Reawick	Four	4 1 0
One	One	Falmouth	One	2 6 0	Four	Scalloway	Four	2 10 0
Two	Five	Filey	Three	4 10 0	Eleven	Scarborough	Eleven	11 12 0
One	Six	Frazerburgh	One	4 4 0	Two	Solva	Two	1 17 0
Two	Ten	Garliestown	Thirty-four	5 19 0	One	South Shields	Sixty-eight	77 12 0
One	Two	Goole	Two	2 8 0	Two	Staithe	None	3 5 0
Two	Five	Glasgow	One	4 2 0	One	Stonchaven	Two	2 12 0
One	Three	Gravesend	One	1 17 0	One	Stornoway	Two	1 13 0
Four	Eleven	Greenwich	None	7 18 0	One	Stromness	One	2 4 0
Two	Five	Grimsby	Forty-four	4 1 0	One	Sunderland	One hundred & three	99 14 0
Five	Fourteen	Guernsey	One	10 14 0	Two	Teignmouth	Two	1 19 0
Eight	Eighteen	Hartlepool	One	17 7 0	None	Thurso	None	1 0 0
One	None	Hillswick	Three	1 2 6	Eight	Topham	Eight	7 9 0
Fourteen	Thirty-six	Hull	Four	31 11 0	Nineteen	Whitby	Nineteen	17 13 0
One	None	Inverness	Three	1 19 0	Seven	Wivenhoe	Seven	7 19 0
One	None	Knottley		1 6 0				

NOTE.—Three hundred and ninety-nine Widows, a list of whom appeared in our fifty-sixth number, page 211, Vol. XIV., were also relieved in July, making, with the above, a total of six hundred and sixty-seven Widows, and twelve hundred and twenty-nine Orphans of drowned Fishermen or Mariners, who are thus receiving Annual Grants to the amount of £1236 7s. 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.

Portfolio.

CONTRARY WINDS.*

"The wind was contrary."—*Matt. xiv. 24.*

STILL a ruffled sea—"toiling in rowing." Contending against tide and tempest—the temptations and trials and sorrows of life. We may be tempted at times to say with aged Jacob, "All these things are against me; if the Lord be with us, why hath all this befallen us?"

The disciples on the sea of Tiberias, who were struggling with "contrary winds," had this exalted comfort, that they had been sent into that stormy lake by their Divine Master; for we read, "*Jesus constrained them to get into the ship.*" What a consolation it is for us in our hours of tribulation, that they are all known to Jesus, and appointed by Him—that every billow rolls at His bidding! And where the discipline has fulfilled the great purpose for which it was sent, He will say, "*Peace be still! and immediately there will be a great calm.*" In spite of all trials and difficulties and temptations, let me manfully hoist my sails and steer for glory. "*He that endureth to the end, the same shall be saved.*"

FOR THOSE AT SEA.

"These see the works of the Lord, and His wonders in the deep."—*Psalms cvii. 24.*

Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bid'st the mighty ocean deep,
Its own appointed limits keep;
O hear us when we cry to Thee,
For those in peril on the sea.

O Christ, whose voice the waters heard,
And hushed their raging at Thy word,
Who walkedst on the foaming deep,
And calm amidst its rage didst sleep;
O hear us when we cry to Thee,
For those in peril on the sea.

Most mighty Spirit, who didst brood
Upon the chaos dark and rude,
And bid its angry tumult cease,
And give, for wild confusion, peace;
O hear us when we cry to Thee,
For those in peril on the sea.

O Trinity of love and power,
Our brethren shield in danger's hour,
From rock and tempest, fire and foe,
Protect them wheresoe'er they go;
Thus evermore shall rise to Thee,
Glad hymns of praise from land and sea.

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



THE SHIPWRECKED MARINER

30. XIX.—NEW SERIES.
30. LIX.—OLD SERIES.

JULY, 1868.

VOL. XV.

DISTINGUISHED ADMIRALS.

LORD ST. VINCENT.*

THE distinguished admiral was early inspired with a strong and invincible love of that service in which he was destined to occupy so high and splendid a position, and with a determination that defied all dangers and overcame all difficulties in the pursuit of his objects. Study and self-denial, courage and perseverance, were the charmed weapons with which he fought his way from poverty and neglect to wealth and renown; and they are precisely those which, under similar circumstances, will always be found most satisfactory and effectual in producing like results. Hardly is any career more fraught with salutary lessons and suggestions to the young hero who dreams of naval glory and its appropriate rewards.

John Jervis was born at Meaford, in the parish of Stone, on the 20th January, 1735, of a family that had possessed considerable estates in Staffordshire, in the time of the Plantagenets. He received the rudiments, and indeed, nearly the whole of his education, at a school in Burton-upon-Trent, which was ever after connected in his memory with the irritable temper and severe disposition of the master, which were by no means improved or softened by a shrewish wife. Young Jervis soon gave indications of his ability and industry, and was reckoned the best Greek scholar in the school, so that he was selected to the honorable post of reading a passage from Homer before a great London distiller, who was desirous of ascertaining the progress and proficiency of the boys. He had

* For the early part of this Memoir we are indebted to an able and interesting work, | "THE BOYHOOD OF GREAT MEN," by John G. Edgar : Routledge.

been so well taught to "sing out," as it was expressively termed, that the loudness of his tone quite astonished the worthy citizen, who remarked, much to the lad's confusion and discomfiture—"You speak as if you spoke through a speaking-trumpet, sir." This somewhat cruel interruption effectually silenced the chosen performer of the Greek class, who did not soon forget the check of the redoubted extractor of spirits.

In 1745, when Prince Charles carried the standard of insurrection into the heart of the kingdom, all the boys at the school wore plaid ribands sent them from home, to manifest their zeal and sympathy in his cause, with the exception of Jervis and Meux, afterwards the opulent brewer, who both adhered steadfastly to King George and the Protestant succession; though branded as Whigs by their playmates for doing so, and frequently pelted on account of their political leanings.

The elder Jervis designed his son for the profession of the law, of which he himself was a member; but circumstances ere long forced him to forego his plan. Being appointed counsel to the Admiralty, and auditor of Greenwich Hospital, he removed thither from Staffordshire, taking with him his son, who was placed at Swinden's academy, at Greenwich; and thus had a new scene opened up to him, which immediately produced a lasting impression on his mind and imagination. His associates, among whom was the afterwards famous Wolfe, being mostly of a naval character, he conceived a strong fancy for the sea. This was fed by his father's coachman, who unhesitatingly declared that all lawyers were rogues, and strongly advocated a nautical career. Perhaps his parents held a different opinion. At all events, his entrance into the naval service was the result of his own determination, and so completely opposed to their views and wishes, that, in order to accomplish it, he was obliged to commence with the perilous step of running away from school. His friends used their utmost authority and made their best efforts to induce him to return, but without effecting their object. His resolution to be a sailor was fixed and final; and he exhibited an energy and decision on the subject which were quite in keeping with the subsequent character of the man. Seeing that his purpose was too firm to be broken, and that all opposition must be futile, his parents wisely set themselves to the task of enabling him to carry it into execution under the most favorable circumstances they could command.

Accordingly, in January, 1748, through Lady Hamilton, wife of the Governor of Greenwich Hospital, and at the request of Lady Burlington,

Commodore Townshend consented to receive the youth into the 'Gloucester,' then fitting out for the West Indies. It is not stated whether he experienced that pang on parting with his relatives which saddened the first days at sea of his great contemporaries and compeers. Nelson's and Collingwood's distress, we learn, was great. Perhaps the ardour of Jervis was stronger than his feelings. In any case, having received the sum of £20, to be expended in equipment and pocket-money, he sailed from Portsmouth in the autumn.

He was then little more than 13 years of age; but, being of an active, energetic turn of mind, he at once perceived, on arrival in the harbour of Port Royal, that to remain on board the guard-ship was not the true sphere for a youth of active energies and aspiring vein. He therefore always volunteered to be sent into whatever ship was going to sea, or by which anything of importance was to be done, instead of reclining lazily on board under a tropical sun, or dissipating his time on the soil of Jamaica. When unavoidably in port, he devoted himself assiduously to study, and thus acquired an immense amount of general and professional knowledge. He resisted the allurements of pleasure, and pursued his studies with a characteristic firmness, which indicated his naval ardour, proved his mental courage, and against which the temptations of Jamaica baths and "quality balls" were equally ineffectual.

Such voluntary achievements are much rarer among youths in his position than is desirable, and his example is well fitted to teach the aspirant the true path by which honour and distinction are reached and retained.

Jervis was a youngster soon after the indecisive engagements with the French and Spanish fleets off Toulon in 1743-4, when Hawke ran out of the line and captured the Spanish ship 'Poder,' and he never forgot the impression which this story made upon him.

During the six years he served in the West Indies Jervis was, from the refusal of his family to make him any allowance, so straitened in pecuniary matters as to undergo much inconvenience and considerable poverty—sometimes what might not unjustly be denominated want. But this proved, as it fortunately turned out, of inestimable importance in forming the man. It created a lofty and enduring spirit of independence, taught him the necessity and benefits of self-reliance, and originated that confidence in his own resources which contributed so much to his success, to his country's service, and to his superiority among men. At one time,

after he had been seven years at sea, he drew upon his father for the sum of £20, but the dishonoured bill was the only answer he received to this his first and last application; and from that time, as he said afterwards, he took care to keep within his means. He was compelled, in order to raise money, to sell his bedding and sleep upon the bare deck. He usually made and mended, and always washed his own clothes; and not having money to spend, his alertness to volunteer into other ships increased. In one of these cruisers he met with an old quarter-master who had been the mate of a merchant-vessel, and who gave the meritorious midshipman the only instruction he ever had in the science of navigation.

In the autumn of 1754 Jervis returned to England in the 'Sphinx;' and she being in a short time paid off, he was transferred to the 'William and Mary' yacht, where he completed the required term of service for the rank of lieutenant. As yet he had seen no war-service; but the period was fast approaching for him to mingle in its bloody and exciting scenes.

Meanwhile he passed his examination for a lieutenancy with great credit, and soon after received his commission, and orders to betake himself to Chatham and assist in fitting out the 'Prince,' intended for Lord Anson's flag. She was commanded by Capt. Saunders, who, in a very short time, saw reason to entertain a high opinion of Jervis, and to bestow upon him the highest approbation. In February, 1755, he was appointed junior-lieutenant of the 'Royal George,' and next month transferred to the 'Nottingham,' one of the fleet which, with Admiral Boscawen, was then despatched from Portsmouth against the French force collected at the Isle of Rhee.

When Sir Edward Hawke was sent out to repair our disasters in the Mediterranean, it was thought so extremely desirable to have Captain Saunders second in command, that a promotion was effected for the purpose; and so strongly had that officer, described by Lord Oxford as "the pattern of most steady bravery combined with the most unaffected modesty" been impressed with the high qualities of Jervis, that he, without being solicited, selected him as one of his officers.

In March, 1756, when the 'Dorchester' was attached to the Mediterranean fleet, Lieutenant Jervis was appointed to her, but soon after removed to the 'Prince,' in which Admiral Sir Charles Saunders' flag was flying. The illness of an officer caused Jervis to be placed in command of the 'Experiment,' and gave him an opportunity of exhibiting his skill

and courage against the 'Xebeque,' a French privateer, off the coast of Catalonia.

Sir Charles Saunders being recalled from the Mediterranean to be intrusted with the command of the naval force that was sent to Quebec along with his old schoolfellow, General Sir James Wolfe, Jervis was chosen by the Admiral to be first-lieutenant of the 'Prince,' which was again to bear his flag. He was subsequently promoted to the command of the 'Porcupine' sloop, in which he showed his usual sagacious vigilance, and immediately after the capture of Quebec he was despatched to England with the intelligence. On the eve of the siege, the following affecting incident took place:—After all the orders for the assault were given, Wolfe requested a private interview with Jervis, at which, saying he had the strongest presentiment that he should be killed in the fight of tomorrow, but he was sure he would die on the field of glory, Wolfe unbuttoned his waistcoat, and taking from his bosom the miniature of a young lady, with whose heart his own "blended," he delivered it to Commander Jervis, entreating that if the foreboding came to pass, he would himself return it to her on his arrival in England. Wolfe's presages were too completely fulfilled, and Jervis had the most painful duty of delivering the pledge to Miss Lowther.

In 1761 he was promoted to the rank of post-captain in the 'Gosport;' but she being paid off at the Peace which occurred soon after, he did not serve again for six years. At the end of that time he was appointed to the 'Alarm' frigate, when he courageously exacted redress from the Genoese for an insult offered to the British flag, and liberated two Turkish slaves who had taken refuge under its protecting folds. He was soon after shipwrecked in the Bay of Marseilles. On the 'Alarm' being paid off, Jervis took a holiday, and made a tour of the naval arsenals.

In July, 1778, we find him off Ushant in command of the 'Foudroyant,' 80, forming part of a squadron of 30 sail of the line, 6 frigates, and 2 fire-ships, which put to sea under the orders of Admiral Hon. A. Keppel, and on the 23rd got sight of the French fleet under Comte de Orvilliers with his flag in the 'Bretagne' of 110 guns, 30 sail of the line, and 13 frigates, mounting, exclusive of the latter, 2222 guns, with a greater number of men and heavier metal than the British; and although they were four days in sight of each other, the French Admiral having evaded several attempts of the British to bring on a general action, and the wind being light and variable, whilst many

broad-sides were exchanged in passing, yet it ended in a drawn engagement, some attributing the fault to the bad code of signals then in use, which caused much delay in sending messages by frigates. At all events the action gave rise to much discussion, crimination, and recrimination. The loss of the British amounted to 133 killed, and 373 wounded, the French to 163 killed, and 519 wounded; and both claimed the victory with about an equal right. Jervis was examined as a witness before the Court Martial held on Admiral Keppel, at Portsmouth, when that gallant Admiral was most honorably acquitted, and received the thanks of both Houses of Parliament.

On 20th April, 1782, Jervis, still in the 'Foudroyant,' but attached to the fleet off Ushant, under Vice-Admiral Barrington, was despatched with other ships in chase of a French convoy, under the protection of four ships of war, two of them line-of-battle ships; and soon after midnight brought the 74-gun ship 'Pegase' to action; and after about three-quarters of an hour, having run her aboard, she surrendered to a gallant party of boarders headed by Mr. Bowen, a midshipman, who afterwards fell at Teneriffe when Captain of the 'Terpsichore.' She had upwards of 100 killed and wounded, but the 'Foudroyant' escaped with only three wounded. The 'Pegase' was subsequently added to the British navy, and for this action Jervis was created a baronet. At the close of the year his ship was paid off.

In 1783 he was appointed Commodore of an expedition destined against the Spanish West Indies; but on the subsidence of the American War into what was termed the "armed neutrality," the project was abandoned, and in the same year he was worthily elected member of Parliament for North Yarmouth. He took an earnest and active part in politics, and considerably increased his reputation by the readiness and facility with which he engaged in all discussions relating to his profession; and was promoted to the rank of Rear-Admiral of the 'Blue,' but did not serve afloat again for ten years.

On the 26th November, 1793, Sir John Jervis, now a K.B., hoisted his flag at the fore in the 'Boyne,' 98, and with a squadron of two line-of-battle ships, eight frigates, and three smaller vessels, sailed for Barbadoes and the Leeward Islands, where he was joined by four other frigates at Martinique, accompanied by a land force amounting to about 6000 men, under the command of Lieut.-General Sir Charles Grey; and on the 25th March of the following year the republican flag of France was replaced

by the British Union amidst the cheers and acclamations of the fleet and army, and the astonishment of the enemy, who, under the gallant Rochambeau, capitulated after seven weeks' siege, the garrison marching out with the honours of war. "Thus fell," says Brenton, "this important settlement the second time into our hands, by the united exertions of the army and navy:" it had been taken in 1763. The loss to the navy at this capture of Martinique was Capt. James Milne and thirteen seamen killed; and Capt. S. Tatham, two lieutenants, one surgeon, and twenty-four men wounded.

On the 4th April, St. Lucia was taken; and Guadaloupe also fell on the 3rd July to the same force, but was retaken on the 10th December. In taking Guadaloupe, the British naval loss amounted to Capt. Lewis Robertson and six men killed, and two officers and twenty-seven men wounded; and in its recapture, three killed and eighteen wounded.

The year 1796, writes Mr. Adams in his "Famous Ships of the British Navy," opened in cloud and shadow. The fires of war were rapidly embracing the whole civilized world in their fatal circle; and England found herself called upon to make the most strenuous efforts if she would secure her own independence, and prevent half Europe from falling under the despotism of Republican France. Happily, she was well served by those in whom she put her trust, and by none better than by Sir John Jervis, who had already disciplined his fleet into a surprising and unwonted efficiency.

"The day," says Mons. Jurien de la Gravière, "on which Admiral Jervis hoisted his flag on board the 'Victory' must ever be held memorable by the British Navy as the starting-point whence its fleets commenced their career of conquest. Already illustrated by the combat of the 'Foudroyant' and 'Pégase,' Sir John Jervis had passed his sixtieth year when he found himself in command of the Mediterranean fleet; still young in mind and in constitution, he had conceived the great object of an entire naval reform, and was firmly bent upon carrying out, on a large scale, the new principles that he had practised successfully towards the end of the American war in the 'Foudroyant.' The English navy has not forgotten with what feelings of deferential fear the young officers of that period, anxious to study a model so celebrated for order and discipline, were accustomed to present themselves on board that magnificent ship and encounter the severe and scrutinizing eye of the stern baronet. To see all his captains emulating himself, and their ships on a par with the

'Foudroyant,' was the ambition of Admiral Jervis when called to take the command in the Mediterranean. How many never-to-be-forgotten names that fleet contained! Nelson, Collingwood, Hood, Trowbridge, and many other hereafter "heroes of a hundred fights."

At the commencement of the year 1796, Sir John Jervis's fleet amounted to 18 sail of the line, 24 frigates, and numerous corvettes, brigs, and transports. The French had in Toulon 15 line-of-battle ships, 3 building; and the Spanish at Carthagena, seven; which, as a hostile feeling towards England notoriously existed on the part of the Spanish Government, required a squadron of observation. Seven ships, therefore, cruized off Cadiz, under Rear-Admiral Mann; Nelson, in the 'Captain' 74, with three frigates and two corvettes, was stationed in the Gulf of Genoa. Other detachments were away on special service, so that when Jervis sailed for Toulon his flag was followed by only thirteen sail, with which he so effectually blockaded the port and rendered inactive the French army, that Napoleon said, "If we could but cripple the British Admiral, the French would be at sea in a week." In August, 1796, the *rapprochement* between France and Spain, which had long been conspicuous, ripened into a formal treaty of alliance, by which Spain augmented her new ally's maritime power with 15 sail of the line and 10 heavy frigates and corvettes. On the 5th of October Spain entirely threw off the mask that had so ill concealed her designs, and declared war against England.

The British Government, apprehensive that the combined fleets of France, Holland, and Spain might crush Sir John Jervis's comparatively feeble squadron, sent out orders to their admiral to evacuate Corsica, and abandon the Mediterranean, a measure, to say the least, of doubtful policy. The evacuation of Corsica was effected under the able superintendence of Commodore Nelson; and on the 2nd of November Sir John Jervis, with a fleet of 15 sail of the line and some frigates, having on board the troops and stores embarked at Bastia, set sail for Mortella Bay, and on the 11th of the following month was riding in security under the guns of Gibraltar. On the 16th he steered for the Tagus, where he arrived with his effective force, reduced, by the departure of ships to England for repair, to 10 sail of the line.

On the 18th of January, 1797, Sir John Jervis sailed from the Tagus to escort some Brazilian and Portuguese traders out of danger, and to effect a junction with a reinforcement from England appointed to rendezvous off Cape St. Vincent.

On the 6th of February the long-desired reinforcement joined him, and Sir John now found himself at the head of the following force :— ‘Victory,’ 100, Admiral of the Blue, Sir John Jervis, Captains Robert Calder and George Grey; ‘Britannia,’ 100, Vice-Admiral Thompson, Captain T. Foley; ‘Barfleur,’ 98, Vice-Admiral Hon. W. Waldegrave, Captain J. R. Dacres; ‘Prince George,’ 98, Rear-Admiral W. Parker, Captain J. Irwin; ‘Blenheim,’ Captain Frederick; ‘Namur,’ 90, Captain Whitshed; ‘Captain,’ 74, Commodore Horatio Nelson, Captain Miller; ‘Goliath,’ 74, Captain Sir Charles Knowles; ‘Excellent,’ 74, Captain Cuthbert Collingwood; ‘Orion,’ 74, Sir James Saumarez; ‘Colossus,’ 74, Captain George Murray; ‘Egmont,’ 74, Captain John Sutton; ‘Culloden,’ 74, Captain Thomas Trowbridge; ‘Irresistible,’ 74, Captain George Martin; ‘Diadem,’ 64, Captain Towry; ‘Minerve,’ frigate, 38, Captain George Cockburn; ‘Lively,’ 32, Captain Lord Garlies; ‘Niger,’ 32, Captain E. J. Foote; ‘Southampton,’ 32, Captain Macnamara, besides two sloops and a cutter.

Sir John and his fleet now beat up to windward, in the hope of obtaining intelligence of the Spanish fleet, which had left Carthagena on the 1st, and was steering for Cadiz. The British admiral was soon gratified in his desire, for on the evening of the 13th his van ships came in sight of the enemy. He instantly made the signal to prepare for battle, and keep in close order during the night. Meanwhile the wind changed, and the Spaniards crowding on all sail, endeavoured to get near the land.

The morning broke all dim and hazy, and the gigantic forms of the Spanish three deckers loomed majestically through the gathering mist. It was soon perceived that Don Josef de Cordova’s force consisted of no less than seven-three-deckers of 112 guns, one the ‘Santissima Trinidad’ (flag) of 130 guns on four decks—in all 27 sail of the line, exclusive of twelve 34-gun frigates and one brig. It is said that as they were successively descried through the morning fogs, Capt. Calder reported their numbers to his chief—“Ten sail of the line, Sir John.” “Very well, sir.” “Fifteen sail of the line, Sir John.” “Very well, sir.” “Twenty sail of the line, Sir John.” “Very well, sir.” “Twenty-three sail of the line.” Still the composed, “Very well, sir.” Capt. Calder next counted “Twenty-seven,” and, not unnaturally, intimated that there was some danger of defeat in attacking a force so vastly superior. “Enough, sir, enough!” exclaimed the admiral, with a heavy frown, “No more of that—the die is cast, and if there were there *fifty* sail of the line, I’d go through them all!” Capt. Hallowell, a passenger on board the ‘Victory,’ was

standing at that moment beside the admiral, and carried by his enthusiasm beyond all considerations of etiquette, he clapped his hands on the hero's shoulder, crying "That's right, Sir John; we'll give them a sound good licking!"

The British advanced, in the most compact order of sailing, in two lines, as steadily and statelily as if performing a procession at Spithead; into such admirable order had Jervis brought the vessels placed under his command. But, on the other hand, the Spanish, owing to their loose method of sailing, had fallen into two groups, of which one was far away to leeward. Jervis at once detected the serious blunder of such a disposition, and resolved to cut off the six detached ships, and then attack the main body. Accordingly, at eleven a.m. on the memorable 14th of February, the signal was made for the British fleet to form in line of battle ahead and astern of the 'Victory' as most convenient, and to steer S.S.W.; a course that kept the enemy's lee, or detached division—consisting of one three-decker, with a vice-admiral's flag, five two-deckers, and a few frigates—upon the lee port bow.

The British fleet now stood close-hauled on the starboard tack, in the following order:—'Culloden,' 'Blenheim' (rather to windward), 'Prince George,' 'Orion,' 'Colossus' (to windward), 'Irresistible,' 'Victory,' 'Egmont,' 'Goliath,' 'Barfleur,' 'Britannia,' 'Namur,' 'Captain,' 'Diadem,' and 'Excellent.'

The Spanish naturally supposed that the British Admiral would fall upon their detached ships, which were making every effort to come up with the main body; but such was not his design. At eight minutes past noon, having passed the sternmost of the Spanish weather ships, the 'Culloden' in obedience to signal, tacked to the port, a manœuvre executed in so able a manner, that Sir John exclaimed, "Look, look at Trowbridge! does he not manœuvre as if all England were looking at him? Would to God all England were present to appreciate, as I do, the gallant Captain of the 'Culloden'!"

The 'Victory' and other ships of the British fleet now hoisted their colours, and tacked in succession as the Admiral's signals directed. The Spanish division, left to leeward, however, hoped to break through the British line ahead of its Commander-in-Chief, and resolutely advanced with this intention; but the 'Victory' anticipated the Spanish Vice-Admiral's movement, and forced his three-decker, the 'Principe-de-Asturias,' to tack close under her lee, pouring into her sides, meanwhile,

a terrible fire that compelled her to bear up in utter confusion. Her comrades, discouraged by so warm a reception, followed her example, and bore up, after exchanging a few distant shots with the British rear. The 'Oriente' was the only ship that succeeded in joining the Spanish van.

About one p.m., Don Josef de Cordova finding himself opposed with only sixteen ships to the British fifteen, determined upon another effort to join his leeward division. He saw that the British van had now tacked, and was standing after his own ships, while the rear continued on the same tack, in order to fetch into the wake of the 'Victory,' and then tack in succession. "The Spanish Admiral," says a French professional writer, "now thought the moment arrived to pass to leeward of the enemy's line, and hoped, amidst the smoke of the battle, to conceal his movement from Jervis, and to surprise him by the rapidity of his manœuvre. Leading his line of battle, he steered for the rear of the English line; but Nelson in the 'Captain,' was the third of the rear division, and watched the fate of the day." Observing the Spanish Admiral's movement, and comprehending its important consequences, Nelson at once resolved to frustrate it. He therefore directed Captain Miller to wear the 'Captain,' and passing between his sternmost ships, the 'Excellent' and 'Diadem,' coolly placed himself across the bows of the huge 'Santissima Trinidad.' "He thus stopped the way against her, obliged her to haul to the wind, and forced her back upon the English advanced ships. A part of that advanced squadron then passed to leeward of the Spanish line, to prevent a further attempt like that which Nelson had defeated; and the other part led by the 'Victory,' ranged along the Spanish line to windward, and placed Cordova's rear ships between two fires. The success of Nelson's daring manœuvre was complete, but he himself, separated from his squadron, was for some time exposed to the fire of several Spanish ships. The 'Culloden,' and the ships which followed Trowbridge, only covered him for a moment while passing, and then left him to struggle with his numerous foes. He was forced to get fresh supplies of shot out of the hold, those which were at hand being exhausted by the rapid fire; and at this moment, when his fire necessarily slackened, Nelson found himself under the broadside of an 80-gun ship, the 'San Nicolas.' The confusion prevailing in the Spanish line had collected three or four ships, which, having no other opponents, directed against the 'Captain' all the guns which bore. The 'San Josef,' especially, a ship of 112 guns, placed astern of the 'San Nicolas,' gave the aid of her powerful artillery." The 'Excellent,'

Collingwood's ship, which had already borne a noble part in the battle, now came up to Nelson's succour, and, in seeking to escape from her broad-side, the 'San Nicolas' fell on board the 'San Josef,' partially dismantled. Nelson resolved to carry these formidable ships by boarding. How he succeeded we shall let him describe in his own characteristic language, when we give, as we shortly hope to do in these pages, the memoir of the great hero himself.

The battle off Cape St. Vincent began about noon, and ceased at five p.m., when four Spanish line-of-battle ships had struck their colours—the 'Salvador del Mundo,' 112 guns; the 'San Josef,' 112; the 'San Nicolas,' 84, and the San Ysidro, 74. Ten other ships were severely damaged, but night coming on, and several English vessels being disabled, Sir John was forced to be content with the victory he had won, and at five p.m. made the signal to discontinue the action. The Spanish lost, on board the four prizes alone, 261 killed and 342 wounded; probably, in all, 400 killed and between 500 and 600 wounded. The British had to regret but 73 killed and 227 wounded, of which the greater proportion fell on board the 'Blenheim,' the 'Captain,' the 'Excellent,' and the 'Culloden.'

The moral and political consequences of the victory of St. Valentine's day were incalculably great, and it is no marvel that England poured out her enthusiastic gratitude upon the heroes to whose skill and courage it was due. Sir John Jervis was created a peer by the title of Baron Jervis of Meaford and Earl St. Vincent,* with a pension of £3000 per annum; the Admirals and Capt. Calder, who took home the despatches, were created Baronets; Nelson received the Order of the Bath and the freedom of the city of London. Gold medals were distributed among the flag-officers and captains, and the whole fleet was gratified with the thanks of both Houses of Parliament. Nor has the renown of the battle of Cape St. Vincent been wholly eclipsed by the surpassing brilliancy of the victories of the Nile and Trafalgar. The gallant Earl was no less successful in keeping down the spirit of mutiny in his fleet, the news of which from Spithead and the Nore had reached their ears.

Don Josef de Cordova, the Spanish Commander-in-Chief, was broke, and rendered incapable of holding any office under the government, forbidden to appear at court or in any of the chief towns on the coast. Many Spanish captains, and a long list of inferior officers were also broke.

* From the name of the Cape—a high promontory, crowned by the grey ruins of an ancient

monastery, projecting into the Atlantic, and off which this celebrated action was fought.

Earl St. Vincent now proceeded with his fleet and prizes to Lisbon, where he was joined by a reinforcement from England, and shifted his flag from the 'Victory' to the new three-decker 'Ville de Paris,' of 110 guns. With 21 sail of the line he steered for Cadiz, on the 31st of March, and twice bombarded that unfortunate city. He continued to cruise in the Mediterranean until June, 1799, when ill-health compelled him to resign the command into the hands of Vice-Admiral Lord Keith, and the brave but broken-down sailor left in the 'Argo' for England.

In February, 1806, the Earl of St. Vincent, against the advice of his physicians, saying to them, "It is of no consequence whether I die afloat or ashore," was ordered by his Majesty, in person, to hoist the union at the main, and take the command of the channel fleet, and on the 12th March sailed in the 'Hibernia,' 110, for his station off Ushant for the blockade of Brest, having under his command 42 sail of the line, 15 frigates, besides sloops and other vessels. Admiral Cornwallis* served under him as second in command, and never, remarked Brenton, was the British fleet in every respect better officered, manned, and equipped. Whilst in this command he was ordered to Lisbon, to protect the Tagus, owing to the Court of Portugal having induced the Prince of Brazils, who held the government of that country, to think seriously of transferring the seat of his government to his South American dominions; but Lord St. Vincent, finding the prince was unprepared to take advantage of the British squadron, left the Tagus to renew the blockade of Brest. This command he resigned in 1807, when he took a last farewell of sea service.

St. Vincent, says a writer in the *Cornhill Magazine*, had had a training quite like the training of Howe, who held him in much honour. His great victory over the Spaniards followed Lord Howe's over the French in less than three years. But St. Vincent was a great commander-in-chief, as he proved in that memorable tenure of the Mediterranean station during which Nelson conquered at the Nile, and the spirit of mutiny was kept under. He was also a great naval reformer, and when in office, for he was made First Lord of the Admiralty in 1801, in Mr. Addington's

* The following anecdote reminds us of Lord St. Vincent's reverence for the quarter-deck. Lord Cornwallis went out to India as Governor-General in the ship of his brother, Admiral Cornwallis. One sultry day, the Admiral coming up from his cabin, caught sight of his brother

lounging on a chair in his dressing gown. After chafing some time under this, and not liking to come into collision with the Governor-General, he turned gruffly to his First Lieutenant and said, "Go and tell that land-lubber to get up from his Majesty's quarter deck."

administration, did much to correct the abominations of the dockyards. What they were, and what naval abuses generally were in George III.'s reign, few now have any conception. An officer has been known to have all the furniture of his house made on board, out of the ship's stores. "You had your hand in the bag, sir; why did you not help yourself?" said a Minister of the Crown to a purser who complained of being poor. Boroughmongers used to buy ships and hire them out as transports to Governments which needed their votes, at portentous rates of profit. In the dockyards, speculation was habitual; and the copper bolts for fastening vessels were sometimes only copper at the end, all the rest of the metal having been stolen, and wood substituted for it. How many brave men's lives the fattening of these vultures cost can never be known; the secret lies hidden in the depths of many a sea.

Many are the instances in which his Lordship befriended the sailor and the poor sons of naval officers, both with money and advancement in the service, always preferring the son of a brother officer, when poor and *deserving*, before any others; and in an interview with his Majesty George the Third, when speaking of the conditions and prospects of officers of the service, he added, "Sire, I hope your Majesty will pardon me for saying, I would rather promote the son of an old deserving officer than of any noble in the land;" and to which the king replied, "I think you are quite right, Lord St. Vincent."

The Royal Naval Asylum, for the orphan children of seamen, owed its early success to his Lordship's tact and generosity, collecting for it from the captains of his fleet, and heading the list with £1,000.

He received from George the Fourth his commission of Admiral of the Fleet; and his last appearance in public was on board the Royal Yacht on the occasion of the king's embarkation for Scotland. The earl married, 5th June, 1783, the daughter of Lord Chief Baron Parker, by whom he had no issue.

This brave old English admiral expired, in the 90th year of his age, at his seat of Rochetts, on the 13th of March, 1823, when the earldom and barony expired, but the viscounty, to which he was created in 1801, devolved upon his only surviving nephew, Edward Jervis Ricketts. His remains were interred at Stone, in Staffordshire, quite privately, as his will directed. A public monument is erected to his memory in St. Paul's cathedral, and a splendid three-decker, of 120 guns, was named after him, and is still doing service in Portsmouth harbour.

May the rising generation of the British navy learn to emulate his early self-denial, resolution, and valour! and then, like him, they may rise to the top of the list, attain to high dignity in the state, and entitle themselves to the lasting veneration of their countrymen.

SHIPWRECKED FISHERMEN AND MARINERS' ROYAL BENEVOLENT SOCIETY.

THE TWENTY-NINTH ANNIVERSARY.

THE Twenty-ninth Annual Meeting of this most beneficent Institution, established to provide succour to shipwrecked persons of *all* nations cast upon our coasts, was held at the United Service Institution, Whitehall Yard, on the 18th May. In the absence of His Grace the Duke of Marlborough, K.G., the President of the Society (whose engagements as a Member of the Government prevented him from attending), the Chair was taken by Capt. the Hon. Francis Maude, R.N.

Amongst the company present were—G. A. Brograve, Esq., V.P., (son of the originator of the Society); J. H. Lydall, Esq., (Hon. Solicitor); Rev. Hugh Allen, D.D.; Rev. Thos. Ray; Rev. Hugh McNeile Cumming; Dr. Morgan; Capt. John Harris; John Crowden; Isaac Phillips; S. H. Moore, R.N.; Thos. Bradberry; John Jones; Wm. Tillman; Alfred H. May; Wm. Hoskin, C.E.; C. K. McAuliffe; Richd. Lewis; Samuel Tomkins; Jos. C. Johnson, Esquires. Captains Royal Navy: Montagu Pasco; G. F. Westbrook; J. S. Lean; Alexander Henning; Thos. Osmer; A. H. Ingram, and W. H. Symons (Second Secretary), &c., &c. There were also present a number of Ladies, and thirty old and worn-out merchant seamen from Belvedere Institution.

The Honourable and Gallant Chairman commenced the proceedings by expressing the regret he felt at the unavoidable absence of His Grace the President, and also of His Grace the Archbishop of Canterbury, the Lord Mayors of London and Dublin, Rt. Hon. H. L. Corry, M.P., First Lord of the Admiralty, who, as Vice-Presidents, had all written expressing their regret at their inability to attend.

The Meeting having been opened with prayer,

The CHAIRMAN said he regretted exceedingly that his noble friend, the Duke of Marlborough, was unavoidably absent, being busily engaged with the Ministry. It was hoped also to have received the attendance of another nobleman—the Earl of Shrewsbury—but he was out of town. It would naturally be expected that he should say something about the Society, and the great difficulty he felt in doing so arose from the fact that he knew so much about it. For really, if the Chairman of a Committee did his duty, and

attended the weekly Boards of such a Society, his opportunities for witnessing its beneficial operations were so numerous that his mind became full to overflowing, and he could scarcely tell how to arrange his thoughts so as to impress a public meeting with his own sense of its importance and value.

Many of the blessings which the Society conferred were detailed in the Report about to be read, perhaps the most striking of them were those which were not seen. There were some fine old seamen present on this occasion, and the benefits of the Society to them could be seen at once; but what could not be seen, were the widows and orphans around the coast who had been relieved out of the Society's funds. And when he mentioned widows and orphans, he felt how difficult it was to realize to one's mind the numbers who were benefited by the operations of the Society. Looking over the last number of "*The Shipwrecked Mariner*," a beautiful little periodical, which many of the friends read, he was struck with a statement which gave a very fair view of the quarterly work of the Committee, without the least approach to exaggeration. It was to the following effect:—"Summary of relief during the past quarter: widows, 557; orphans, 1098; aged parents, 78; master mariners, 133; fishermen, 122; pilots and boatmen, 56; shipwrecked persons, subscribers, 789; non-subscribers, 676. Total, 4019 persons relieved, at an expense of £5764."

It had been said by some people recently that this was a mere Benefit Society. It was no such thing; there was not a word of truth in the statement. So far as it went, those who subscribed towards its funds benefited more largely than others; but the fact stated in the above extract, that during the past quarter relief was furnished to 676 non-subscribers, showed that the statement of their being a mere Benefit Society was not founded in truth. And what did the subscribers get? Far more than they gave; which could not possibly be done without public support and assistance. A case came before the Committee on the previous Friday, in which the deceased had subscribed only £2 5s. during fifteen years, and if he had died in the execution of his duty the widow would have been entitled to about £20, according to the Society's scale. What mere Benefit Society could stand that? With regard to widows, he might mention that, at the Board Meeting referred to, out of thirty cases which came before the Committee, twenty of them were the cases of widows. And this be it remembered was in a summer quarter, and did not include the cases arising out of shipwrecks upon the coast. The Society relieved the widows of seamen who died natural deaths as well as of those who perished from wrecks, although the former did not get so large a benefit as the latter. He recollected that at one Committee Meeting, during the winter, there were no less than forty-seven widows, with a large proportion of orphans, to be relieved. He wished therefore to impress upon the minds of those who did not study the records contained in "*The Shipwrecked*

Mariner," the extent and importance of the operations of the Society. Its benefits were extended to the widows of shipwrecked men, and to men of *all nations*, who might be thrown upon the coasts of this kingdom, who were sent to the nearest port to their own homes, and provided with food and clothing, if necessary.

Reference would be found in the Report to an elder Society, the "Royal National Life-Boat Institution." The Committee were desirous it should appear that these two Societies were brethren, working together very much in the same cause, and that there should be the most harmonious feeling displayed at their meetings. The object of the Life-Boat Institution was to preserve life on the coast, and to reward those who were instrumental in saving it; *this* Society took up the poor widows and orphans of those whose lives were sacrificed, and provided for the immediate necessities of the shipwrecked seaman, who was clothed by them and sent to his home. The Life-Boat Institution was a richer Society, and it owed its present efficiency very much to the prestige and liberality of the late Duke of Northumberland. It had prospered to such an extent that its income during the past year was nearly £40,000. The income of the "Shipwrecked Mariners' Society" was little more than £23,000, and he earnestly hoped that it would receive a still larger share of public support in carrying out its beneficent operations.

One very interesting feature in connection with it was that nearly 51,000 blue-jackets subscribed to its funds. He rejoiced in this fact, which shewed to how large an extent among the seafaring population the benefits of the Society were appreciated. He felt sure that it must gladden the hearts of their esteemed friend, Mr. Brograve, the son of the founder of the Society, who sat at his right hand, to see so many tars at that meeting. These men were inhabitants of the Society's admirable Institution at Belvedere, who had come to be witnesses of the proceedings at this anniversary. And he might state that there were now fifty pensioners in the house, and twenty-five out-pensioners. He hoped he should live to see the day when, instead of fifty, there would be five hundred in the Asylum, and hundreds in the different ports of the kingdom, participating in the benefits which that establishment was founded to supply. Without offering any further remarks, he would now at once call upon the Secretary to read the Report.

FRANCIS LEAN, Esq., R.N., then read the following Report:—

LADIES AND GENTLEMEN—We, your Committee—to whom you have entrusted the proceeds of your bounty for the purpose of giving succour to the destitute shipwrecked mariner, and visiting the widows and orphans in their overwhelming affliction, when the boisterous element has suddenly swallowed up their husbands and fathers—have the satisfaction of presenting to you the Twenty-ninth Annual Report of your excellent Society, which, though young in years, has so rapidly grown in the estimation of the public, as well

as in the estimation of that valuable body of men, the mariners of England, that its name has become a household word, from John O'Groat's house to the Land's End.

The poor shipwrecked man, embracing his wife, telling her of his calamity, answers her eager question of, "How *did* you get home so quickly"? thus—"Why, the 'Shipwrecked Mariners' Society' sent me." The poor bereaved widow and orphan look in the benevolent face of a gentleman come to comfort them, and see the agent of the "Shipwrecked Mariners' Society" as a ministering angel to them! If you enquire, how is it the country ceases to be disgraced by shipwrecked men travelling it half naked and bare footed to their homes, and is also denuded of impostors pretending to be such? the ready answer meets you, the "Shipwrecked Mariners' Society" has done it. Thus, although the public prints teem with accounts of shipwrecks, nevertheless the hearts of the benevolent are preserved by your Society from the pain of seeing the deserving tar left to the mercy of casual charity, and from the importunities of the impostor.

From the far east to west, north, and south, the poor shipwrecked mariners are landed on our shores, and delivered to the care of your Secretary, or the Honorary Agents on the coast. Some of these have been picked up at sea, others have been sent from Calcutta and China, victims of the cyclone; others from Japan, sufferers from the typhoon; and again, others from St. Thomas and Tortola, whom the hurricane and the earthquake had deprived of their ships, and for the present reduced them to a state of destitution.

Your Society, as it pursues its quiet, unobtrusive course, fulfilling its mission of charity, having the praise of Him who says unto it, "I was a stranger and ye took me in, naked and ye clothed me, sick and ye visited me," is far removed from the exciting scenes of your sister Society, the Life-boat Institution, though so near akin to it; *your* mission lies in comforting the rescued; and the bereaved, whose dear ones the life-boat could not reach—the foreigner as well as the native; *your* work verily answers the question, "Who was neighbour unto him?" Many grateful thanks reach your Committee from those who have participated in the blessings of your Society, too many to record, but one expression of the gratitude of an old sailor they cannot withhold:—About the middle of last year, your Secretary was called on by an aged man who stated that he had ploughed the seas for about 50 years, that he had laid up a little store, and that he thought, as he had no relative alive, he could do no better than bequeath it after his death to a Society so eminently useful to his brethren. This grateful man was Edward Horton Edwin, who has since gone to his rest, bequeathing to the Society all his worldly goods, value about £350.

Year by year the objects of your care increase; in that of the past, seven thousand five hundred and twenty mariners, including those of various countries, have been succoured, viz., America, Belgium, British Colonies, Denmark, France,

Hamburg, Hanover, Holland, Italy, Prussia, Russia, Spain, and Turkey: three thousand nine hundred and sixty-nine of the widows and orphans of our native seamen have also been ministered to; swelling the total to eleven thousand four hundred and eighty-nine, which is in excess of the total number relieved in 1866, by two hundred and sixty-eight persons.

Your Committee greatly lament to report that the loss of shipping and valuable lives increase with what appears to them an awful certainty, and they are the more grieved that they are obliged to believe that these losses are not wholly to be attributed to unavoidable accident, but to the fact that vessels are sent to sea unfit for the voyage; others badly found, too heavily laden, cargo carried on deck, &c., and, to crown all, badly manned; all this, they apprehend, may be mainly attributed to the present system of insurance. They have but little doubt that if there were no insurance offices, the loss of vessels would be fewer. Collisions between vessels, especially steamers, are fearfully numerous; thus lives are lost by the cupidity of many of those who own ships, or what is almost as bad, their recklessness as to whether they sink or swim.

Consequently, your Committee feel that the necessity of your Institution to our brave and hardy seamen and their families daily increases, and calls louder than ever for the energy of the charitable. They have no cause of complaint that they are not encouraged in their work of faith and labour of love, but on the contrary acknowledge gratefully that their praises are due to God, by whose blessing the income of the past year has been £6,113 over that of 1865, and thus your means of doing good has been extended.

Your Committee have proved by their constantly enlarging the bounds of the Society's charity towards its objects as their means increased, that they do not desire to *hoard* up funds; they therefore do not hesitate to press upon the subscribers the need of making the charity known to those who are able to help, in order that if possible all might be done, and done well, for which the Society has been incorporated by the Legislature. They feel, and all own, that our sailors, as a body, are worthy of our care, that their precarious profession makes them to be as children, touching thought for the future; they, therefore, need nursing fathers and nursing mothers at the very moment that they are, under God, England's glory and defence, the source of her riches, and the maintainers of her Empire, on which the sun never sets, and which their prowess, in keeping command of the sea, established.

Our forefathers were constantly legislating for the encouragement of seamen; the Legislature of the 19th century has cast them on the public, so that England, the greatest maritime nation in the world, and the *most dependent* on her naval power, stands alone in having no provision under governmental supervision and help for her merchant seamen as a body!!! Hence, the gradual lowering of the standard of this most necessary class of our fellow-subjects, both in numbers and efficiency, and the natural consequence that our

merchant ships are half-manned by foreigners of all nations, both Asiatics and Europeans!

Your Committee congratulate the Society on the high and daily increasing estimation in which it is held by our maritime population, and which is evidenced, not in word only, but by the fact that fresh subscribers from among the seamen afloat are so numerous, that notwithstanding their peculiarly vacillating character as a body, and the large amount of deaths among them, and withdrawals from a sea life, the number actually subscribing has been gradually on the increase for several years, and now, they judge, amounts to full a third of the native-born men serving in our merchant fleet.

Your Committee, with much gratification remind the Society of the provision which it has long laboured to establish for our worn-out and aged merchant seamen, now known by the name of the "Belvedere Institution." They have every reason to hope that it has taken root, and will in a few years be pointed at with pride as England's provision in old age for those gallant sons of the ocean, where they can take up their abode, shielded from the fate of a workhouse, or the squalid poverty which, as to outward misery, is more to be deplored. Your President, the Duke of Marlborough, from the first most benevolently threw his high influence into the movement, and along with him, one of your oldest Vice-Presidents, Admiral the Earl of Shrewsbury and Talbot, many leading commercial gentlemen, connected with both parties in the state, the chairmen of our great Companies, the Peninsular and Oriental, Royal West Indian Mail, General Steam, &c., &c., shipowners, bankers, &c., have manifested an interest which, under God's blessing, secures its forward progress. Fifty old seamen have been received into the house and twenty-five pensioned out with their wives; and the Committee only wait for funds to take in more and pension more out. Attached to the Institution is a Pension Fund, to which the young may subscribe to provide for themselves, which, being an insurance, is kept apart from the Charity.

Your Committee regret that the infant Institution is £4000 in debt, on account of the purchase-money of the House and Land, late the residence of Sir Culling Eardley, on the Banks of the Thames, and commend most heartily this noble movement, on behalf of our long neglected old seamen, to the best consideration of the public.

Your Committee have with sorrow to report the loss, by death, of one of your Vice-Presidents, the Right Honorable Lord Calthorpe, and of two of their body, viz., Arthur Anderson, Esq., a gentleman of high standing in the commercial world, as the chairman and principal manager for many years of the Peninsular and Oriental Steam Packet Company, and Captain John Colpoys Heaslop, R.N.; also by the death from among their fellow labourers, the Honorary Agents of the Society, of William Williams, Esq., for Bideford; Mr. James Pucill, "Poplar Sailors' Home;" Captain Kenderdine, R.N., for

Stafford; Mr. Daniel Morrison, for Brandon, County Kerry; and Mr. David Easson, for Forfar.

The best thanks of the Society are due to the benevolent gentlemen, the Honorary Agents serving on the coast, now numbering eight hundred and sixty-five, to whom they are indebted for their loving active service, in co-operating with them, and in their several localities succouring the poor shipwrecked mariner, and visiting the bereaved widow and orphan in their affliction.

The best thanks of the Society are also due to the lady and gentlemen Collectors, the Scottish Board of Fisheries, the Officers of the Coast Guard, many of whom act as Honorary Agents, the British and Foreign Sailors' Society, the Thames Church Mission, the Missions to Seamen, the Directors of Railway and Steam Packet Companies, and last, not least, the Clergy and Ministers of Christian Congregations, who, from their pulpits have pleaded the cause of the sailor and his desolate widow and orphan.

The following statistics will give an epitome of the working of the Society during the past year:—

Income,—

The gross income for the year ending the 31st of December, 1867, amounts to £23,448 14s. 9d.; the outlay to £21,297 12s. 8d. The following donations and subscriptions of £20 and upwards are thankfully acknowledged:—Her Most Gracious Majesty, £25 (annual); His Grace the Duke of Buccleuch, K.G., £25 (annual); Rev. P. L. D. Acland (collection), £20 6s. 2d.; The Marquis of Westminster, £150; Joseph Goff, Esq., £40; A Friend, £20; C. T. Gascoigne, Esq., £25; Mrs. Henry Kemble, £25; Mrs. Pratt, £20; The late Miss Ellen Hamilton, £200; A Friend (per the Secretary) £25.

Honorary Donors and Subscribers,—

These, including the Branches, number 24,748; an excess over the previous year of 223.

Mariners and Fishermen Subscribing 3s. per annum,—

The number for 1867 has been 50,752; this, allowing for 1000 deaths, gives an increase of 1795 *new* subscribers, and an actual increase of 795 over the preceding year. 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 the Committee seek to cultivate provident habits among our seafaring men.

Legacies announced in the past Year,—

Miss Mary Wolton Copp, £300; John Abrahams, Esq., £100; Thomas Brownrigg, Esq., £50; Joseph Laing, Esq., £10;

Mrs. Mary Ann Smith, £1000; Richard Trist, Esq., £19 19s.; William John Hall, Esq., £1000; John Dyer McDowell, Esq., £19; James Silver, Esq., £250; — Cameron, Esq., £500; Miss Jane Sharpe, £100; Capt. E. W. Harris, H.M.L.N., one-twenty-first part of £8000, and one-third of residue; Mrs. Maria Deane, £100; Mrs. Hooper, £100; Miss Mary Jane Tottingham, £200; Mr. Edward Horton Edwin, proceeds of mortgages, about £350; Miss Mary Ann Allix, £5; Mrs. Mary Sutcliffe, residue of her estate. The total amount of Legacies received for the year, will be seen in the statement of receipts and payments.

Vessels Wrecked,—

The wrecks become more numerous, both on the shore and by collisions at sea, numbering annually over 5,000: an increase beyond the fair proportion that may be allowed for the increase of shipping.

Shipwrecked Persons,—

During the past year 7,520 have been relieved at the place of wreck and forwarded to their homes. This number includes the crews of vessels belonging to the nations before enumerated.

Widows, Orphans, and Aged Parents,—

Relief has been given to 3969; this number includes 1805 widows and orphans, who having been previously relieved at the death of their husbands are, consequent upon having young children, considered fit objects for an annual grant for the first few years of widowhood, as the case may be; the *aged* widow is also considered in these grants.

Total Numbers relieved,—

In 1867 eleven thousand four hundred and eighty-nine persons, making a total of 171,428 since the formation of the Society in 1839.

Honorary and Pecuniary Rewards,—

One Gold, Twenty-eight Silver Medals, and £2 in cash have been awarded during the past year for heroic exertions in saving life from shipwreck on the High Seas or Coasts of the Colonies, making a total of 34 Gold and 220 Silver Medals, and £924 6s. for assisting at the saving of 5,603 persons since 1851.

"The Shipwrecked Mariner" Quarterly Magazine,—

The circulation of this little periodical, price 6d., is about 8,600 copies yearly; its sale usually returns a small balance profit to the general purposes of the Society, and is otherwise useful in advertizing its operations. Much instructive matter will be found in it, and the Committee solicit their friends to help its circulation.

Travelling Secretaries,—

Messrs. Prince, Saunders, Bancks, and Cumming, 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.

In conclusion, your Committee desire to offer their humble thanks to the great Giver of all good, who, in His mercy, has guided them and enabled them to present to their friends and the public so favourable a Report. They would respectfully remind them of the *continuous* and *instant* character of the relief necessary to the objects for whom they labour, in order to show the necessity of a *continuous flow* of funds to meet it; and when they revert to the fact that 3969 widows and orphans, and 7520 shipwrecked men, making together eleven thousand four hundred and eighty-nine persons, have been relieved in the last year, they feel they may refrain from saying more. Acts xxviii. 2. Job xxix. 11, 12, 13.

(Signed for the Committee),

FRANCIS MAUDE, CAPT. R.N., *Chairman*.

G. A. BROGRAVE, Esq., V.P., moved the first resolution:—

“That the Report now read be received, and printed for circulation.”

As the President of the Bath and Clevedon Auxiliary, he said he had very great pleasure in announcing that the receipts of that branch for the past year amounted to £113, of which sum his own private collection exceeded £55.

J. H. LYDALL, Esq., seconded the resolution. He said he could not help thinking while the Secretary was reading the Report, that there were two or three remarks which specially commended themselves to the attention of a maritime country like England. It was, the Committee have but little doubt that if there were no insurance offices the loss of vessels would be fewer. Now he had very great belief in that statement, and he could not but feel that it involved the most thorough disgrace upon the commercial morality of this country. A case had recently come under his notice which led him to fear that sometimes ships which had lost their A 1 class were insured in a good round sum before being sent from home, and proceeded on voyages from which they never came back. He was not prepared to say where the fault lay, but he was perfectly convinced there was foul work going on somewhere. He merely however, mentioned the fact now for the purpose of remarking upon the great need it proved for the existence and energetic operation of this Society. There was this peculiarity in the law of England—that if it was decided a ship

was a perfect wreck, all liability on the part of the owners ceased. The poor shipwrecked mariners, therefore, were at once thrown upon the generosity of the friends at home, for their own relief, if their lives were spared, or for the succour of their widows and orphans if they themselves perished. But this Society not only had a claim upon public support on this account; it not only provided for the widows and orphans of those who were lost, it also, by means of its offspring at Belvedere, provided a home for the blue-jackets themselves, when worn-out and no longer able to pursue their calling. He was heartily glad to see the pensioners present on this occasion; it was the first time he had seen them at these meetings, and he earnestly hoped that enlarged funds would be placed at the disposal of the Society so as to enable them to increase its benefits.

The Rev. HUGH ALLEN, D.D., Rector of St. George's, Southwark, moved the second resolution, which was as follows:—

“That this Meeting hereby expresses its regret for the loss the Society has sustained during the past year, by the death of one of its Vice-Presidents, the Right Hon. Lord Calthorpe, and two of their body, viz., Arthur Anderson, Esq., and Capt. John Colpoys Heaslop, R.N.; also by the death of the following gentlemen, who benevolently acted as Honorary Agents, viz., William Williams, Esq., for Bideford; Mr. James Pucill, Poplar ‘Sailors’ Home;’ Capt. Kenderdine, R.N. for Stafford; Mr. Daniel Morrison, for Brandon, County Kerry; and Mr. Daniel Easson, for Forfar.”

He said, with regard to the heavy charge expressed or implied in reference to the insurance of vessels, he could add no remark, as he did not understand the subject, but he felt assured that the Press would not pass by the statement in the Report, or the observations which had just been made. Parliament was frequently occupied with the consideration of important questions, but he could not conceive that their attention could be directed to one of greater moment than that which involved not only the lives of our gallant seamen, but also the preservation of the morality and honour of a great commercial country like England. The claims of the “Shipwrecked Mariners’ Society” needed no elaborate argument on his part. The fact that England was the greatest nation on the earth, and had more interest in maritime affairs than any other, was of itself sufficient to shew the absolute need that such a Society as this should receive a large amount of public support.

The great ally of England’s wealth, and of her power, politically as well as commercially, was her shipping. The condition of the navy of this country justly commanded a large share of the attention of the Legislature, and the well-being of the sailors on board our ships, whether in the naval service or the mercantile marine, was of the highest moment to every one in England, from the highest to the lowest. This Society, in the reach of its operations, was most comprehensive. Meetings were held in Exeter Hall for Orphan Asylums—this Society had orphans dependent upon its generous aid; meetings were

held on behalf of Aged Pilgrims—this Society had its aged pilgrims; meetings were held for the relief of Widows—this Society had its widows. In fact, it embraced in the sphere of its benevolent operations all classes of sufferers from the perils of the sea, and all forms of sorrow and woe; it took charge of the aged, and provided for the widow and the child. Unquestionably, therefore, it should be supported with ungrudging liberality.

He rejoiced to know that its income was about £23,000; but large as this sum was in itself, it was but small compared with the needs it was called upon to meet, and small compared with the gains which this country derived from the services of sailors upon the ocean. To whom were her merchants indebted for the wealth which enabled them to rear the noble palaces in which they dwelt?—To the seamen on the ocean. To what did England owe her proud pre-eminence among the nations?—To her gallant seamen on the ocean. And should the day come—he hoped it would be distant, for he was no friend to war, although on the other hand he was no believer in the doctrine of “peace at any price”—when England needed a defence of her coasts, to whom would she look with confidence for deeds of valour and daring?—To her seamen upon the ocean. And if there were a war to-morrow he would say, God bless our sailors and their officers—(applause)—but how could our navy be kept in a healthy state were it not for our mercantile marine? (Hear, hear.) If we were determined to maintain Old England, not as No. 2 or 3, but as No. 1 in the world, let us take care of our seamen and seek to stimulate even boys to go forth to sea and not be afraid of it or its many perils. (Hear, hear.)

This Society, then, was one which appealed to every feeling of the community; it appealed to the philanthropist, on behalf of the destitute widow and orphan; it appealed to the man of commerce on grounds of gratitude, and bespoke from him a thank-offering for the relief of the dear ones belonging to those who had perished in the discharge of their duty upon the ocean, and for the support of aged seamen when no longer able to do business on the mighty waters. It appealed, moreover, to the politician who was desirous that England should maintain her supremacy among the nations. What could be more important than that those who were exposed to the perils of the sea should feel that they would be taken care of in the time of their distress, and that those they left behind them would be relieved in the hour of their bereavement and sorrow? And, on the other hand, how important it was that their boys should be stimulated to enter the sea service; and what could prove a greater encouragement to them than to know that England would never forget the perils to which those were exposed whose labours contributed so largely to secure her wealth, her grandeur, and her political glory. Because this was the object and design of the “Shipwrecked Mariners’ Society,” he had great pleasure in taking part in the proceedings of the meeting, and in moving the resolution he had already read.

Capt. JOHN HARRIS (Brixham), in seconding the resolution, remarked that, after the able speeches which had been delivered, the meeting could hardly expect much from a sailor. But there was one thing he desired to say in reference to the statements made as to the insuring of vessels and sending them to sea in an untrustworthy state. Having been connected with maritime pursuits from his boyhood, and having for many years been in the habit of sailing from the ports of London and Liverpool as a ship's captain, such a case as that referred to had never come under his notice.

No doubt after a certain number of years, when a ship had passed her A 1, she was taken up for other work for which, though not a first-class ship, she was equally well suited. He thought the authorities should see that no ship left a harbour unless she was seaworthy. He had great pleasure in seconding the resolution which had been read, and he rejoiced in the success of the Society as evidenced in the Report laid before the meeting.

The CHAIRMAN said he could not but admire the generous boldness with which Capt. Harris had taken the part of the shipowners. Unfortunately the fact stated in the Report, and by the first speaker, was not now announced for the first time. The courts of law had had such cases before them, and though it was to be hoped they were the exceptions to the rule which prevailed among shipowners, these exceptions were more numerous than they ought to be.

The motion was put and carried unanimously.

Capt. HENNING, R.N., moved the third resolution :—

“That this meeting desires to offer its grateful thanks to Almighty God for the continued prosperity with which the Society has hitherto been favoured, and in doing so, it thankfully acknowledges its great obligations to the Honorary Agents on the coast, now numbering 865, and the Honorary Auditors; also to the lady and gentlemen collectors, the officers of the Coast Guard, the British and Foreign Sailors' Society, the Thames Church Mission, the Mission 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 active and benevolent support in the carrying out, in a Christian spirit, the noble mission of the Society.”

This resolution, he said, did not require a single word of commendation from him, and he was sure the meeting would cordially adopt a vote of thanks to those who had so energetically assisted in the work of this noble Society.

ALFRED H. MAY, Esq., seconded the resolution. He said that having for the last two or three years had the honour of advocating the claims of a kindred Institution, the experience he had gained justified him in believing that whenever the British public was appealed to on behalf of such institutions, it was never backward in affording its support. It had often occurred to him that Englishmen were too much inclined to boast of their superiority to other nations of the world, and too little sensible of their own shortcomings. Whether it were so, or not, this much might safely be asserted, that England stood pre-eminent in the number and efficiency of her great national philan-

thropic institutions. And amongst these, he thought he might venture to express an opinion that the societies which had been established with a view to the preservation of life from shipwreck, and for the relief of sailors when landed from shipwreck, destitute and forlorn, stood foremost. To whom was England indebted for the great maritime position she enjoyed, and for the fact that her ships were to be found in every harbour of the globe?—To her sailors. To whose daring and intrepidity was she indebted for many of the luxuries and even the necessities of life?—To her sailors. To whom did she owe it that it could be said with truth, “*Britannia rules the waves*”?—To her sailors. Let it never then with truth be said, as was once said by the poet, that when the sailor is worn out with toil:—

“Where he goes and how he fares,
No one knows and no one cares.”

The CHAIRMAN, in putting the motion, said he had never known so great a weight imposed upon the mover and seconder of a resolution before. They were charged to bring before the meeting the claims of 865 Honorary Agents to the thanks of the Society, to say nothing of the claims of the numerous other gentlemen, and of the Societies whose names were enumerated. The “*Shipwrecked Mariners’ Society*” was indebted to all these in a variety of ways, and he was sure the meeting would cordially accept the resolution which had been submitted.

The motion was put and carried unanimously.

RICHARD LEWIS, Esq., Secretary of the Royal National Life Boat Institution, moved the fourth resolution:—

“That the following members of Committee going out by rotation be re-elected, viz., Vice-Admiral Hon. J. Denman; Rear-Admiral Frederick Warden, C.B.; Capt. T. N. Langford, R.N.; Lord Henry Cholmondeley; Lord Alfred Paget, M.P.; William Stuart, Esq.; Capt. W. H. Walker; Capt. The Hon. Francis Maude, R.N.”

He said it was a source of great satisfaction to him to be present on that occasion, to testify again to the hearty sympathy of the sister Society with which he was connected. Referring to the remarks of the Chairman, he would have been glad had it been practicable for His Grace the Duke of Northumberland, the President of the Life Boat Institution, to take part in this annual meeting; for he was sure there was only one feeling pervading its Committee, and that was, a desire for the most cordial co-operation with the “*Shipwrecked Mariners’ Society*.” He rejoiced in its continued prosperity; and looking to the facts which had been stated in the Report, he thought there was no reason to entertain misgivings as to its future success. Referring to the remarks which had been made upon the subject of maritime insurance, he expressed an earnest hope, without presuming to call on Parliament to pass a law to tell underwriters how to transact their business, that shipowners at large would see that it was to their advantage to send ships to sea properly

manned and equipped. The Chairman had alluded to the resources of the National Life-Boat Institution, and spoken of that Society as the richer brother; but it must be borne in mind that the principal income of the Institution during the past few years had been in the way of donations to form new life boat establishments. Happily, the coast of this country was now, wherever it was practicable to place a life-boat, provided with one, and it therefore could not be expected that the income of the Life-Boat Institution would continue to be as large as it had been in previous years. Of this fact, however, he was certain that so long as both Institutions continued to maintain their present state of efficiency the British public would continue to extend to them their liberal support. The "Shipwrecked Mariners' Society" was nobly represented. It was clearly shown that it had nearly 80,000 annual contributors, and its prosperity therefore was an undoubted fact. It certainly was most gratifying to see its offspring, the Belvedere Institution, continuing to prosper; and the cheerful faces of the pensioners present, showed that they had a happy home in that Asylum.

In the regretted absence of the noble President of the Society, he was glad to see the chair so ably filled by Capt. the Hon. Francis Maude, whose exertions on behalf of British seamen had been long, zealous, and indefatigable, and he earnestly hoped that he might be spared to continue to this Society his most valuable co-operation. They were also very much indebted to Mr. Stuart, the Deputy-Chairman, who not only helped the Society with his money, but also gave it a large portion of his valuable time. Mr. Lean and Capt. Symons, as the principal officers of the Society, were also untiring in their exertions to maintain its great efficiency and to extend the sphere of its usefulness. Under these circumstances, therefore, it was to him a source of great pleasure to move this resolution.

Capt. WESTBROOK, R.N., seconded the motion, which was put, and carried unanimously.

Rev. HUGH ALLEN, D.D., moved the last resolution :—

"That the cordial thanks of this meeting are offered to Capt. the Hon. F. Maude, R.N., for the able and courteous manner in which he has presided over it, and for the interest he continues to take in the welfare of the Society."

He said he had great pleasure in being permitted to offer such a motion to the acceptance of the meeting, entertaining, as he did, so high an opinion of their excellent Chairman. Capt. Maude was everywhere forward in the cause of humanity and religion; wherever there was want, and misery, and woe, to be relieved, or the cause of social, moral, and religious progress to be served, the name of Capt. Maude was always to be found in the foremost place.

Mr. BROGRAVE seconded the resolution, which was very heartily responded to.

The CHAIRMAN acknowledged the vote, and assured the meeting that he felt undeserving of the high eulogiums with which the mover had associated his

name. Perhaps he had laid too great a stress on what had been done by the late Duke of Northumberland for the Life-Boat cause, for in reality it was due to the great exertions of Mr. Lewis, the secretary, that the Institution was in its present condition, but it was quite true that the Duke had given it a fresh start before Mr. Lewis became connected with it. He confessed to a warm and growing attachment to the "Shipwrecked Mariners' Society." He was present at its birth, and had watched its progress with interest ever since the Committee met in a small room in Capt. Brenton's house in York-street, and the great mind of Sir George Cockburn framed its laws. He had therefore the highest satisfaction in witnessing its present position, and hoped it would continue to increase in its career of usefulness.

Rev. HUGH ALLEN, D.D., then pronounced the benediction, and the proceedings terminated.

THE AVENGER OF NELSON.

WE record with more than passing interest and regret the departure of one of the few veterans of Trafalgar that remained to speak of the 21st of October, 1805.

Commander John Pollard, R.N., died on the 23rd April, after a long and severe illness, at his residence in Greenwich Hospital, where, as a lieutenant, he had been since 1852. Our readers will like to hear something of the service of this interesting, though neglected old officer, who was born on July 27, 1787, and entered the Navy, November 1, 1797, as first-class Volunteer on board the 'Havick,' 16, in which sloop, after having chased a large convoy and three armed vessels under the batteries of St. Malo, and been for some time warmly engaged with the enemy, he was wrecked on November 9th, 1800, in St. Aubin's Bay, Jersey. He next served in the 'Cambridge,' 74; 'Hercule,' 74; 'Culloden,' 74; and 'Canopus,' 80, and thence was transferred to the 'Victory,' 100, bearing the flag of Lord Nelson.

On the return of the fleet from its pursuit of the combined fleets to the West Indies, Mr. Pollard was afforded, as signal-midshipman under Nelson's flag-lieutenant,—the late Rear-Admiral John Pasco,—an opportunity of participating in the action off Cape Trafalgar, being one of the few whose immediate place it was to give to the breeze that imperishable signal, "*England expects every man will do his duty*," which, we doubt not, will ever be inspiring words to the minds of those who have to support the honour of that glorious service to which the nation confides the protection of its coasts and the maintenance of its prestige on the ocean.

On that occasion, while standing on the poop, where he was from the time the drum beat to quarters before the action, till late in the evening, he was struck by a splinter on the right arm, and chanced to be the first officer who

was there hit. A musket-ball next passed through the shell of his spy-glass above his hand, and a second one shattered the watch in his pocket.

Some time after the 'Victory' had been in action with the French 74-gun ship 'Redoubtable,' the officers and men around him beginning to fall fast, the attention of Mr. Pollard was arrested by a number of riflemen, crouching in the tops of the 'Redoubtable, and directing a destructive fire on the poop and quarter-deck of the 'Victory.' He immediately seized a musket, and being supplied by the signal-quartermaster (King) with ammunition left by the marines, (who, from being picked off so fearfully were ordered by Nelson himself from the poop to the starboard gangway), continued firing at the men in the enemy's tops every time they rose breast high, until not one was to be seen. In the act of handing the last parcel of ball cartridges, the quartermaster was killed on the spot, leaving Mr. Pollard, when the action terminated, the only officer alive of those who had been originally stationed on the poop; and thus originated the belief that it was he who gave the fatal blow to the man who shot Lord Nelson; which fact was, shortly after the action, confirmed by his captain, Sir Thomas Hardy, who sent for him into the ward-room, and, in the presence of the officers, congratulated him upon having avenged the death of their great Admiral. This fact afterwards appeared in the "Gazette."

In Sir Harris Nicolas's collection of "Nelson Despatches," and also in "Maunder's Biographical Treasury," it is stated that a midshipman named Collingwood participated in this achievement. Southey, in his "Life of Nelson," and O'Byrne in his "Naval Biography," both name Mr. Pollard as having shot the man by whose unerring aim Nelson fell. We know from Captain Pollard's natural diffidence as well as abnegation of self-praise, that as a brave man it was contrary to any wish of his to exclude his old friend and brother midshipman from any portion of the laurels that must ever belong to this achievement; but we have heard from his own lips that Collingwood (who died some years since as a Captain) came on the poop, and Mr. Pollard, while making his aim, pointed out to him the men in the enemy's top. Collingwood then took up a musket,* fired once, and then left the poop to go to his station on the quarter-deck, whilst Mr. Pollard remained firing at the tops till not a man was to be seen, and the last one he discovered coming down the mizen-rigging fell also by his fire. We have likewise seen letters written by surviving officers of the 'Victory,' testifying to the above facts.

Maclise's grand historical painting of the death of Nelson, on the wall of the lobby of the House of Lords, will make our posterity familiar with the youthful figure of this officer standing on the poop, watching with eager face and directing the attention of those around him to the destructive fire that was pouring down from a knot of Frenchmen (said by Lamartine to be riflemen from the Tyrol), from the mizen-top of the 'Redoubtable,' upon the

* It has been stated that from the flint being worn out, or its having burnt priming, it misfired.

quarter deck of the 'Victory,' where England's greatest Admiral lay in the agonies of his mortal wound. This enduring recognition of his services on that memorable day must have been gratifying to Commander Pollard, but it alone could not have erased the sense of neglect that had condemned him to drag on a weary servitude in the Navy from 1806 to 1864 on the list of lieutenants, a rank he amply earned on that memorable day at Trafalgar.

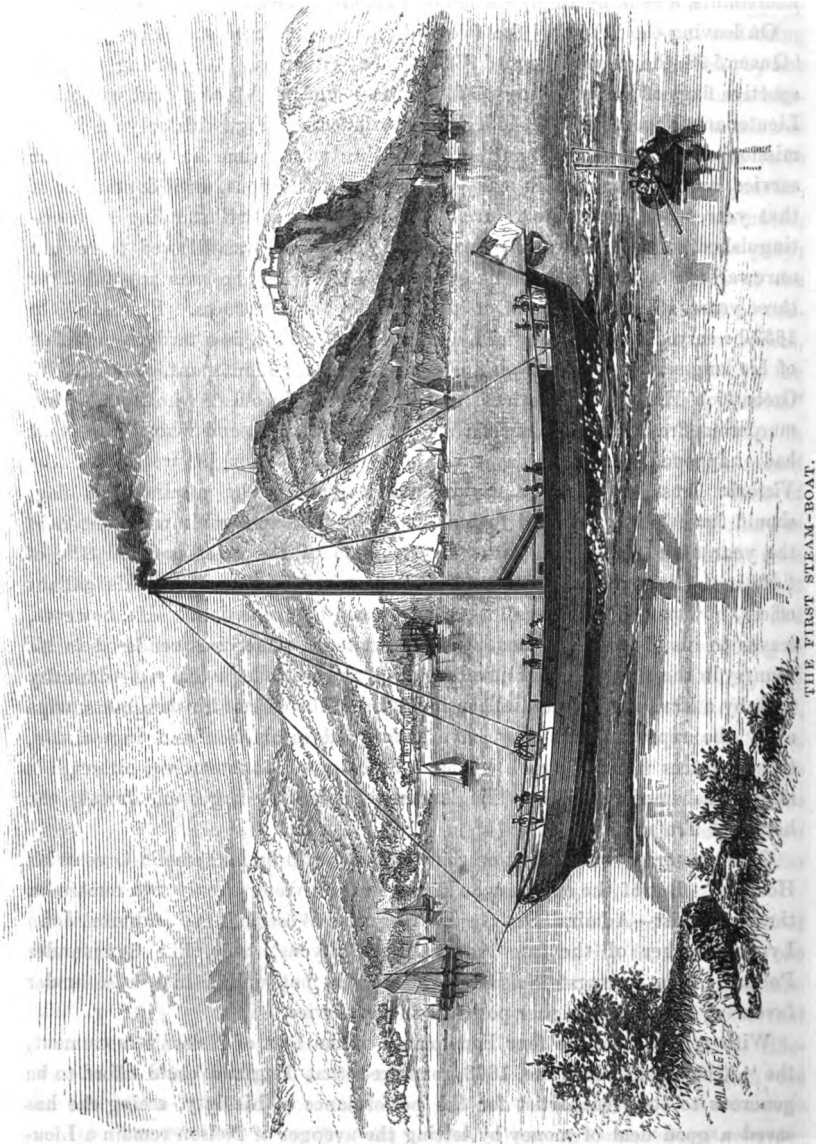
On leaving the 'Victory' the following month he served successively in the 'Queen,' 98, the 'Dreadnought,' 98, and the 'Hibernia,' 110, bearing the respective flags of Lords Collingwood, Northesk, and St. Vincent, and was made Lieutenant November 14th, 1806, and continued serving, with only an intermission of sixteen months, until 1814, during which time he saw much war service, and was engaged in many cutting-out expeditions, until September of that year, when he had to return home sick; and, notwithstanding such distinguished services as we have narrated, Mr. Pollard was allowed to remain unrewarded, and shelved on half-pay till 1828, when he was appointed for three years, still a Lieutenant, to the Ordinary, at Sheerness. From 1836 to 1853 he served in the Coastguard, and in the latter year, as a tardy recognition of his long services both in war and peace, was, as a Lieutenant, appointed to Greenwich Hospital. It is hard to conceive how an officer who stood such a murderous fire on the poop of the 'Victory' at Trafalgar, and who, if the event had happened in these days, would have been thought worthy of the Victoria Cross, or, at least, rapid advancement till he attained his flag, should have been permitted to pine away in the same rank which he held the year after the action, with the exception of the mere nominal title of "Retired Commander." Our readers will agree with us that this gallant officer, now passed to his rest, was "not ruined by promotion." He, however, leaves to his children the honourable inheritance of services rendered to his country in the greatest of her naval victories, and we do hope that the Admiralty will, by a kind and substantial consideration of the case of his daughters, wipe away the reproach that they have abandoned to oblivion and ingratitude, those services which English history will be proud to remember, although it may be ashamed to tell how England was induced to forget and forsake the heroes of Trafalgar.

Of the veterans who fought on that day, some still find a home in Greenwich Hospital. But of the officers who served in the 'Victory,' only two remain on the Navy List—Admiral Sir George Augustus Westphal and Admiral John Lyons (brother of the late Admiral Lord Lyons), who, like Commander Pollard, were amongst Nelson's midshipmen, but unlike him, rose under favouring auspices to higher positions in the service.

With reference to the four lions placed at the foot of Nelson's monument, the "Athenæum," in June, 1863, remarked that England could afford to be generous to its great artist for the performance of his duty, seeing she has saved a good deal of money by letting the avenger of Nelson remain a Lieu-

tenant in Greenwich Hospital. "Enough has surely been saved out of the Lieutenant to pay for the Lions."

We may add that Capt. Pollard acted for many years as the benevolent representative of the "Shipwrecked Mariners' Society."



THE FIRST STEAM-BOAT.

THE FIRST STEAM-BOAT.

THE keel of the first Steam-boat, as shown in our Engraving, was laid down in the building-yard of Messrs. John & Charles Wood, of Port Glasgow, in the month of October, 1811. She was named 'The Comet,' and was launched in June, 1812. Her dimensions were—keel 40 feet, beam 10 feet 6 inches, and burthen 25 tons. The chief part of the engine-work was made by the firm of Anderson, Campbell & Co., then smiths or hammermen, at Greenock, which became the famous engineering firm of Caird & Co. The boiler was made at Port Glasgow, and the cylinder, said to be not much larger than a man's hat, was cast in Glasgow. The engine was a vertical one, and of about three horse power; and when it first performed its task, and "under the combined powers of wind, air and steam," as the public advertisements said, soon grew famous, and beat those important rivals, the "Fly-boats" of the Clyde, fairly out of competition.

The first steam-voyage upon British seas was made by the 'Argyle,' afterwards called the 'Thames,' a packet of 70 tons, also built upon the Clyde in the following year. After plying for a twelvemonth between Glasgow and Greenock, when she was purchased by a Company to run between London and Margate, she started with a crew consisting of eight persons, besides the captain (Dodd) who had served in the navy, and afterwards distinguished himself as an engineer and architect, having projected the Thames tunnel, which he proposed to carry between Gravesend and Tilbury at a cost of £16,000. She had a most interesting voyage round from the Clyde to the Thames. Having experienced stormy weather, she put into Dublin, Wexford, Milford, Hayle, Plymouth, and Portsmouth—the distance between which she accomplished in 23 hours—thence to Margate and Limehouse, making a total of 758 miles in 121½ hours! She carried 15 tons of coals, her consumption being on the average a ton for every 100 miles. What a contrast does this little steamer present to our Great Easterns, Agincourts, and Minotaurs!

RECOLLECTIONS OF AN OLD ANCHOR.

IN common with a few fortunate old tars, I have coiled up my ropes, and now enjoy a snug corner on shore. Not a few of my shipmates have passed away, and I shall see their faces no more. I seem to live more in the past, the older I grow; and as the leaves of my log book are many, and my hold of them pretty tight; I will turn over a few for the benefit of the rising sailor generation.

I came of decent people, poor but honest, low yet respected. I was early at work, and soon gained friends. I always knew my place, and a good temper

enabled me to keep it. I have not always been at work, but I have always been ready; indeed my life has been singularly simple, single-minded, and modest. I have never pined in my obscurity and piped my eye that flattering attention was not paid me. Obedience has ever been a delight to me. With a willing mind I have maintained the spirit of that good clergyman who in the midst of many interruptions said, "The man that wants me, I want."

I was a passenger the first trip I ever made at sea. I enjoyed a berth in the fore hold of a coasting trader, and had plenty of coal for company.

Arriving at my port of destination I was hoisted out, had a number painted on my crown, which number was entered into my master's book, with notes of my size, weight and capabilities. Here I rested for a while, attracting little attention from big busy men; but the leisure afforded me pleasure and instruction, for though the men neglected me the children were friendly, and with many a water-worn stone they touched me, evoking sonorous music to our mutual edification.

These were bright, strong, joyous days. They have a water-tight compartment in my memory all their own, and many a time I have wished to return to the sweet fellowship I once enjoyed.

The reflection rolls into my mind sometimes like a gentle sparkling wave—where are the children now? Have they been true to themselves, their neighbours, their God? Have they fulfilled wisely and well the great mission of life?

But I must turn over another leaf of my log, and acquaint my readers with my first trip as a working hand.

I shipped before the mast, and, like many an old Salt, I have never got abaft of it. I have seldom been despised for this fact in my history, and I have been refreshed sometimes by the saying of an old shipmate, "that if we were all skippers and mates, there would be no hands to pull the long-boat."

I did not undergo a very searching examination; the principal inquiry was about my weight, and as that corresponded with the tonnage of the vessel in Lloyd's book, it was all right. I don't know that the master and officers were examined very fully as to their capabilities, but the sailors had to go up to the custom-house to be weighed and measured, marks on person noted down, with colour of hair, eyes, and eyebrows, and many a growl I heard about it out of the fore-castle.

"Here's a pretty go," said John Graham, as he held up his bran new register Ticket, No. 27,349—"they axed a fellow all about marks on person. Do you think I was going to show them my back, all undulated like the broadside of a crimped cod, when the Bos'n's mate paid me some compliments for giving back a word to my superior officer on board the old double-banked frigate? Not I, indeed; I only showed them the Union Jack on my left arm, with the mermaid underneath with a comb in one hand and a small frying pan in the

other." As he was growing indignant, and losing his temper, Jack Brightwen, a younger and better informed man, fetched him up with a round turn and told him that perhaps a relative of his had had something to do with the orders to ticket and classify the British merchant navy. On hearing this, John lowered his topsail on the cap and went under easy sail the rest of the day. For some sailors are very sensitive when you make a reference to relations.

But I had other work to do than to listen to the complaints of sailors. The wind was scant and strong, the sea rose higher, the glass went lower, and the most welcome thought on board was, that a good roadstead was within reach, and an anchorage might be gained before nightfall. All hands were on deck, the cable was hauled up and ranged, I was pinched off the rail, and soon hung a cockbill. A short time after I plunged right willingly into the agitated sea, and hastened to give an earnest of my good intentions, and my steady, reliable power; a good range of cable was payed out, the anchor watch was set, and gentle sleep came in copious measure to the crew, who dreamed of loved ones at home.

And now I began to feel the loneliness of my position. I was in a silent land, but not the land of death; life was around me, and the first creatures mentioned in the book of Genesis played round me with gentle curves and graceful movements. What joy I saw in these creatures! Home and family joys are found beneath and beyond the ken of man. They are not strangers in the ocean—they ever dwell in heaven!

And yet I did not feel myself so closely related to these creatures as I did to man, the last and best of this lower creation, "crowned with glory and honour."

The idea of loneliness was not the only one I had—responsibility came, urgent, unrelaxing, vital. Who does not sympathise with the young officer put into the place of high trust, with little experience to guide him? If he fail, how speedy and terrible the loss, not only to himself but to others. This I felt with all its meaning as I went deeper, and took a stronger hold of the sand. The ship had been made snug, but the wind and sea increased so much as to give concern to all hands, and awaken fear in more than one heart.

My character had always been a good one, but now my reputation began to rise, and the strength of the wind and the drifting of some vessels from their moorings seemed to be the measure of the esteem in which I was held. On board, we had husband, father and lover; and at home, only a few leagues away, the same gale was carrying fainting and fear to wife and mother.

"Hold on, good anchor," said Bob Carpenter, "you are our only hope." "That's what I say," answered Tim Colman, who sometimes took a lazy fit when there wasn't much to do; but, when there was real work, you would always see him first and foremost at the jib downhaul, the reef tackle, and the weather earing; or, what is sometimes more courageous, at the lee one.

"That's what I say," said Tim, "see what a friend he is now. 'Out of sight, always in mind,' is the motto of every true anchor. When he lay at the cat-tail, he seemed not worth the coat of coal-tar we gave him; but now it is for the dear life of all on board that he grips the ground and does his duty like a true hero."

"I have always thought," said Jack Brightwen, "that anchors were related to angels, and that a place of dignity and honour ought to be given them." This was a strange and startling observation, and it encountered hostility from those who did not know so much of heaven and the way to it as Jack did; but the circumstances were favourable for impression, and though some thought that the remark was as wild as the gale which was now abating, Jack found ready ears to receive his explanation. "Angels," said Jack, "are the companions of man. They are sent forth from heaven to earth to be ministers unto men, and you have never found anchors far from the haunts of men; they belong to man; they are his strong and faithful companions over the sea of life, and in the bays and harbours of the world. And how the angels serve!—they are swift to do the bidding of the Supreme, hearkening to the voice of His word. And are not anchors our servants, true and trusty? Never striking for wages on shore—never getting up a mutiny at sea. Yes, and in one sense the anchor rises above the rank of angels, for the Apostle Paul was a good sailor, and knew what he was doing when he pointed to the Lord's work and called it the hope of the sinner—the very anchor of the soul. It is in the sixth chapter of Hebrews; and it is very blessed to look upon the Lord Jesus as the mighty and lonely pioneer, carrying out the moorings of the soul and dropping the anchor of our safety behind the veil, and bidding us hold on by that and that alone.

"Now, shipmates, I do not always trouble you with words; but, as I have kept anchor watch during this gale, I have thought much, and the truth has come deeper into my soul of the strong consolation they have who have fled for refuge to lay hold of the hope set before them."

On the fourth day the weather moderated, the wind changed, and all hands manned the windlass, and the ship sailed away for her destination.

The leaves of my log are many. I have turned over a few, and, for the present, they may be deemed sufficient. I feel all the better for the exercise of copying out from memory these few facts of my life. I am thankful for the friendships I have enjoyed; for the good reputation I have gained by earnest, honest endeavours to serve my superiors; and it is part of my joyful earnings that I live in their memories still.

"Earn names that win
Happy remembrance from the great and good,
Names that shall sink not in oblivion's flood;
But, with clear music, like a church-bell's chime,
Sound through the river's sweep of onward rushing time."

THE LITTLE VOYAGERS ON THE ICE-RAFT.

Two dear little children were playing on the ice one day near the harbour's mouth. Their mother's cottage was not far from the shore, and they ran in now and then to warm their rosy cheeks by the bright drift-wood fire, while



the mother stitched away at her sewing. But at length the weather grew milder, and the sun's rays came down warm and bright. Little Mattie and

Lewis were delighted with the change, and began to run and slide much farther from the shore, laughing and shouting in merry glee. But when they were quite distant from the land, much farther than they had thought, they felt a sudden heaving of the ice beneath their feet, and a loud crashing sound was heard. "Home and mother," are the child's first thought when danger threatens. The little ones turned their footsteps hastily, to fly to the shelter of her arms; but behold! all along by the shore a wide, dark crack in the ice was growing, every moment, wider and blacker. Directly, too, the ice began breaking up about them, and soon they felt themselves on a great ice island, floating with the angry waters—down, down towards the open sea. Oh, how the little ones cried and shrieked aloud for help in their distress! How they stretched their hands toward the shore, where their mother's cottage stood—that mother still unconscious of their danger! Surely now there was no hope for them. But a sleepless eye was over them still. God could care for them just as well when on that fearful ice-raft, as when safe in their little beds at home.

A cold, piercing wind came on, and a vessel was standing out at sea, steering cautiously for the floating ice, which was sweeping down from the harbour. The look-out man espied some dark object on a distant fragment, and reported it to the captain. He examined it anxiously with his glass, and turning to the mate, said he believed "two little children were on that piece of ice." It seemed impossible that they could be alive; yet a boat was quickly got ready, and stout hands and arms were soon pulling hard for the receding mass. "For the sake of our little ones at home," was the word which passed from one to another, and those brave men, with their fathers' hearts, rowed with a will, until their boat touched the frozen bed on which the children rested. Though chilled and drowsy with cold, God had still kept them alive. The little boy's head rested on his sister's lap, and she had wrapped her apron about him to help to keep out the cold. Those rough sailors wept and thanked God with full hearts, as they gathered them close in their arms, and wrapped their own huge watch-coats about them. Both the children lived, and were restored at last to their almost distracted mother.

Would it not be dreadful to see any children dear to you in such a position? And yet how many are in even a more terrible case? What of that lad who sets light by his mother's counsels, or disobeys his father's commands, and breaks loose from all the restraints by which love and duty would bind him? What of that girl who, in her giddy love of pleasure, is drifting on to the destruction of both body and soul? What of any and every child who forgets not only his father on earth, but his Father in heaven? Adrift on an open sea, to perish forever, if help come not. Parents, see to it! Children, see to it! "Lord, save me, I perish!" was a cry that brought help once before to a poor perishing one. The same cry, uttered by the same sense of need, will bring help to you. "He that calleth on the name of the Lord SHALL be saved."—*Good News.*

A CASE OF REAL DISTRESS.

To the Editor of "The Shipwrecked Mariner."

SIR,—Will you do me the favour to insert the following case of peculiar distress? The father of a family, a literary man of ability and untiring industry, has sunk under the combined effects of heavy misfortunes, constant toil, and severe illness, leaving a widow in broken health, and four daughters, two of whom are invalids, in a state of great penury; even the little that their joint efforts can procure must be lost to them, together with home, position, and all means of obtaining a livelihood, unless a benevolent and generous public assist by their kind contributions in saving them from inevitable ruin and misery.

References may be made to the Rev. T. E. Thoresby, the Parsonage, Spa Fields, W.C.; to the Rev. Wm. Rogers, Chaplain to Her Majesty, and Rector of St. Botolph, 3, Devonshire Square, Bishopsgate Without, N.E.; to Fras. Lean, Esq., R.N., Shipwrecked Mariners' Society, London Bridge; and to the manager, *Standard*, 129, Fleet Street, to either of whom donations may be sent. The following contributions have already been received:—

H.R.H. the Duchess of Cambridge, £1; his Grace the Duke of Buccleuch and Queensberry, £2; Capt. the Hon. Fras. Maude, R.N., 10s.; Fras. Lean, Esq., R.N., £2; T. C., Manchester, £1; A Sympathiser's Mite, 1s.; W. S. A., 18s.; Mr. Busby, 10s.; A Friend, per the Rev. T. E. T., £5; Mrs. Comber, £5; G. V., £1; A Poor Sailor, 1s.; T. B. C., 2s.; Truth, 1s.; W. P. S., 2s. 6d.; S. B., 5s.; P. O. O., 10s.; Mrs. Hamilton, 5s.; A. H., 5s.; H. J., 5s.; A. P. T., 2s. 6d.; A. B. P., 2s. 6d.; H. A., 10s.; R. J. Sykes, 10s.; E. B. B., 2s.; Capt. Armitage, £1 1s.; A. H. Ingram, 5s.; M. A. L., 10s.; Miss Hodgson, £1; E. T., 5s.; A. L. F., 10s.; C. Clifton, 5s.; A Sympathiser, 1s. 4d.; M. V. M., 2s. 6d.; Mrs. Elliott, 5s.; Thos. Walker, Esq., £5; Sir Charles Rowley, 10s.; Capt. Steele, 5s.; A. S., per F. Lean, Esq., R.N., 10s.; Mr. Sleight, 10s.; Two Ladies, 10s.; C. L. S., 5s.; E. W. A., £1; L. J. White, Esq., £1 1s.; Capt. J. E. Lang, 10s. 6d.; H. B. M., £5; Lady Hart, 5s.; John Leake, Esq., £1.

Yours faithfully,

Parsonage, Spa Fields, W.C.

T. E. THORESBY.

We can add our personal testimony to the above distressing case, the worthy father having for fourteen years been a contributor to the pages of this Magazine, and from its commencement took the greatest interest in our little work. If the sum of £100 could be collected, it would enable the friends of the family to start them in a business, so that they might have a means of supporting themselves by their own exertions. We shall also be truly glad to be the almoner of any contributions which our benevolent readers may be disposed to send us, feeling assured they will be helping a truly worthy family.—
Editor S.M.

MISCELLANEOUS.

ABYSSINIAN CAMPAIGN.—We are glad to find that the Commander-in-Chief, Sir Robert Napier, with the son of the late King Theodore, have now reached our shores, the latter by command of Her Majesty to be educated in this country, whilst abundant honours and congratulations welcome the gallant General, who has been already gazetted a G.C.B., and the Corporation of London have voted him the freedom of the City in a gold box valued at 200 guineas. The thanks of both Houses of Parliament will, no doubt, also be voted to the victors of both services in this arduous and successful, though—happily on our side—bloodless, campaign, which resulted in the release of all the Europeans who had been made captives by King Theodore. Of the enemy 500 were killed, 1500 wounded, and the rest surrendered.

There were employed on the Expedition for transport on shore 10,000 men and women, and 30,000 baggage animals, or five to every fighting man, forty-five elephants, each averaging loads of 16 cwt., 7417 camels, 12,920 mules and ponies, 7033 bullocks and 827 donkeys. The distance from Zoulla in Annesley Bay, where 100 sail lay, to Magdala was 379 miles, and all stores had to be carried this distance, as they had only ten miles of Railway; and all supplies of water had to be raised by sinking wells in the Earth.

The part taken by our sailors will interest our readers.

The following is a copy of a despatch received at the Admiralty from Commander Fellowes, of Her Majesty's sloop 'Dryad,' commanding the Naval Rocket Brigade in Abyssinia:—

**"SUMMARY OF PROCEEDINGS OF THE
ROYAL NAVAL BRIGADE.**

"Royal Naval Brigade Camp,
"Marrawah, *May 2nd.*

"1. As the campaign is now drawing to a close, and the Royal Naval Brigade

under my command will, ere long, be broken up and re-embarked, I avail myself of the opportunity of a halt to report on the general proceedings of the Brigade.

"2. The Brigade, in compliance with instructions received from Commodore Leopold G. Heath, C.B., landed at Zoolla on the 25th of January, and encamped on the plain.

"3. I commenced organising them immediately, and as soon as mules could be supplied lost no opportunity of drilling in batteries and exercising firing rockets, and performing field evolutions.

"4. The men rapidly acquired a perfect knowledge of the drill and the management of mules, and I was therefore enabled to report the Brigade ready to march to the front immediately that the rocket tubes were supplied.

"5. On the 27th of February I received orders from Brigadier General Stewart, commanding at Zoolla, to proceed to Antalo on the 29th of February to join the advanced division, with Sir Robert Napier, K.C.B., K.C.S.I., the commander-in-chief.

"6. The Brigade marched at daylight on the 29th, and consisted of one hundred officers and men (European), two farriers, thirteen grass cutters, three water carriers, six bearers for sick, one sweeper for hospital, eighty-eight battery mules, fifty-four baggage and provision mules, or their equivalent in camels, eleven officers' horses, three bullocks for carrying water.

"7. We carried with us five days' rations for men and animals.

"8. On arrival at Senafé, on the 5th of March, I reported myself to Brigadier General Schneider, commanding, and was ordered by him to complete to seven days' provisions, and to march on Antalo on the 7th of March.

"9. We arrived at Antalo on the 16th of March, and I reported the arrival of the Brigade to Brigadier General Collins.

In the evening, orders arrived from Sir Robert Napier to send on all the troops belonging to the 1st and 2nd Brigades, 1st Division to the front immediately.

"10. The Royal Naval Brigade was at first attached to the 2nd Brigade, 1st Division, and marched from Antalo on the 17th of March for Magdala, in company with B 21 battery, Royal Artillery 33rd Regiment Foot, 23rd Punjaub Pioneers, and a detachment of Scinde Horse.

"11. After incessant and somewhat harassing marches we arrived at Lat on the 23rd of March, and joined the 1st division under Sir Charles Staveley.

"12. The whole division under Sir Charles Staveley, marched on the 25th, to join the commander-in-chief, who was reported to be at Dildee.

"13. On the 29th of March we marched on Takazze, and on arrival were enabled to telegraph to the commander-in-chief, who was encamped on the heights at Santara.

"14. We marched on the 30th of March up the almost perpendicular ascent leading to Santara, and joined his Excellency the commander-in-chief.

"15. On my reporting the arrival of the Brigade to his Excellency he gave me a warm and hearty welcome, and expressed the gratification he felt at having a force representing the navy, under his command. He also expressed his desire to see the rocket batteries drill and fire, in order that he might estimate their value.

"16. I accordingly turned out the Naval Brigade, and proceeded, under the immediate direction of the commander-in-chief, accompanied by his staff and a large number of the officers of the army, to the top of an adjoining hill and fired rockets at various elevations, as directed by his Excellency.

"17. On the conclusion of the practice, Sir Robert expressed his gratification at the appearance of the Brigade, and at the efficiency, range, and power of the rockets, and immediately placed us in the 1st Brigade, under Brigadier Gen. Schneider.

"18. On the 31st of March we marched with the commander-in-chief and the 1st brigade, to which we were now attached, on Gahso, and thence on Abdikoom, Sindee, and across the Jisha, on to the Dalanta Plain, overlooking the Bashilo, and in view of King Theodore's camp, in the neighbourhood of Magdala.

"19. On the 10th of April we marched with the commander-in-chief and the 1st brigade at 4.30 p.m., on Magdala by the King's-road, down the steep and precipitous south bank of the Bashilo, and across the river.

"20. After crossing the Bashilo, a force, consisting of a squadron of cavalry, the 4th Regiment and Punjaub Pioneers, were sent under Sir Charles Staveley over the hills on the right of the King's road, but the path which they took was found impracticable for laden mules with the batteries, and the Naval Brigade and A 21 battery Royal Artillery were therefore ordered to proceed by the King's road up the Arrogie Pass, the Naval Brigade leading.

"21. After ascending the pass, and on skirting Islamgi and Fahla Hills, within range of the guns of the latter, King Theodore, who was on Fahla, opened fire on the Naval Brigade, and very shortly afterwards his troops, numbering about 10,000 men, descended with astonishing rapidity, with the intention of attacking and cutting us off, having supposed that our battery mules were laden with baggage.

"22. The commander-in-chief, who was on the spot, immediately directed me to form up on a commanding position, dismount the batteries, and open fire on the enemy, at the same time directing the infantry to advance.

"23. So easily are the rocket tubes handled, that they were brought into action in a very short time, and the Royal Naval Brigade were enabled to return the first shot; after this the fire was kept up with rapidity until the enemy were driven back, and I was ordered to take the batteries down on the plain to clear out the parties of King

Theodore's troops, who were firing from behind bushes.

"24. The action was concluded and the troops ordered off the field at dark, by which time 2000 of the enemy were killed or wounded.

"25. As much rain had fallen during the afternoon and evening, all were wet through; but as no tent could be pitched, and a vigilant look-out had to be maintained, those not on guard slept in the battery.

"26. At 2.30 a.m. on the 11th of April, we shifted our ground, and encamped on the hill to the north-west of Magdala. At 8 a.m. Lieutenant Prideaux and Mr. Flad, two of the captives, accompanied by one of the chiefs of King Theodore, came into camp with a message from Theodore, stating that he felt unable to contend with the British force after the result of yesterday's engagement, and offering to give up the captives. Sir Robert wrote to say that King Theodore must come into camp himself, and that both he and his family should receive honourable treatment. The King returned the letter with indignation, but subsequently relented, and on Sunday, the 12th of April, sent in all the European captives. He did not come himself.

"27. On Monday, the 13th of April, as the King had attempted to fly, but had found it impracticable to do so, and had not given himself up or surrendered Magdala, Sir Robert Napier resolved to proceed with the attack, and accordingly the force, consisting of the 1st brigade and 2nd brigade, which had by this time arrived, was moved on the plain between Islamgie and Fahla; the Native Infantry were sent to occupy Fahla, and the 33rd and the 4th Regiments, Islamgie. This was done without any resistance being offered, and the Naval Brigade and Artillery moved up under Magdala. King Theodore's army now laid down their arms by thousands, and only a small number remained with the King in Magdala.

"28. The Naval Brigade were placed on

a ridge between Fahla and Islamgie, facing Magdala, whence we threw rockets into Magdala until ordered to advance. On our arriving under the gate of the town the assault had commenced, and I therefore ordered the rocket tubes and some rockets to be carried up by hand after the infantry. The town was speedily taken, and King Theodore shot himself inside the gate.

"29. We bivouacked in Magdala that night, and returned to the camp on the morning of the 14th of April.

"30. The rockets, as reported by the captives and natives, had astonished King Theodore and his troops, and one had gone close to the King while he was on Fahla, which he afterwards picked up, and said to Mr. Flad it was impossible for him to fight against people who used such things.

"31. The Gallas tribes now began to come in, and to rob and plunder the defenceless inhabitants who were leaving Magdala in great numbers for Debra, Tebor and Tigré. I was, therefore, ordered to send out pickets with rockets to drive them off, and this duty was performed until we struck our camp.

"32. On the 17th of April we re-crossed the Bashilo, ascending 3500 feet by the King's-road on to the Dalanta Plain and encamped. On the following day Magdala was burnt, and the commander-in-chief came over with the remaining troops.

"33. A large quantity of hay and grain, crosses, jewels, and manuscript books were taken from Magdala, and all, excepting the books, were sold by auction on the 20th. A trophy was selected and given to each battery and regiment. A valuable and handsome shield, with gold filigree and lion's skin, and a solid silver cross, fell to the lot of the Naval Brigade. The proceeds of the sale will be distributed among the troops, the manuscripts sent to the British Museum.

"34. On the 20th of April the commander-in-chief held a grand review, on Dalanta Plain, of the troops, and made a speech, in which he expressed his thanks to all for

their zeal and devotion. The Naval Brigade was placed on the right of all troops, except the cavalry.

"35. On the 22nd of April we recrossed the Jesha and commenced the return march to Zulla.

"36. The marching of the men of the Naval Brigade has been excellent throughout, no case having occurred of men falling out on the march, although their boots have frequently been completely worn through, and even men who were sick would endeavour to and succeed in performing long marches. The most strict discipline has been maintained throughout, and, in both these points especially, the Naval Brigade can compare favourably with any troops.

"37. I have now the very great pleasure of reporting that, although very few punishments have been requisite to maintain discipline, there are a large proportion of most deserving and praiseworthy officers, petty officers, and seamen, of whom I would wish to bring the names of the following more particularly to notice:—

"Lieut. Charles Searle Cardale, who has always most zealously performed his duties, and assisted me most materially, and has always been ready to perform any duty.

"Mr. Henry Nanton Murray Sedgwick, assistant surgeon, whose constant kindness and attention to the sick, often under trying circumstances, has met with my warmest approbation.

"Charles Henry Jones, chief gunner's mate, who has performed the duty of serjeant major.

"Robert Smith, gunner's mate, who has done duty as quartermaster serjeant, and has been most attentive and useful.

"Thomas Vaughan, boatswain's mate, and John Graham, boatswain's mate, who have throughout the march had the trying duty of bringing up the rear and superintending the reloading of mules that have cast their loads or broken down.

"Benjamin Starkes, coxswain of the barge, and Charles Austin, second captain

of the foretop, who have done duty as serjeants of batteries.

"38. I feel that I should fail in my duty were I to close this despatch without recording the cordial and even warm feeling that has been shown by all ranks of our comrades in the army towards the Naval Brigade, from the commander-in-chief to the private soldier, and which feeling we most heartily reciprocate.

"39. I trust that the complete success in every particular of the Naval Brigade of the Abyssinian field force will give satisfaction.—I have the honour to be, &c.,

"T. H. BUTTER FELLOWS,

"Commander, commanding."

We trust that when the honours are distributed, the gallant fellows of the Naval Brigade, as well as those engaged in the embarkation and transport service, will not be forgotten by the Admiralty.

"THE VOYAGE ALONE."—The famous voyage alone, in the 'Rob Roy' yawl, formed the subject of an interesting and somewhat amusing lecture by J. MacGregor, Esq., in the Portland Hall, Southsea, on the 22nd May. There was a good attendance, and the proceeds were devoted to the St. Simon's Church Endowment Fund. Mr. MacGregor was attired in his yachting dress, which was changed from the easy guernsey to the sou'-wester, tarpaulin and oilskin leggings, to illustrate the changing elements which he encountered in his lonely trip across the Channel. The sea-going qualities of *la petite* craft were enlarged upon, complimentary reference being made to the designer, Mr. John White, of Cowes, and to the builders, Messrs. Forrest, of Limehouse; and after describing the course across Channel, the lecturer proceeded to a detailed narrative of his proceedings upon arriving at Dieppe. He made special reference to an interesting feature in the cruise—the distribution of well-written and carefully selected books and tracts amongst those with whom he came in contact. To do this he kept the

'Rob Roy' in the harbour, and proceeded from this in a small life-boat round the various vessels. This life-boat, which was eight feet in length and three in breadth, was kept in his cabin, and before starting he supplied himself with such books as the "Pilgrim's Progress," and the "Leisure Hour," which were generally accepted with delight, by the seamen, policemen, and others.

Proceeding from Dieppe the 'Rob Roy' went towards the mouth of the Seine, and thence, a distance of 300 miles, towards Paris. He arrived at Paris, and for a time he lived in his boat opposite the best part of the Exhibition. He asked no questions—and he often thought this was the best way of conducting oneself in a strange place—but proceeded to take up a good position, much to the amusement and astonishment of several, and especially one—a French policeman. The French policemen were great and important individuals. They were tall, with exceedingly thin waists, and a long sword, and were yet, withal, kind men. The particular policeman to whom he referred looked with amazement when he arrived, and every morning he carefully scrutinized the 'Rob Roy,' for the purpose of seeing, as he (the lecturer) supposed, some other persons leave her. However, after a time, they became very good friends, and when he knew that he had been the voyage alone he was still more astonished, and repeated the story to visitors. One thing that surprised and interested him more than anything else in connection with the Exhibition was the wonderful liberty which was afforded for preaching the Gospel and the giving away of all kinds of tracts.

The lecturer at some length described his return voyage, and in amusing terms referred to his culinary and cooking arrangements "under difficulties." Upon arriving in the Thames his attention was again attracted to the training-vessels—the 'Worcester,' 'Cornwall,' and 'Chichester'—and upon conversing with some boys on board the latter vessel he found that the

great defect in their training was that they knew nothing of the use of the tiller, and that they could not work the sails. It occurred to him that it would be a good thing if a small yacht were attached to the 'Chichester,' and he promised the boys that he would use his influence with the view of obtaining one for them. From Margate he afterwards wrote a letter to the "Times," and the agreeable result of this was that a clergyman handed over, for the use of the 'Chichester,' his yacht, the 'Dolphin,' which was then at Ryde. The boys themselves were very much pleased with the gift, and lustily cheered Mr. MacGregor as he took the yacht alongside the training-vessel.

THE ATTEMPTED ASSASSINATION OF PRINCE ALFRED.—On the 19th April last all England was pained and shocked by the terrible report—alas! too true—that far away, in the midst of a pleasant colonial tour, the life of Prince Alfred had been attempted by a desperado. On the 12th of March, a person named O'Farrell deliberately shot His Royal Highness Captain the Duke of Edinburgh, of H. M. ship 'Galatea,' in the back, at a public picnic, given in aid of the Sailors' Home, at Clontarf, Middle Harbour, Port Jackson. The ball has been extracted, but as it traversed a distance of twelve inches and a quarter, much anxiety was felt as to the ultimate result, though we are assured, by the latest account, that His Royal Highness was able to return to England on board his ship, which might be shortly expected. Prince Alfred, the sailor Prince, the hearty, pleasant, dashing youth, is the most popular of all our Princes. Every one—so we thought—had a good word for him. The would-be assassin was arrested, convicted, sentenced to death, and executed. He had been given to intemperate habits, which at times produced *delirium tremens*, and he confessed that he stood alone in the act. Here, and everywhere, all loyal hearts have sympathised with our widowed Queen, and felt for the Australians, on whose shores so foul a deed has been done.

COLLECTIONS, MEETINGS, SERMONS, &c.

For the "Shipwrecked Mariners' Society."

A PRAISEWORTHY EXAMPLE.—Received from Mr. William Selman, of Harfield, the sum of 7s. 2d., which he says is money he has collected by putting by a halfpenny in every pound of sugar, and another halfpenny in every quarter of a pound of tea, which he has bought. This is truly remembering the poor sailors who toil hard to procure these luxuries for us.

ATHLONE.—On 19th May a meeting was held in the Town Commissioners' Hall, to afford Mr. William Harrie Saunders, travelling secretary, an opportunity of explaining the objects and working of this old established and very valuable organization. Among those present were—Mr. Murtagh, Chairman of the Town Commissioners; Mr. Darling, National Bank; Mr. J. W. Fair, solicitor; the Rev. Mr. Campbell, and Rev. Mr. Green. On the motion of Mr. Fair, the chair was taken by Mr. Murtagh.

The Chairman at once called on Mr. Saunders to make a statement.

Mr. Saunders, on rising, regretted the absence of several gentlemen who had hoped to have been present. He had called on the rector, the Rev. Mr. Berry, also on Archdeacon O'Reilly, the Rev. Mr. Haddock, and several others, who all purposed being present. Mr. Hay, of the Provincial Bank, was unavoidably absent, but desired him to say, he cordially sympathised with the movement. Mr. Saunders proceeded: The "Shipwrecked Mariners' Society" had 150 agencies in Ireland, situated on all parts of the coast, and gave a very detailed account of its operations. Mr. Saunders concluded by thanking those present for the interest evinced in a Society by which, under God, so much good has been effected; and reminded them that, though Athlone was an inland town, yet every one is more or less indebted to the sailor or fisherman for the comforts and necessities of life.

Several gentlemen expressed themselves as willing to contribute to the Society, and the result of the meeting was the appointment of the following gentlemen as local representatives:—Mr. Murtagh accepted office as president; Mr. Darling, treasurer; and Mr. Fair, honorary secretary.

The proceedings then terminated with a vote of thanks to the chairman.

BRAY.—Sermon in Christ Church, per the Rector, Rev. Mr. Scott (Life Governor).... £10 0 0

CHURCH LAWFORD, RUGBY.—Sermon in Parish Church, per Rev. David Wauchope .. £5 14 6

COLDSTREAM.—Sermon in Parish Church, per Rev. Archibald Nesbitt..... £2 6 1

CROYDE, NORTH DEVON.—Sermon in Parish Church, Georgeham, per Rev. W. O. Loveband, Rector £2 12 8

DUBLIN.—The Master and Crew of the 'Petrel,' Arklow Bank, North Light Ship, per Captain E. W. Hawes, R.N., Assistant Inspector of Irish Lights £0 13 6

FRAZERBURGH.—Sermon in Parish Church, per Rev. Peter McLaren £2 10 0

Ditto in Free Church, per Rev. Wm. Paterson..... £1 18 6

GLASGOW.—Surplus proceeds of Concert in Sailors' Home .. £4 4 0

HARRINGTON.—Sermon in Parish Church, by Rev. Mr. Barff..... £7 8 0½

IPSWICH.—Part proceeds of a fête given by the Amalgamated Society of Odd Fellows and Foresters, on Whit Monday, in Stoke Park, Ipswich, which was kindly lent for the occasion by P. L. Burrell, Esq. £25 0 0

LIVERPOOL.—For Legacy of the late "Thomas" Abrahams, Esq., in the last number, page 96, read "John" Abrahams, Esq.£100 0 0

MINERHEAD.—By the Committee of the Minehead Penny Readings £5 0 0

MISTLEY.—Amateur Entertainment at Manningtree, March 13th £2 2 0

MISTLEY.—Order of Forest-

ers, per Mr. Robert Brooks, Secretary £1 10 0

NORTH SHIELDS.—Part of a sum of £20 received in a case of libel, per Horatin A. Adamson, Esq. £10 0 0

PADEROW.—Offertory at St. Minver's Church, per Rev. Wm. Hart Smith £0 13 10

PORT WILLIAM.—Sermon in Established Church, by Rev. Robert James Craig £2 4 0

REWARDS FOR SAVING LIFE ON THE HIGH SEAS.

THE following rewards were granted by the "Shipwrecked Mariners' Society," during the past quarter:—

April 24th, 1868.—Capt. the Hon. Fras. Maude, R.N., in the chair.

A letter was read from Capt. Showers, late of the ship 'Stuart Wortley,' wrecked on the North Danger Reef, on the coast of China, stating the gallant conduct of Walter Huggins in risking his own life to save that of a boy belonging to the ship, struggling in the surf, in which he happily succeeded; also, when the life-boat capsized, assisting two men who could not swim, to get on to the bottom of the boat; also for services, accompanied with risk, in saving the long boat, by which the lives of half the crew were preserved, and afterwards

volunteering to go in her to Manilla, when the majority of the crew refused.

It was resolved unanimously, on the motion of Wm. Stuart, Esq., that the silver medal of the Institution be awarded to Walter Huggins, as an expression of the high sense this Committee entertain of his gallant conduct, as narrated by Capt. Showers.

Walter Huggins was introduced to the Committee at their next weekly meeting, when the Chairman, Capt. the Hon. Fras. Maude, R.N., addressed him in praise of his gallant behaviour. The Deputy-Chairman, Wm. Stuart, Esq., also presented him with the medal, and a copy of the minute.

REWARDS FOR SAVING LIFE ON THE COASTS.

THE following are the rewards granted by the Royal National Life-Boat Institution, during the present year:—

On Thursday, January 2nd.—Thomas Chapman, Esq., F.R.S., in the chair.

Rewards, amounting to £280 were ordered to be given to the crews of the following life-boats of the Institution, for their gallant services during the storms of the past month. By a singular coincidence,

the Edinburgh workmen's life-boat, stationed at Port Logan, N.B., saved on the 17th instant, the crew, consisting of fifteen persons, from the barque 'Strathlevan,' of Glasgow. On the 18th of December, when the life-boat was being exhibited in Glasgow, on the way to its station, the wife of the captain of the 'Strathlevan,' accompanied by her children, went to see the boat, and put an offering into the sub-

scription box. Exactly one year after, on the 16th December, 1867, the captain's vessel was wrecked, and on the following morning (the 17th) he and his men were providentially rescued by the very boat which his wife had contributed to support.

The Donna Nook life-boat, the 'North Briton,' rescued the crew of six men of the schooner 'Esk,' of Montrose, and rendered other services to distressed vessels. The Licensed Victuallers' life-boat at Hunstanton saved fifteen men from the steamship 'Harmonia,' of Hamburg, making in all thirty-one persons rescued by this life-boat since she was placed on her station in September last. The St. Andrew's life-boat saved the crew of four men of the sloop 'Christian and Charlotte,' of Peterhead.

The 'Royal Berkshire' life-boat at Aberdovey, North Wales, brought safely into harbour the schooner 'Jane Sophia' and smack 'Hope,' both of Aberystwith, with their crews. The 'Parsee' life-boat, stationed at Palling, rendered considerable assistance to the distressed vessel 'Neid,' of Colchester. The life-boat 'Willie and Arthur,' at New Brighton, rescued thirteen men from the ship 'Thornton,' of New York. The 'Thomas Wilson' life-boat, stationed at Whitburn, brought ashore the master of the brig 'John,' of Hartlepool, and the Padstow life-boat saved the crew of three men of the sloop 'Telegraph,' of Port Isaac. The life-boats at Hayle, Margate, Berwick-on-Tweed, Bridlington Quay, Scarborough, Ballywalter, Ramsgate, Drogheda, Caistor, Fraserburgh, North Deal, and Great Yarmouth, had also rendered various services to distressed vessels during the past month.

Various rewards were also granted to the crews of different shore boats for saving life from shipwreck on our coasts. Payments amounting to upwards of £2000 were made on various life-boat establishments.

February 6th.—Thomas Baring, Esq., M.P., F.R.S., in the chair.

The thanks of the Institution, inscribed on vellum, were ordered to be presented to Capt. Pim; the second service clasp to Mr. R. O. Johns; the silver medal to Martin Norris; and £28 1s. 6d. to pay the expenses of the 'Tramore' (the Cambridge University Boat Club) life-boat, in going off during a heavy gale and saving, in two trips, twenty-one persons from the ship 'Oasis,' of Liverpool, which was wrecked in Brown's Bay.

Rewards, amounting to £342, were also ordered to be given to the crews of the following life-boats of the Society for their gallant services during the past month. The Whitby life-boat saved the crew of two men of the sloop 'Industry,' and two men from the schooner 'Mulgrave.' The life-boat stationed at Howth, in Dublin Bay, was instrumental in saving the crew of three men of the schooner 'Seven Brothers,' of Wicklow. The captain was also brought ashore by this life-boat from the schooner 'Avenie,' of Nantes. He then telegraphed to Dublin and obtained the services of a steam-tug, which was the means of saving his vessel. The Lyme Regis life-boat assisted to save the ketch 'Kate,' of Ipswich, and her crew of four men. The 'Commercial Travellers No. 2' life-boat, stationed at Castletown, Isle of Man, saved five men from the schooner 'Maria,' of Newport, Monmouthshire.

The London Sunday School life-boat at Moelfre, Anglesea, rescued four men belonging to the schooner 'Douglas,' C. Pennant, of Carnarvon. The Anstruther life-boat (the 'Admiral Fitzroy') saved the crew of five men of the schooner 'Edward Stonard,' of Lancaster.

The Porthdinllaen life-boat rescued the crews of nine men of the schooner 'Denbighshire Lass,' of Chester, and 'Sarah Caroline,' of Girvan. The Skerries life-boat brought ashore the crew of four men of the schooner 'Anne,' of Aberystwith. The Great Yarmouth life-boat assisted into the harbour the smack 'Clipper,' of that port, and her crew of six men. The Holy Island life-boat (the 'Grace Darling')

rescued the crew of six men of the schooner 'Mischief,' of Carnarvon. The Bradford life-boat, at Ramsgate, brought safely into harbour the brig 'Britain's Pride,' of Falmouth, and her crew of eight men, making a total of eighty lives saved and three distressed vessels assisted by the life-boats of the Institution during the heavy gales of the past month alone.

The life-boats of the Society at North Berwick, Caistor, Hasborough, Hunstanton, Skegness, Sutton, Walmer, Kingsdown, Ramsgate, Great Yarmouth, Cadgwith, Holyhead, Orme's Head, Padstow, Penzance, Poole, Falmouth, Wexford, Winterton, Thorpeness, Campbeltown, Girvan, Abergyle, Banff, and Swansea, had also put off in reply to signals of distress. In some cases the vessels had happily got out of danger, in others the life-boats had only arrived in time to see the ships become total wrecks.

The thanks of the Institution, inscribed on vellum, were ordered to be given to Mr. John Walker, of Campbeltown, N.B., for his gallant conduct in volunteering to go off in that life-boat to the rescue of a shipwrecked crew.

The silver medal was also granted to W. Juniper, in admiration of his bravery in jumping into the sea from the Mundesley life-boat and rescuing a sailor who would otherwise inevitably have perished.

The silver medal of the Institution was likewise voted to Frederick Harris, Esq., inspecting officer of the Coast Guard at Seafield, Ireland; and to Lieut. McMahon, of the Clare Militia; and £3 to Michael Boyle, and £10 to five other men, for putting off from the shore in a gale of wind and heavy sea, to the rescue of three persons who had been left on board the stranded brigantine 'Henrietta,' of Havre, which afterwards became a total wreck near Mutton Island, County Galway. It was only after three attempts that two of the poor fellows were saved, and the rescue was effected at great risk of life, the heavy sea almost overwhelming the small boat. Lieut.

McMahon, who had risen from a sick bed, was most energetic on the occasion, and had, on seeing the failure of the other boat to reach the wreck, put off himself in a small curragh or canoe, but was driven back by the violence of the wind and sea.

Payments amounting to £2930 were ordered to be made on various life-boat establishments.

March 5th.—Thos. Baring, Esq., M.P., F.R.S., in the chair.

A reward of £18 7s. was voted to pay the expenses of the life-boat at St. Ives, Cornwall, in going off during a strong northerly gale and saving the crew of five men of the schooner 'Gipsy,' of Chepstow, which was wrecked on St. Ives Ridge, on the 19th ult. So great was the violence of the sea that the coxswain and three of the men were washed out of the life-boat on the occasion, but were fortunately enabled to regain the boat.

A reward of £8 6s. was likewise granted to pay the expenses of the life-boat at Irvine, N.B., in going off on the 10th ult., and bringing safely ashore in two trips, during a strong wind and in a very heavy sea, fourteen persons from the barque 'Kate Agnes,' of St. John's, N.B., which came broadside on to the beach, about a mile from the river's mouth.

A reward of £40 was also voted to pay the expenses of the Yarmouth and Caistor life-boats, in putting off in reply to signals of distress on the 23rd ult., and saving, after considerable difficulty, seven of the crew of the ship 'Omega,' of Newcastle, which, during a strong wind, had stranded on the Cockle Sand, and afterwards drifted and sank about fourteen miles S.E. of Lowestoft. It appears that the master of the 'Omega' would not leave her until she actually sank beneath him, when, catching hold of the rope which the Caistor crew had succeeded in throwing on board, he managed to save his life, the men hauling him through the surf into the life-boat, a distance of some sixty or seventy yards.

A reward of £9 to the crew of the *Moelfre* life-boat for going off on the 19th ult., in reply to signals of distress, and saving, during a heavy gale of wind from the N.E., the crews of three men each, of the schooners 'March,' of Liverpool, and 'Richard,' of Bangor, which had stranded in Moelfre Bay.

A reward of £5 2s. 6d. to pay the expenses of the life-boat at Fishguard, South Wales, in going off during a strong northerly gale on the 19th ult. and bringing safely ashore the crew of two men of the smack 'Gloucester Packet,' of Cardigan, which had exhibited signals of distress in the roadstead. Rewards were also granted to the crews of the Society's life-boats at Portmadoc, Maryport, North Deal, Buckie, Donna Nook, New Brighton, Hayle, Padstow, Appledore, Newquay, Cardigan, Southport, and Porthcawl for various services during the recent heavy gales. Payments amounting to nearly £2000 were ordered to be made on various life-boat establishments.

The annual meeting was held at the London Tavern, under the presidency of the Right Hon. H. T. L. Corry, M.P., First Lord of the Admiralty. Among those present were Sir Francis Crossley, M.P.; Mr. Thomas Baring, M.P.; Mr. S. R. Graves, M.P.; Admiral Sir W. H. Hall, K.C.B.; Sir Edward Perrot; Capt. the Hon. F. Maude, R.N.; Capt. G. H. Richards, R.N., F.R.S., Hydrographer to the Admiralty; Sir James Tyler; Admiral George Davies; Capt. M'Gregor; Capt. Fleming, R.N.; Capt. Arrow, Deputy Master of the Trinity House; Admiral Sir Thos. Hastings; Capt. Littlehales, R.N.; Mr. Thomas Chapman, F.R.S.; Vice-Admiral Sir R. Smart; Capt. Robertson; the Surveyor-General of the Board of Trade; Capt. W. H. Symons, R.N.; Major-General Moore; Col. Fitzroy Clayton; Admiral Gordon; Capt. W. H. Phipps, R.N.; Admiral M'Hardy; Admiral Evans; and Capt. Tribe.

VOL. XV.

The Chairman said he esteemed it a great honour to preside over the annual meeting of an Institution which was as national in its character as it was beneficent in the praiseworthy objects it so successfully accomplished. The importance of such an Institution could not be over-rated in a commercial nation like England. During the past year alone 783 lives and 35 ships had been saved by the life-boats of the Institution, and the number of lives saved during the 44 years which had elapsed from the establishment of the Society in 1824 to the end of 1867, either by the life-boats of the Institution, or by special exertions, for which it had granted rewards, amounted to nearly 17,000. He could, from official knowledge, tell those he had the honour to address, that that number was equal to that of the *bonâ fide* seamen now in Her Majesty's Navy. He was greatly gratified to hear of the graceful recognition of the Society's services which had been afforded during the late French Exhibition, and of which they would obtain a detailed account in the report which would be read that day—a recognition which was equally honourable to its donors and its recipients.

The Chairman continued to say that the Society appealed strongly to individual feelings, for he found that some large donations had been contributed by particular persons, and he thought it was noticeable that some of these donations had been given, not for the praise of the world, for they had been forwarded anonymously. It was also gratifying to find that large additions had been made to the Society's funds by the gentler sex. The scope of the Society's operations was increasing, and there were now 200 life-boats under its direction. He could not refrain from offering the highest tribute of praise to the brave men who manned the life-boats. Providence had, during the past year, extended its shield over them, as not one of their lives had been lost in their hazardous pursuits; but the public should not on that account withhold from

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them any portion of the admiration they had so worthily deserved.

The Secretary, Richard Lewis, Esq., then read the annual report, the main features of which were stated in the Chairman's speech. A vote of thanks having been accorded to the First Lord of the Admiralty for his dignified conduct in the chair, and for the kind interest he took in the Institution, the proceedings terminated.

April 2nd.—Thomas Chapman, Esq., F.R.S., in the chair.

A reward of £25 was granted to pay the expenses of the Caistor large life-boat, the 'Birmingham,' in putting off during a heavy gale of wind on the 8th ult., and after considerable difficulty bringing ashore the crew of fifteen men and a large ship's dog from the barque 'Sparkling Wave,' of Sunderland, which had stranded, and afterwards became a total wreck on the South Scroby Sand. The same life-boat was also instrumental, on the 28th ult., in saving the schooner 'Wave,' of Boston, and her crew of four men. The vessel had stranded during heavy blowing weather on the south part of the Inner Barber Sand, where, but for the timely arrival of the life-boat, she would have become a total wreck, and her crew would in all probability have perished.

A reward of £22 to pay the expenses of the life-boat at Penmon, Anglesey, in going off during a gale of wind and rescuing eight of the crew of the brig 'Jabez,' of Scarborough, which had stranded on the Dutchman's Bank, off the Anglesey coast, on the 23rd ultimo. The master of the vessel having failed to get into the long-boat, from which the life-boat took three of the shipwrecked men, unfortunately perished.

A reward of £18 13s. to pay the expenses of the life-boat at the Lizard, in going off during a fresh breeze from the N.N.E. on the night of the 26th ult., and bringing ashore two men who were found on the foretopmast of the schooner 'Selina,' of

Swansea, which was totally wrecked on the Outer Stag Rocks, near the Lizard. The master of the vessel and a boy were unhappily drowned before the arrival of the life-boat. The Secretary of the Branch had reported that while the life-boat was out for her usual quarterly exercise during a strong wind on the 27th ult., she fell in with a small boat containing two fishermen, who were in great distress, as they were quite unable to pull against the strong wind, and were rapidly driving off the coast. The life boat at once took the small boat in tow, and brought her and the crew safe to land.

The Wexford and Lahor life-boats had gone off on the 22nd ult., during a fresh gale of wind, and had, in conjunction with some steam-tugs, succeeded in getting off the ship 'Conway Castle,' of Liverpool, from the Blackwater Bank, upon which she had stranded. Rewards were also granted to the crew of the life-boats at Padstow, Winchelsea, Campeltown, Southport, Lytham, and Courtown, for various services during the recent gales. Payments amounting to £730 were ordered to be made on various life-boat establishments.

May 7th.—His Grace the Duke of Northumberland, P.C., in the chair.

A reward of £7 10s. was voted to pay the expenses of the life-boat at Withernsea in going off twice on the 7th ult., and bringing ashore, through a very heavy sea, the crews of nine men of two Withernsea fishing-boats, which had been previously warned off the shore, as it was not safe for them to attempt to take the land.

A reward of £10 7s. 6d. to pay the expenses of the life-boat at Cromer, in putting off on the 9th ult. in a heavy N.E. gale, and rescuing the crew of five men of the brigantine 'Agenoria,' of Lowestoft, which was wrecked opposite to Cromer gangway.

A reward of £8 10s. to pay the expenses of the life-boat at Blakeney, in going off in reply to signals of distress during a strong N.E. gale, and saving the crew of

three men of the sloop 'Richard,' of Goole, which had stranded on the West Sand, about half a mile from the harbour, on the 8th ult.

A reward of £8 8s. to pay the expenses of the Ayr life-boat, in putting off on the 29th ult., and saving the crew of five men of the schooner 'John C. Wade,' of Newry, which, during a heavy north-west gale, had stranded off Troon Harbour.

A reward of £4 10s. to the crew of the life-boat at Moelfre, for going off during a strong easterly wind, and rescuing two men from the smack 'Cymro,' of Amlwch, which had exhibited signals of distress, and afterwards became a total wreck in Moelfre Bay, on the 8th ult.

It was reported that the Society's life-boat at Pakefield had gone out on the same day during a very heavy N.E. gale, and had taken off part of the crew of the brigantine 'Douglas,' of Guernsey, which had sprung a leak, and exhibited distress signals in Pakefield Roads. The life-boat afterwards returned to the vessel, and with the assistance of a steam-tug, she was freed from water and taken into Lowestoft Harbour. The life-boat at Howth was likewise the means, after some difficulty, of bringing safely into harbour the brig 'Arran,' of Irvine, which had stranded on the bank between the Main and Ireland Eye, off Howth, on the 19th ult. The life-boat at Barmouth had also assisted into harbour the schooner 'Dasher,' of Amlwch, which was in great distress, near the St. Patrick's Causeway, on the 22nd ult. The crew of the vessel expressed their thanks to the life-boat men for going out to them, as they were quite ignorant of their position, and would have been unable to weigh an anchor without some assistance. Payments amounting to £1600 were likewise ordered to be made on various life-boat establishments.

June 11th.—Thomas Baring, Esq., M.P., F.R.S., in the chair.

It was reported that the 'Birmingham No. 2' life-boat, stationed at Caister, had

gone off on the night of the 23rd ult., and in less than three hours had succeeded in getting the Swedish barque 'Balder' off the Hasbore Sands, and afterwards in taking her into Yarmouth Harbour. The vessel had stranded on the sands four days previously, and the Palling beachmen and others had vainly endeavoured to get her into a place of safety, and it was only as a last resource that the Swedish Consul at Great Yarmouth applied to the Caister beachmen for their assistance in saving the vessel.

A reward of £6 10s. to the crew of the 'Civil Service' life-boat, at Wexford, for going off on the 7th ult. with the view of rendering assistance to the schooner 'Maggie,' of Berwick, which was observed to strike on the Long Bank, but before the life-boat could reach her the vessel drove over the sand and out to sea.

A reward of £10 to some pilots at Llanelly, South Wales, for putting off during a strong N.E. wind, and assisting to save the crews of vessels which had either stranded or become total wrecks off Bury Holmes.

Rewards were also granted to three men for saving, by means of ropes from the shore, the crew of three men of the flat 'Chester,' of Chester, which had stranded during a strong gale on the west side of Wylfa Head, off the Anglesey coast, and to six coast-guardsmen for putting off in a boat during a fresh gale, and rescuing seven persons belonging to the fishing-boat 'Mary and Will,' which had stranded on the rocks at the back of Banff Harbour.

A reward to the crew of a shoreboat for putting off during a fierce storm and a very heavy sea, and saving the crew of three men of the smack 'Garibaldi,' of North Shields, which became a total wreck on the 20th April last, at Wick, on the north-east coast of Scotland. Payments amounting to nearly £900 were also ordered to be made on various life-boat establishments. The proceedings then terminated.

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

*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 the 31st May, 1868.*

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 widows; O orphans; AP aged parents. The figures following signify the amount of relief, and Agency where it was given:—

20 M, 9 W, 23 O..	98	11	6	London.	5 F	11	12	6	Cullen.
7 M, 2 W, 2 O,					1 MM, 1 M	6	17	6	Dartmouth.
1 AP	32	17	0	Aberdeen.	9 PB	19	8	7	Deal.
2 O	9	7	6	Aberystwith.	1 M	3	10	0	Dinas Cross.
1 M	2	2	6	Amluch.	1 W, 1 O	3	15	0	Dunfries.
1 M	3	17	6	Anstruther.	2 M, 2 W, 1 O ..	21	11	3	Dundee.
1 MM, 2 M, 1 AP	8	15	0	Appledore.	2 F	1	10	0	Dunrossness.
1 MM, 2 M	7	10	0	Arbroath.	1 M	1	12	6	Exeter.
1 AP	3	0	0	Arklow.	1 MM, 3 M, 1 W,				
1 AP	5	0	0	Banff.	4 O	22	5	0	Exmouth.
1 AP	2	8	0	Bangor (I.)	1 W, 2 O	5	5	0	Falmouth.
1 AP	3	5	0	Bangor (W.)	1 MM, 2 M	7	17	6	Faversham.
1 W, 2 O	7	10	0	Barking.	1 M, 1 W	9	15	0	Filey.
1 W, 2 O, 2 AP ..	14	0	6	Barlochan.	1 MM, 1 AP	7	2	6	Fishguard.
1 M, 1 W, 4 O,					1 MM, 1 W, 1 O,				
3 PB, 4 F	20	18	0	Barra.	1 AP	10	8	9	Flint.
1 W, 4 O	12	10	0	Barrow.	1 MM, 3 M	8	7	6	Folkestone.
4 PB	10	17	6	Beaumaris.	1 MM, 3 M, 1 W	12	0	0	Fowey.
2 M, 1 W	12	15	0	Beer.	1 M	2	10	0	Frazerburgh.
1 MM, 1 W, 2 O ..	9	0	0	Belfast.	2 MM, 1 W, 1 O ..	13	16	3	Gerrans.
2, MM, 8 M, 3 W,					1 MM, 1 W, 1 O,				
5 O	47	17	6	Blyth.	1 AP	9	18	0	Glasgow.
2 M, 1 W	7	13	0	Boston.	1 W, 2 O	4	17	6	Goole.
1 F	1	10	0	Bournemouth	1 MM, 1 M	6	6	0	Gravesend.
1 M	2	10	0	Bressay.	2 W, 2 O	13	0	0	Greenock.
3 W, 3 O	12	6	3	Bridgwater.	1 M	1	10	0	Greenwich.
1 MM, 2 M	7	10	0	Bridport.	1 W, 3 O	7	8	9	Grimby.
1 MM	2	0	0	Brightlingsea	1 W, 2 O, 1 PB ..	8	5	6	Guernsey.
1 W, 1 O, 1 PB ..	7	12	6	Bristol.	1 W, 1 O	3	3	0	Harrington.
1 MM, 1 M, 1 W,					4 MM, 12 M, 2 W,				
3 O	13	6	3	Brizham.	3 O, 1 AP	64	15	6	Hartlepool.
3 W, 7 O, 11 F ..	39	13	9	Buckie.	4 F	3	0	0	Hillswick.
1 MM	1	12	6	Burghhead.	2 F	4	5	0	Hoylake.
1 MM, 6 F	8	9	0	Burravoe.	1 MM, 6 M, 6 W,				
2 MM, 1 M	8	15	0	Cardiff.	14 O, 1 AP	55	0	6	Hull.
2 MM, 1 M	9	7	6	Cardigan.	1 MM, 1 M, 1 AP,				
1 W, 2 O	6	7	6	Carlisle.	1 F	12	13	0	Ilfracombe.
1 AP	4	10	0	Carnarvon.	1 MM, 1 M	3	17	6	Inverness.
1 MM, 1 M	3	10	0	Charlestown.	2 MM, 5 M, 1 W,				
1 M	2	10	0	Clovelly.	1 AP	24	15	6	Ipswich.
1 W, 1 O, 1 AP ..	7	9	0	Cockenzie.	1 W, 1 O	7	3	9	Irvine.
1 M	1	15	0	Cork.	1 AP	5	5	0	Kingsbridge.

1 W	2 10	0	Kingstown.	1 MM, 1 M, 1 W,			
1 M, 2 W, 3 O	12 6	6	Kirkcaldy.	4 O	14 7	6	Ramsgate.
1 F	1 10	0	Kirkwall.	3 M, 2 F	9 12	6	Reavick.
1 F	2 10	0	Leigh.	2 MM, 3 M	13 7	6	Rob. Hoods Bay
1 M, 5 W, 10 O	37 19	0	Leith.	2 M, 1 W, 2 O	12 15	0	Rochester.
1 M, 1 AP, 3 F	11 19	6	Lerwick.	1 F	3 0	0	Rothsay.
1 M	1 15	0	Littlehampton.	2 W, 4 O	15 4	0	Runcorn.
10 M, 3 W, 3 O	30 19	6	Liverpool.	2 W, 5 O	20 15	0	Salcombe.
1 F	3 2	6	Longhope.	1 MM, 1 M, 5 F	20 10	0	Scarborough.
1 M	4 0	0	Looe.	1 W, 1 AP	10 10	0	Scilly.
1 W, 2 O	5 5	0	Lossiemouth.	1 M, 2 W, 6 O	23 17	6	Seaham.
1 MM, 3 M, 2 W,				1 O, 1 PB, 1 F	7 0	0	Selsey.
3 O, 3 AP	32 6	9	Lowestoft.	1 MM	4 0	0	Shoreham.
2 M, 1 O	11 5	0	Lyme Regis.	1 W	6 0	0	Solea.
1 W	2 5	0	Lyminster.	1 M	2 17	6	Southampton.
3 MM, 8 M, 1 W	37 0	0	Lynn.	3 MM, 40 M, 17 W,			
1 MM, 3 M	7 5	0	Margate.	13 O, 2 AP, 5 PB	203 15	9	S. Shields.
1 W	3 3	0	Mevagissey.	1 AP	3 5	0	Southwood.
1 MM, 2 M, 4 W,				1 MM, 1 M	4 5	0	St. Ives (C)
3 O	29 0	6	Middlebro'.	2 W, 6 O, 2 F	27 12	6	Staithe.
2 MM, 5 M, 2 W,				1 MM, 1 M	7 5	0	Stockton.
6 O	26 16	0	Montrose.	1 M, 1 W, 1 O	8 2	6	Stonehaven.
1 F	1 17	6	Mousehole.	8 F	14 9	2	Stornoway.
2 MM, 2 M, 1 W,				10 M, 40 MM, 15			
1 O	10 6	6	Newport, Mon.	W, 20 O, 4 AP,			
1 W, 5 O	15 3	9	Newport, Pem.	1 A	246 19	3	Sunderland.
2 MM, 1 W	10 10	0	New Quay (W)	2 M, 1 W, 3 O	13 11	3	Swansea.
5 M, 27 M, 8 W,				3 W, 5 O	19 1	3	Teignmouth.
15 O	148 0	9	North Shields.	2 W, 8 O	16 1	3	Topsham.
1 AP	3 0	0	Orford.	1 W	3 18	0	Torquay.
1 W, 1 O	2 7	0	Peel (I. of M.)	1 M, 1 AP, 15 F	29 0	0	Voe.
1 W, 2 O	7 17	6	Penzance.	1 W, 3 O	10 18	9	Watchet.
2 MM, 3 M, 2 W,				1 W, 2 O	3 15	0	Waterford.
2 O	15 16	6	Plymouth.	1 M, 2 W, 8 O	23 17	6	Wills (N.)
1 MM, 1 M, 1 W,				1 F	2 0	0	Whabay.
4 O	9 17	6	Poole.	4 M, 3 W, 2 O	39 15	6	Whitby.
2 W, 4 O	10 10	0	Portloe.	6 W, 7 O	36 7	6	Whitehaven.
1 W, 1 O	3 15	0	Port Madoc.	1 M, 3 W, 8 O,			
1 W, 4 O	6 0	0	Port St Mary	1 AP	25 16	6	Whitstable.
1 W	3 0	0	Portsmouth.	1 W, 3 O, 2 AP	21 2	6	Wisbech.
1 M	1 17	6	Pwllheli.	1 MM, 5 M, 3 W,			
				8 O, 2 AP, 1 PB	51 12	0	Yarmouth.

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 173; Orphans, 291; Aged Parents, 37; Master Mariners, 78; Mariners and Apprentices, 277; Fishermen, 78; Pilots and Boatmen, 25; Shipwrecked persons, 307, and Non-subscribers, 213; in all 1479 persons relieved, at an expense, inclusive of that in the succeeding tables, of £2852 6s. 10d.!!!

EARL OF CAMPERDOWN.—In the arms of this nobleman, the figure of a sailor, supporting a flag, is introduced. This sailor is meant to represent James Crawford, a native of Sunderland, who, during the battle of Camperdown, climbed the stump of the mainmast of the 'Venerable' (flag ship), and although the rigging was shot away under his feet, kept his position, and no fewer than seven times during the

action nailed up the Admiral's (the first Viscount Duncan's) flag, after it had been shot away. The present Earl's father, on the recent death of this brave sailor, had forwarded to him, by James Crawford's desire, the silver medal which had been presented to him for his gallant conduct, to fasten to the flag which is still in the possession of the family.—*Debrett's Illustrated Peerage.*

RELIEF TO SHIPWRECKED CREWS.

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, 1868.

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
Ariadne	Shields	10 10 0	Ethel	Whitby	1 4 0
Agensira	Lowestoft	7 2 6	Expert	N. Shields	4 14 6
Ann Wilson	Liverpool	2 0 0	Echumza	Glasgow	5 0 0
Allerton	South Shields	0 16 0	Emeretta	Shields	13 0 0
Alliance	Jersey	13 1 0	Europa	Cardigan	7 17 6
Ann	Shoreham	5 15 0	Elizabeth Kate	Liverpool	0 6 0
Amazon	London	15 5 0	Earl of Sunderland	Blyth	4 12 10
Annie Dorothea	Liverpool	2 5 0	Elizabeth Wright	Macduff	3 10 0
Admiral Jarvis	Gravesend	2 17 6	Express	Leigh	2 10 0
Abana	Blyth	15 10 6	Edward	Liverpool	6 0 0
Ariadne	Liverpool	2 0 0	Fidelia	Newcastle	0 16 6
Alpha	Middlesbro'	1 5 0	Friends' Adventure	Hartlepool	8 17 6
Ann and Jane	—	3 17 6	Frank	Newport	5 10 0
Alice	Aberdeen	2 17 6	Fortitude	Ipswich	17 6 6
Ardenlee	Quebec	1 10 0	Globe	Hartlepool	13 17 0
British Isles	S. Shields	14 1 0	Gipsev	Chepstow	2 2 6
Beaumaris Fishg. Bts.	—	11 19 6	Grace	N. Shields	17 9 0
Brace	Brixham	0 13 6	Gleaner	Newport (M.)	4 10 0
Barra Fishing Boats	—	20 17 6	Gleaner	Liverpool	4 13 0
Bee	Hull	6 5 0	Garibaldi	N. Shields	6 10 0
Broadstairs Boat	—	3 15 0	Garonne	Liverpool	10 6 0
Black Diamond	Sunderland	3 7 6	Gem	Goolie	10 10 0
Belfast Lass	Yarmouth	0 5 6	Garnett	Glasgow	0 5 0
Buarravoe Boat	—	9 0 0	Hero	Newcastle	3 10 0
Bolina	Sunderland	0 13 0	Heroine	Shoreham	0 10 0
Britannia	Colchester	2 7 6	Henderson	Lynn	15 9 0
Belle Française	Plymouth	11 17 6	Humility	Portmadoc	2 12 6
Buckie Fishing Boats	—	38 8 9	Halicore	Blyth	2 12 6
Cornelia	London	5 4 0	Hippocampi	London	7 15 6
Clarence	Folkestone	9 12 6	Hammersmith	—	3 5 0
Cornet	Newcastle	0 10 6	Hoylake Fishg. Boat	—	1 12 6
Coroni	N. Shields	4 19 0	Hercules	Arbroath	4 12 6
Cruiser	Hartlepool	8 7 6	Harrison	Whitby	3 15 0
Chancellor	Sunderland	1 10 0	Hubertus	Seaham	3 2 0
Commodore	S. Shields	1 15 6	Herald	N. Shields	3 19 0
Columbus	Liverpool	5 5 0	Indian	S. Shields	21 12 6
Circassia	N. Shields	10 15 6	Isabella	Hartlepool	9 10 0
Caroline	Llanelli	3 5 0	Industrious	Arbroath	0 17 6
Cadius	London	4 15 6	Ilfracombe Fishg. Bt.	—	3 15 0
Chester	Chester	1 15 0	Ingela	Aberdeen	2 7 6
Cambridge	N. Shields	0 10 0	Invicta	Sunderland	2 7 6
Cullen Fishing Boat	—	1 17 6	Industry	Faversham	0 17 6
Corsack	Greenwich	0 10 0	Jamaica	Shields	1 1 0
Cuba	Hartlepool	1 12 6	Jane	Liverpool	10 17 6
Concord	Whitby	7 19 6	J. F. Buller	Looe	4 12 0
C. H. Turnbull	Barmouth	1 0 0	Jeune Arthur	Nantes	1 10 0
Coronation	Bideford	3 10 0	James Johnson	Aberdeen	8 18 6
Caraccas	Liverpool	0 19 0	Jane Hughes	Ipswich	11 7 0
Dunrossness Fishg. Bt.	—	4 2 6	John Palmer	Greenock	0 12 0
Derwent	Sunderland	1 15 0	Jabez	Scarbro'	12 18 0
Diligence	Aberystwith	1 11 0	Jane	Ipswich	0 10 0
Divonia	Padstow	10 10 0	J. C. Bell	Londonderry	7 0 0
Dove	Falmouth	2 17 6	John & Isabella	Whitby	14 2 6
Easson	Aberdeen	1 0 0	Kyanite	Bridport	5 10 0

RELIEF TO SHIPWRECKED CREWS—continued.

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
Kattay.....	Liverpool	2 0 0	Renef Blanness	Vannes	1 0 0
Kitty Pinkham	Plymouth	3 9 6	Red Gauntlet	N. Shields	7 6 6
Kent	Swansea	2 3 0	Rienza	Hartlepool	2 0 0
Lydia	London	0 12 6	Riga.....	Sunderland	1 15 0
Laurel	Blyth	2 19 6	Reawick Fishg. Boat	—	6 7 6
L. Catherine	Aberystwith	4 0 0	Rowena	Sunderland	15 12 6
Lady Middleton.....	Perth	1 8 0	Richard	Goole	0 10 0
Ld. Brougham & Vaux	N. Shields	10 0 0	Scarbro' Fishg. Boat	—	7 2 6
Lord Seaton	S. Shields	17 9 0	Sarah	Newhaven	21 12 6
Lydia Mark	Newport	3 2 6	Sophia.....	Aberdeen	9 18 6
Lyme Boat	—	1 10 0	South Shields	Pilot Coble	2 13 6
Lerwick Fishg. Boat	—	5 12 6	St. George	Bideford	0 13 0
Laura	Inverness	3 17 6	Selsey Boat.....	—	1 0 0
Lapwing	Sunderland	15 0 0	Sparkling Wave....	Sunderland	15 10 0
Lesley Alexander ..	London	7 7 0	Solar	Whitby	10 7 0
Michael John.....	Arklow	4 10 0	Stag	Montreal	6 6 0
Mary Elizabeth	Barnstaple	6 0 0	Superior	N. Shields	4 12 6
Mary	Dublin	0 10 0	Stornoway Fishg. Boat	—	4 7 6
Mary Lyon	London	13 8 0	Selina	Swansea	0 10 0
Mousehole Fishg. Boat	—	1 17 6	St. James	Bristol	5 1 0
Maude	Newcastle	15 17 6	Star of Tasmania ..	Launceston	2 5 0
Mary and Ann	Seaham	1 10 0	Scotswood	N. Shields	3 8 6
Mary Lisle	Newcastle	1 8 0	Sir R. Calder	Inverness	5 0 0
Mexboro	Deal	11 11 0	Swan	Ramsgate	4 2 6
Mary T. Marsden ..	Sunderland	2 10 6	Staithe Fishg. Boats	—	17 0 0
Meggie Leslie.....	Newcastle	2 10 0	Sea-gull	Hull	18 7 6
Mermaid	Whitby	0 4 0	Speedy	Scarborough	4 0 0
Marie Emilie	Ramsgate	5 7 6	Sarah Jane	Sunderland	19 3 6
Minnon	Brixham	13 19 0	Snowden	Newcastle	5 11 6
Mary Bell	N. Shields	4 5 6	Symmetry	Scarbro'	4 10 0
Meg. Merriles	Hartlepool	3 5 6	Summers.....	Windsor	13 2 0
Margate Fishg. Boat.	—	3 5 0	Tone	Sunderland	4 5 6
Martlett	Shields	2 10 6	Try Again	Bideford	2 10 0
Mary	Lynn	6 10 0	Triumph	N. Shields	14 0 0
Mary Ann	Youghal	3 10 0	Topsy	Deal	9 8 0
Nithsdale.....	Cork	1 15 0	Thistle.....	PortBannytton	3 0 0
Norfolk	Hull	7 0 0	Tariff Smack	—	1 2 0
Norfolk	Wisbeach	29 2 6	Trelissick	St. Ives	2 12 6
Nimrod	Appledore	3 9 6	T. Forrest	Sunderland	0 7 0
Neptune	Dundee	6 5 0	Towen.....	London	1 0 0
Northumberland ..	Whitby	12 15 0	Tamar	Plymouth	8 15 6
Norfolk Hero	Yarmouth	3 18 6	Toe wan	London	4 5 0
Onward	Colchester	2 0 0	Tynemouth.....	N. Shields	6 18 0
Ocean Chief	Liverpool	1 17 6	Urania.....	Montrose	13 15 0
Ocean	Whitby	4 15 0	Una	Dartmouth	5 13 6
Oscar	Campbelltown	2 5 0	Vera	Lynn	6 4 0
Omega.....	Scarbro'	22 6 6	Vision	Sunderland	5 12 6
Oceola.....	—	6 4 6	Voe Fishing Boat ..	—	22 5 0
Prince Consort	Aberdeen	1 17 6	Virago	—	0 6 0
Prince Fredk. Wm..	—	5 0 0	Vesper.....	N. Shields	7 7 0
Pearl	Whitby	7 5 0	Vine.....	Middlesboro'	8 5 0
Providence	Hull	1 10 0	William & Sally....	Yarmouth	11 17 6
Pill Fishing Boat. ...	—	2 10 0	William & Sarah ..	S. Shields	2 14 6
Pride of the Dart ...	Dartmouth	3 2 6	William Barker	Whitby	4 10 0
Pride of the Usk....	Cardiff	3 10 0	Woodbine	Sunderland	10 13 6
Queen of the South	Liverpool	0 10 0	Whalsay Fishg. Boat	—	2 0 0
Quito	—	2 5 0	William	S. Shields	12 10 0
Rambler	Exeter	11 15 0	Whitby Fishg. Boats	—	5 0 6
Rosebud	N. Shields	1 12 6	Water Lily	Blyth	5 8 0
Roman Empress ..	—	0 5 0	William Brodrick ...	Middlesboro'	1 17 6
Rocket.....	London	16 0 0	William Orme.....	Conway	0 5 0
Rebecca	Whitby	4 0 0	Zatilla	Poole	7 17 0

Portfolio.

CAUTIOUS SAILING.*

"Then fearing lest we should have fallen upon rocks, they cast four anchors out of the stern, and wished for the day."—Acts xxvii. 29.

READER! let this ever be your attitude—fearful of being dashed on the rocks of temptation. Life is a treacherous sea. It requires skilful and cautious navigation. The helmsman cannot with safety quit his post. The moment of unwatchfulness may be the moment of destruction.

Keep off debateable or doubtful ground. Take the Apostle's safe way of it, "Avoid all appearance of evil." On an unknown and unexplored coast the cautious mariner stands out to sea—the foolhardy and reckless alone venture close to the perilous shore. Alas! how many steer the vessel of their soul as near temptation as they can, as if they wished purposely to see *how* near it was possible to go! Beware of saying in the pride of presumptuous self-confidence, "I shall never be moved! no fear of me ever falling upon rocks!" Let the fragments that strew the sea around read a lesson of warning. "When thou thinkest thou standest, take heed lest thou fall!"

FAR, FAR AT SEA.

Star of Peace to wand'ers weary,
Bright the beams that smile on me;
Cheer the sailor's vision dreary,
Far, far at sea.—

* * * *

Star of Hope, gleam on the billow,
Bless the soul that sighs for Thee;
Bless the sailor's lonely pillow,
Far, far at sea.—

* * * *

Star of Faith, when winds are mocking
All his toil, he flies to Thee;
Save him on the billows rocking,
Far, far at sea.—

* * * *

Star Divine, oh, safely guide him,
Bring the wand'rer home to Thee;
Sore temptations long have tried him,
Far, far at sea.—

* * * *

British Herald.

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



THE SHIPWRECKED MARINER

No. XX.—NEW SERIES.
No. LX.—OLD SERIES.

OCTOBER, 1868.

VOL. XV.

DISTINGUISHED ADMIRALS.

GAMBIER.

THE memoirs of distinguished seamen are a species of biography which are generally considered interesting, being likely to awaken a generous sympathy with adventures and perils of the sea, and also to exhibit favorably the career of those who have attained to eminence in their own profession. Such we trust will be the consideration of the services of the eminent christian whose life we are about to sketch.

James, the subject of this memoir, was descended from an ancestor who was forced from his country of Normandy by the revocation of the Edict of Nantes, and settled in England in 1690. He was born, in 1756, at the Bahama Islands, his father being at that time the lieutenant-governor. He entered the naval service at an early age, and commanded the 'Thunder' bomb when that vessel was captured by the Comte d'Estaing, in 1778. After his release from captivity, in the same year, he was actively engaged on various occasions, and was rewarded by different gradations of rank, until he reached that of post-captain, with the command of the 'Raleigh,' 32, in 1788. In this frigate he was engaged in repelling the French in their attempt upon Jersey, in 1781; he afterwards served on shore with the Naval Brigade on the American coast, at the reduction of Charlestown, in 1780, and captured the 'Mifflin,' an American ship of war.

When hostilities commenced with France, in 1793, Capt. Gambier was appointed to the 'Defence,' 74, in which ship he shared in Earl Howe's celebrated victory on 1st June, 1794, on which latter occasion he was the first to cut through the enemy's line, got into the midst of the French ships, where the 'Defence' lost her main and mizen masts, and for his

dashing and distinguished conduct was specially mentioned by the Earl in his public dispatches.

We have not space to recount here the details of this glorious action, of which our readers will remember we gave a fuller account in our January number of 1867, under the head of Admiral Earl Howe. The 'Defence,' however, it will be seen, suffered severely. During the action one of the lieutenants, observing the 'Républicain,' a three-decker, bearing down upon them, was struck with a momentary terror, and, hurrying to the captain, he addressed him eagerly in a swearing tone, and enquired what they were to do. Capt. Gambier, unmoved by the approaching danger, looked gravely at the officer, and in a solemn tone asked—"How dare you at this awful moment come to me with an oath in your mouth? Go down, sir, and encourage your men to stand to their guns like brave British seamen."

On the 13th June the fleet, with its prizes, reached Portsmouth, and the shore was lined with welcoming crowds to meet the victors. "The sailors of the fleet"—as related in "Sea Fights," by a female spectator, then a child—"looked proud, the whole town tried to illuminate, and the houses were soon a blaze of candles. Next door to her lived the wife of one of the officers who had fallen, but she had no instinctive fears of the coming sorrow, and illuminated like the rest. Her little girl, who had gone out with a servant to see the illuminations, was the first to tell her of the sad fact. 'Mamma,' she said, 'the people outside wonder *you* put candles in your window; they say that papa is shot.' The poor mother would not believe it. It was idle rumour—he would soon be on shore, crowned with fresh laurels. Alas! early the next morning two of his brave shipmates brought her the blood-stained uniform coat, and the sword of him whose life's blood had been shed for England. So that there was great sorrow mingled with all that glory and rejoicing."

On the first anniversary of this great victory, Capt. Gambier was advanced to the rank of Rear-Admiral, and to a seat at the Board of Admiralty. During his residence at Whitehall, he suggested the plan on which the 'Plantagenet,' 74, was built; whose singularly fine mould and exquisite proportions were much admired by judges of naval architecture. He also compiled a code of signals for the navy, with many improvements and ingenious additions of his own, as well as "General Instructions" for the direction of officers in the internal discipline and

government of the King's ships—a work greatly needed. In the spring of 1802, he proceeded to Newfoundland, as Governor of that island, and Commander-in-Chief of the squadron employed for its protection.

On the 19th July, 1807, in consequence of the treaty of Tilsit levelled against England, a demand was made by Great Britain for the surrender of the Danish fleet, which was required to be delivered up and to be carried to England, under a solemn promise of its restoration at the conclusion of a general peace. On the 26th we find Admiral Gambier with his flag in the 'Prince of Wales,' 98, intrusted with the command of a fleet of 25 sail of the line, between 30 and 40 frigates, sloops, and bombs, and more than 300 transports, sent to Copenhagen, and which sailed from Yarmouth Roads and was afterwards joined by General Lord Cathcart, with 27,000 troops, who were landed without opposition at Wibeck, a village situated half way between Elsinour and Copenhagen.

The Commanders-in-Chief issued as humane a proclamation to the inhabitants of Zealand as the spirit of war will admit, stating that the object of the British expedition was to prevent the Danish navy from being turned against them by France, (the ruler of which had determined to occupy Holstein with a military force,) and merely to receive it as a deposit to be returned to Denmark at the conclusion of a general peace, that private property would be respected, and the most severe discipline enforced, and that every article required for the expedition would be paid for at a fair marketable price. They then recommended the Danish general to surrender the ships of war, repeating that the horrors of a bombardment would be the immediate consequence of a refusal, and that it must fall on those that had power, by a single word, to avert the evil.

The Danish Government, however, having given a decided refusal to the propositions of the British Government, measures were had recourse to in order to obtain possession of the Danish fleet by force—the Island of Zealand was surrounded and blockaded in every direction. The population in the city and suburbs of Copenhagen was estimated at 100,000 souls, and was defended by 174 heavy guns and 25 mortars, besides floating batteries, block-ships, &c.; and the naval and military force, including militia, amounted to about 12,000 men, under the command of General Paymann. The main body of the Danish army, about 30,000, was encamped in Holstein. Our army, attended by the fleet, completely invested Copenhagen by sea and land; much time was necessarily consumed by the land forces in constructing batteries, during which the small

vessels of the British fleet rendered important services in checking the annoyances of the Danes; the 'Comus,' 32, Capt. E. Heywood, after a chase, and firing for forty-five minutes, captured, by boarding, the Danish frigate 'Fridericksnam.'

Numerous attacks and sorties took place between the besieging and besieged, the English mortar vessels doing good service with their shells. On the 30th September, the Admiral communicated by telegraph to the fleet that a complete victory had been obtained over the Danish army in Zealand by Lient.-Gen. Sir Arthur Wellesley. Firing continued almost daily until the 5th October, when the town being on fire in several places, some of our batteries ceased, and the fire of the enemy was silenced, a flag of truce was sent out with proposals for an armistice, to settle terms of capitulation; these were signed and ratified on the 7th, by which arrangement the British were to be put into possession of the Citadel, and of the fleet and stores, the Citadel to be restored within six weeks, and the Island of Zealand evacuated by the British, all property restored to the owners, and prisoners taken on either side given up.

Our loss in both services amounted to 56 killed, 175 wounded, and 25 missing, whilst that of the Danes reached 1750 killed and wounded, including men, women and children; one church and 1800 houses were destroyed; 60 sail of valuable merchantmen were taken in the Sound and Cattegat, besides an immense number in the North Seas and other parts of the world, and Denmark lost with these all her Colonies in the East and West Indies.

"In the space of six weeks," says Admiral Gambier, in a letter to the Hon. Wellesley Pole, "16 sail of the line (Danish), 9 frigates, 14 sloops, besides gunboats and smaller vessels, have been fitted for sea, and all the large ships laden with masts, yards, timber, and other stores from the arsenal, whence also 92 cargoes have been shipped on board of transports, and other vessels chartered for the purpose, the sum of whose burden exceeds 20,000 tons. A considerable number of masts and spars have been put on board the 'Leyden' and 'Inflexible,' and some valuable stores on board His Majesty's ships."

Dreadful disasters attended the return of the fleet with the above prizes. They sailed from Copenhagen on the 21st October in three divisions, but the 'Neptune,' 84, one of the prizes, was lost in sight of Copenhagen; many of the transports foundered, and others were lost, with most of the people on board, owing to the deplorable ignorance of the commanders of

these vessels. At the end of the month the fleet and remaining prizes arrived in Yarmouth Roads and the Downs. The thanks of parliament were voted to the army and navy employed in this successful expedition. Admiral Gambier was created an English baron, and offered a pension of £2000, which he declined; Lord Cathcart made an English peer; Rear-Admiral Stanhope, Lieut.-General Burrard, and Major-General Bloomfield created Baronets; and Capt. G. B. Collier, the bearer of the dispatches, knighted.

"It is remarkable," says Brenton in his *Naval History*, "that Lord Holland opposed the vote of thanks, as far as it related to the navy, which his lordship conceived was not entitled to such a tribute of admiration. Had it been the opinion of Parliament, an endless feud would probably have been engendered between the two services. In conjoint expeditions, fighting comprises but a part of the duty to be performed; and, if there be a contention between army and navy, it is who should have the greatest share of danger. The safety and success of the troops often depend on the active co-operation of the navy to supply all their wants. A British army on a foreign coast, without a fleet to attend it, is nearly as much at a loss as a fleet would be without a sufficient depth of water: look at Egypt, Walcheren, Corunna, and even Copenhagen itself."

In the spring of 1808 Lord Gambier was appointed to the command of the Channel fleet. The transactions in the Channel in 1809 were very important in forming a powerful diversion in favor of Spain. The active and successful French Vice-Admiral Allemande had, in the month of February, effected his retreat into the Pertuis d'Antioche, and taken up, as he conceived, a secure anchorage between the Ile d'Aix and the Boyart Shoal. His force amounted to 10 sail of the line, (including his flagship 'L'Océan,' 120), one 50-gun ship, and 4 frigates. The outer part of this anchorage is called Basque Roads, and between the Islands of Ré and Oleron afforded a secure anchorage for our squadrons during the war. Not satisfied with the security of their strong position under the Ile d'Aix, the French threw up works on the Boyart Shoal; but from this they were soon dislodged by our ships and compelled to retire. Admiral Lord Gambier, with his flag in the 'Caledonia,' 120, arrived in the month of March to take command of the British squadron, then under Rear-Admiral Hon. Robert Stopford, in the 'Cæsar,' 80, making the force to consist (besides the two flag-ships) of another 80-gun ship, eight 74's, seven frigates, twelve brigs and sloops, and other small

vessels; with these his Lordship vigorously blockaded the roadstead, and wrote to the Admiralty for permission to destroy the French ships by means of fire-vessels. On the 3rd April, Lord Gambier was joined by Capt. Lord Cochrane, in the 'Impérieuse' frigate, who brought with him an order from the Admiralty, directing the employment of Lord Cochrane to lead the attack.*

The enemy's squadron was moored in two compact lines, within point blank range of Ile d'Aix, and at the distance of 110 yards in front of the line of frigates; a boom, forming two sides of a triangle, each half a mile in length, composed of the largest cables, which were floated by buoys, was thrown across the channel leading from Basque Roads to the anchorage of Aix, and moored by the heaviest anchors to be procured. The line-of-battle ships were so moored that the broadside of each bore upon the boom. The batteries protecting the anchorage mounted upwards of thirty guns (36-pounders), and several mortars. The French ships were all lying with their top-gallant masts on deck, topmasts struck, sails unbent, and a large number of boats and armed launches assembled near the boom every night to be ready to tow away the fire-ships.

The English fire-vessels and explosion-vessels were fitted for service in a new and singular manner. The first were intended to burn without immediate explosion; the others were fitted with live shells, barrels of powder, stones, and every sort of projectile likely to be destructive to the enemy. Each of these terrific vessels contained 1500 barrels of powder started into puncheons up-headed, and secured together by cables passed round them, and jammed together with wedges, having moistened sand rammed down between them, and on the top of this mass of gunpowder lay more than 300 live shells, and many thousand hand grenades. On the 11th, the eleven British line-of-battle ships being in the Basque Roads, about seven miles from the French fleet, Lord Cochrane made the signal to the in-shore squadron to weigh, and ran in with the 'Impérieuse,' followed by a number of frigates and smaller vessels, until he judged his own ship sufficiently near; he then anchored, and went with one of his lieutenants and his gig's crew on board one of the fire-brigs to execute the great object of the expedition.

About 8.30 p.m., the night being very dark, the wind blowing strong from north-west, and the flood tide running two and a half miles an hour,

* There is no doubt that the appointment of so | his seniors in the fleet was a fruitful cause of
young a Captain over the heads of so many of | envy and jealousy.

the 'Mediator,' Capt. James Wooldridge, and the fire-vessels near her, cut their cables and made sail. The 'Mediator' was run on the boom at a right angle; it yielded to the shock,* and the passage up to the very sides of the enemy's fleet now being open, the smaller fire-vessels followed. That in which Lord Cochrane was, exploded outside of the boom, and sooner than his Lordship intended; some of the vessels mistook their course, owing to the darkness of the night, and failed entirely. As soon as the 'Mediator' had broken the boom, and not before, some of the enemy's ships of the line cut their cables, and ran on the sandbanks. The daring Capt. Wooldridge set fire to his train; the ship was instantly in flames; several officers and men were killed; the lieutenants, Clements and Pearl, were blown out of the ship, but were picked up by the crew, who got into the boat, followed by the Captain, who, with many other officers and men of the various ships, were dreadfully scorched.

After the 'Mediator' had broken the boom, Capt. Joyce, in the 'Zephyr' fire-ship, ran in, and when distant from one of the French ships of the line about two cables' length, fired his trains, placed his people in the boats, himself and a young midshipman (Mr. James Sedgwick Leant†) only remaining on board, till the vessel was in flames fore and aft, when they jumped into the sea, and swam to the gig, which they reached with great difficulty, and were taken on board the 'Impérieuse' in a state of great exhaustion. When sufficiently recovered, Mr. Lean was ordered by Lord Cochrane in the jolly-boat, to proceed to the 'Calcutta,' an old East Indiaman, captured by the French off St. Helena, laden with flour and military stores, and a large quantity of ammunition, and set fire to her, which he did, and was the last to leave her, when she blew up with a terrific explosion. By this time the 'Zephyr' was so close to the French ship that she was kept off only by fire-booms, while the enemy cut their cables, and by that means avoided the danger.

The sky soon became illuminated by the glare of so many burning objects; the flashes of the guns from the forts and enemy's ships, the flight of shells and rockets from the fire-vessels, conspired to form a scene of the most awfully grand description.

After the officers had performed their duty and sent the burning convoy

* Lord Cochrane believed that it was the shock caused by the explosion vessel under his immediate command which broke the boom, and not the 'Mediator,' which was confirmed by the Captain of the enemy's frigate 'Indienne,' who was lying under the lee of the boom at the time.

† The present Commander Lean, R.N., Government Emigration Officer for the Port of London, and an active member of the Committee of the Shipwrecked Mariners' Society.

into the enemy's anchorage, they had an arduous and difficult task to perform in regaining the 'Impérieuse,' which was the nearest ship, and placed to receive them. Many of the officers and men, on getting on board, were found to be much wounded and exhausted with fatigue, having been four hours in the boats.

The falling of the tide obliged the 'Impérieuse,' at daylight, to weigh and stand out, and Lord Cochrane made signals to the Admiral that eleven sail of the French were on shore, but were preparing to heave off, and might be destroyed. Lord Gambier immediately made the signal to weigh, and the fleet ran up and anchored within three miles of the 'Ile d'Aix.' The enemy, as the tide rose, succeeded in removing all but three sail of the line into deep water, towards the entrance of the Charente. Capt. John Bligh, of the 'Valiant,' 74, was ordered to take his own ship, with the 'Revenge,' 74, 'Indefatigable,' 38, 'Aigle,' 36, 'Emerald,' 36, 'Pallas,' 32, 'Beagle,' 18, 'Ætna,' bomb, (which afterwards split her 13 in. mortar,) and five gun brigs, to effect the destruction of those which remained on the Boyart Shoal. Capt. Bligh's squadron soon after attacked the 'Aquilon,' 74, and a new ship, the 'Ville de Varsovie,' 80, both of which surrendered, and were burnt after the prisoners were removed. The enemy, to save our brave fellows the trouble, set fire to the 'Tonnerre,' 74, at the same time.

Rear-Admiral Stopford, in the 'Cæsar,' was ordered up by Lord Gambier to support the advance with the 'Theseus,' 74, three fire-ships, and all the boats of the fleet, to throw Congreve rockets into any of the enemy's ships, but the liners not having water enough to anchor, were ordered out, and the service left to be executed by the frigates and smaller vessels.

On board the British squadron two officers and eight men were killed, and nine officers and twenty-six men wounded. The Captain of the 'Aquilon' was killed as he was sitting by the side of Lord Cochrane, in the boat of the 'Impérieuse,' by a shot from the guns of the burning 'Tonnerre.' The 'Ville de Varsovie' had upwards of 100 men killed and wounded.

Here, then, the enemy had sustained a defeat almost as disastrous, and much more disgraceful, than those of the 1st and 23rd June, in 1794-95. They had lost three ships of the line, besides the 'Calcutta'; a fourth, the 'Jean Bart,' was lost on the Pallais Shoal a few days after. All the other ships were forced to retreat into shallow water, where they were dismantled and laid up for a long time, useless to the enemy.

Capt. Sir Harry Neale was despatched to England in the '*Impérieuse*,' with Lord Gambier's despatches, and was followed by the '*Caledonia*' on the 29th. The Captains, Wooldridge and Joyce, were promoted to the rank of Post-Captains. The former had a medal from his Majesty for having broken the boom, the Patriotic Fund presented him with a sword valued at 100 guineas, and to each of his lieutenants one of 50 guineas. Lord Cochrane was created a Knight of the Bath. Other officers, too numerous to mention, greatly distinguished themselves, but sunk into silent or modest retirement; but never, says Brenton, had Britain more reason to be proud of her navy than on this occasion, when the fleet of her rival was pursued and destroyed under their own batteries, and in one of their best anchorages. Never was more zeal displayed from the highest to the lowest ranks, and it is not too much to say, that the just expectation of England was not disappointed—"Every man did his duty."

The affair at Basque Roads was not doomed to terminate on the 29th April. The First Lord of the Admiralty having determined to move a vote of thanks of both houses of Parliament to Admiral Lord Gambier, and his officers and men, received a notification from Lord Cochrane (who was a Member of Parliament), that, in the event of such a measure, he should move an amendment to the thanks so far as they would apply to the Commander-in-Chief. This having been signified to Lord Gambier, his lordship very naturally demanded a court-martial, which accordingly assembled on board the '*Gladiator*,' at Portsmouth, on the 26th July, 1809, composed of the President, Admiral Sir Roger Curtis, Bart., one Admiral, four Vice-Admirals, one Rear-Admiral, and four Captains. The charges brought by Lord Cochrane were to the effect, that "by the logs and signal minutes of the '*Caledonia*,' '*Impérieuse*,' and other ships, it appeared that Lord Gambier did, for a considerable time, neglect or delay taking effectual measures for destroying the enemy." Rear-Admiral Stopford, Capt. Pulteney Malcolm, Capt. George Francis Seymour, and many others who commanded at Basque Roads, were examined, and after a most laborious investigation, which occupied from the 26th July to the 9th August, the following sentence was given:—

"That the charge that Admiral the Right Hon. Lord Gambier, on the 12th April, the enemy's ships being then on shore, and the signal having been made that they could be destroyed, did for a considerable time neglect or delay taking effectual measures for destroying them, had not been proved; that his Lordship's conduct on that occasion, as well as his general conduct as Commander-in-Chief of the Channel fleet employed in Basque Roads, between the 17th

March and the 29th April, 1809, was marked by real judgment and ability, and an anxious attention to the welfare of his Majesty's service, and did adjudge him to be most honorably acquitted."

"It should not be forgotten," Brenton adds, "that the situations of Lord Gambier and Lord Cochrane were essentially different; the first having responsibility, the second none. Had Lord Cochrane lost the 'Impérieuse' on the Boyart Shoal, his character would, if possible, have received a higher lustre. Had Lord Gambier so committed the fleet as either to have run the ship on shore, or exposed them to conflagration in a narrow anchorage, the nation might have felt the effects of his imprudence, and his character would have suffered in the eyes of the world. The object in view—the total destruction of the enemy's fleet, in uncertain currents, eddies and variable winds, in such dangerous soundings—was not to be obtained by the risk of loss of the Channel fleet, the main support of the empire. Such opinions received their highest confirmation by the sentence of a court-martial, as well as by a majority in both Houses of Parliament, those of the Peers being conveyed by the Lord Chancellor, with a flattering eulogium upon his life and services, accompanied by expressions of personal respect." Nevertheless we are aware that the opinion of Naval Officers generally upon the subject has been very divided, some thinking if the attack had been made it would have been successful, and others, that his Lordship was very much influenced by the advice of some of his Captains.

The conspicuous part, however, borne by Gambier in the 'Defence,' when she lost her masts, and broke the line in Lord Howe's action of the 1st of June, says a writer on "British Admirals and their Biographers" in the "Cornhill Magazine," ought to be remembered all the more, because Lord Dundonald* in his *Autobiography* has been particularly hard on him for his conduct at Basque Roads. While the 'Defence' was being towed along in this plight, near the 'Invincible,' Capt. Pakenham of that 74, a lively Irishman, called out, "Hillo, Jemmy! 'Whom the Lord loveth He chasteneth.'"[†] This was a playful hit at the evangelicism of Gambier, a friend of Hannah Moore and of Wilberforce, who did his best to introduce their moral and religious reforms into the naval service, which

* Formerly Lord Cochrane.

† We do not like quotations of Scripture used in levity, and merely insert this occurrence to show that, in the opinion of his brother officers at that early period of his life, Gambier passed for a truly pious man amidst the prevalent irreligion of the day, and when to show his colours

exposed him to much obloquy and social persecution in his profession. Happily, a great change has taken place in our navy since then, and there are now many officers and men endeavouring to serve as faithfully their Lord and Saviour as their earthly sovereign.—*Editor the S. M.*

brought him many enemies in that age. But though without the Nelson or Dundonald genius and ardour, the "blue light" Gambier, to use the old naval slang for reformers of his type, was a useful and gallant officer.

Of the estimation in which his character and talents were held by Government, a striking proof was afforded by his nomination as the head of a commission for negotiating a treaty of peace with the United States of America, assembled at Ghent in 1814, when the preliminaries were signed, and ratified at Washington, February 14th, 1815. On the accession of William IV. he was advanced to the rank of Admiral of the Fleet, and to the distinction of a G.C.B.

The connexion of Lord Gambier with the efforts made for the moral and spiritual welfare of seamen forms a very important feature in his character, and he became the head of the first public and popular attempt to promote religion amongst British seamen. We find him therefore taking the presidential chair at the London Tavern, in May, 1818, and successive years, of the Port of London Society, afterwards called the British and Foreign Seamen's Friend Society and Bethel Union, now happily united under the name of the British and Foreign Sailors' Society, with its noble Sailors' Institute at Shadwell, in the east of London. In these meetings he was frequently supported by the Prince Leopold, and other Peers of the Blood Royal, William Wilberforce, Esq., M.P., and many christian worthies.

In October, 1821, we find him again in the chair of the Sailors' Society, when he closed the meeting with the following address:—"Ladies and Gentlemen—It has been observed this evening by several gentlemen who have addressed you, that the greatest of all honors is that of serving God. I most heartily join in this sentiment, and I am sure you will also. I feel myself more honored, I can declare with sincerity, in having been placed by your goodness, and that of other christians, at the head of this and other institutions of a similar nature, than by any other honors that I could enjoy. It has been said, the finger of God is in this work; and if we recollect the addresses we have heard this night, and the many instances of Divine grace operating on the hearts of seamen, surely we must say this is the finger of God. I return you many thanks for the cordial manner with which you have received what has been said of me, though I have heard it with shame. I sink really into the earth when I consider how much I fall short of what has been said of me. A few years ago the blessed cause in which we are engaged was not known. Among seamen religion was

hardly a word that they understood; but, by the zealous endeavours of a large number of sincere and pious christians, and by the efforts of religious societies, we have seen the cause among them daily increase; and you have abundant encouragement to go on and persevere in this work. May He who has inclined your hearts to this work still dispose you to it, and may our endeavours and prayers be continually engaged on behalf of this institution. Allusion has been made to enemies to this cause, and it is said that it is supported by Dissenters; now I can only say, whoever supports this cause is not a dissenter from the cause of Christ. Whatever may be their profession, whether they are Churchmen, Baptists, Methodists, Presbyterians, or any others, we are all one in this cause, and I know no difference.* I now bid you farewell, and close the meeting with praise to the Saviour." When a vote of thanks was proposed to him, he intimated his desire that it should be dispensed with, and the motion was not made.

His Lordship took a leading part in the Seamen's Orphan Asylum, Naval and Military Bible,† Seamen's Hospital, Church Missionary, and other societies, and suffered no consideration to impede his attention to them, when not prevented by ill health.

This eminent christian died at Iver, in Hertfordshire, at the advanced age of seventy-seven years. An abridged account of his death and character, as portrayed in the funeral sermon preached at Iver, by the Rev. Edward Ward, will form an appropriate and interesting conclusion to this brief sketch.

"Amidst severe bodily pain, and with death full before him, his mind was kept calm, tranquil, and even joyful; he was enabled to rest his soul upon his Saviour, to commit all his concerns into His hands, and thus to be free from every disquietude, both for time and eternity. Hence the composure which distinguished his last hours; hence the serenity with which he received the intimation of his extreme danger, and the calmness, or rather holy joy with which he spoke of the change that awaited him. Indeed, long before his last illness he had expressed his readiness, and even his desire, to depart and to be with Christ; and the death of a believer he ever regarded as a subject, not of condolence, but of devout congratulation."

He bore his last severe sufferings without the slightest murmur or even

* His Lordship realized fully the Catholic spirit of true believers with reference to differing christians who love the Lord Jesus Christ in sincerity, that they were, though "distinct as the billows, yet but one as the sea."

† The Committee of this Society is composed of Naval and Military Officers, and in their

Annual Report for 1833, they passed a most eulogistic Minute, expressive of his Christian character and prominence in the Naval profession he was so long permitted to adorn, as well as the great loss they had sustained in so liberal a supporter as their late Vice-President.—*Editor the S. M.*

a look of repining. In a very distinct and solemn manner he said to Mr. Ward, "When I am deposited in the ground, you will have to perform the service. You will say something over me; pray let it be as concise as possible; but remember those words—'*God so loved the world, that He gave His only-begotten Son, that whosoever believeth in Him should not perish, but have everlasting life;*' that is my hope; that is my Rock of Ages, in the Father, and the Son, and the Holy Ghost."

The preacher alluded to his real unaffected humility, and that no one ever heard him speak of himself or his achievements in any but the most modest terms. He was admired and beloved by all who knew him in private, on account of his amiable temper, his unwearied benevolence, and his extensive usefulness. He was firm, as we have already seen, in maintaining the truth through evil report and good report, and bore the burden and heat of that day, when he stood almost alone in the British Navy as the bold unshrinking professor of the truth as it is in Jesus!

"It cannot," added Mr. Ward, "be doubted that his easy circumstances, his many pious and devotedly attached friends, and his own calm and cheerful disposition, were sources of considerable enjoyment to him; but he had, besides, another source of rich gratification, THE MEANS OF DOING GOOD; and this luxury he fully enjoyed. How large, how liberal, were his benefactions! How feelingly alive was he to every impulse of benevolence! I appeal to the religious and charitable institutions of our country for proof of this. To which of them was he not an ample contributor? Gladly did he lend his aid to circulate the word of God—to send the heralds of salvation to the benighted heathen—to promote the education of the poor—and to relieve, in short, the endless wants, temporal and spiritual, of suffering humanity. Nor did his liberality to public charities abridge his private acts of bounty: rare was the case of distress which went away from him unrelieved: the blessing of the widow and the fatherless, and of many who were ready to perish, came upon him."

"Him fortune cannot sink or much elate,
Whose view extends beyond this mortal
state;
By age when summoned to resign his
breath,
Calm and serene, he sees approaching
death,
As the safe port, the peaceful silent shore,
Where he may rest, life's tedious voyage
o'er;

He, and he only, is of death afraid,
Whom his own conscience has a coward
made;
Whilst he who virtue's radiant course
has run,
Descends like a serenely setting sun;
His thoughts triumphant Heaven alone
employs,
And hope anticipates his future joys."

THE SHIP—"FROM THE CRADLE TO THE GRAVE."

THE busy scene of a ship-yard is one of interest and instruction, for the very matter-of-fact way in which each piece or plant is put together is a sight that to a thinking mind shows the vast amount of high-class brain required to reduce the work from theory of drawing and description to actual working powers, so as to make wood and metal take the form of the nearest thing to a living being, namely, "a Ship." The choice of material, the lines of grace combined with strength to make her a floating castle for room, and other good qualities and requirements, even the trade she is going into is subject to arrangements,—and all this worked out upon paper before a stroke of manual labour is begun, and as surely worked out as the vessel you now see the busy hands employed upon. The last work is done to her upon the stocks; and she is still only "The Ship" until the interesting moment of the launch, when with the slip from the cradle, and the mystic bottle broken, she becomes a being with a *name*, with a life before her to be recorded. At such a time, the anxiety of the builder, the gaiety of the employés, the interested lookers-on, would go well to form a picture, suggestive of the "'Cause Why" of old England's prosperity. The launch is made, and there she lies, all that human ingenuity can make her, floating in an element that is to be her home. "She rides the water like a thing of life."

The fitting out is the next point in the drama, in which the graceful spars are arranged to the requirements with a mathematical precision, her sails cut in the most approved form, to stand the test of the light breeze or the heavy gale.

The picture is now complete with the busy scene of manning the noble craft. The captain is a man whose honest sunburnt brow suggests to the mind that the plain unvarnished tale he could tell of the trials and perils he had undergone, before he reached the height of his ambition to fill the now honoured post, would be one of thrilling interest. The choice of his men requires a judgment only to be gained by vast experience, and in the voyages before them, the hopes are that they may be as a band of brothers, in which all interests are concerned, and with a thorough dependance upon each other, that in time of need, every man will be at his post to do his duty.

The captain, if a God-fearing man, endeavours by example and precept to teach his crew that in the time of danger they have a "Friend" to look to, and, at the end of their earthly career, to receive all who love and serve Him here, into that haven prepared for them before the foundation of the world. Sailors, with all their honest mirth, and no doubt many indiscretions when on shore, are not, when on board, the thoughtless creatures some suppose; for the mighty ocean is a great teacher—mighty in its calm—mighty in its anger—which often tends to raise in the minds of seamen a desire to "know the only

true God, and Jesus Christ whom He has sent, and whom to know is life eternal."

The crew is obtained, and then comes the loading, in which other great features, *tact and talent*, are required to be displayed by the merchant in selecting the commodities for the market to which the ship is destined. The amount of judgment in this department is a science in itself.

The loading completed, next comes the question of insurance; and, to frame an equitable charge for the risk, requires an amount of skill in accounts and calculations that does honour to the first promoter of that valuable institution, English Lloyd's;† for the promptness with which payments are met, in case of casualty, relieves in a measure the minds of the owners for the loss sustained. All complete for her first trip, she leaves the dock, and is on her way ploughing the ocean "like a thing of life." She is watched in all her doings by her captain with the eye of a connoisseur, her powers tested, her sailing qualities marked, her points noted. At last he (the captain) knows he can rely upon his ship. All goes well. The ship is journeying on her way. Her markets met. The same calm calculations to make, to meet the market she is destined for. So she runs the same course, perhaps for years; ever differing—always the same. Calms and storms—storms and calms, she is on the wave, obedient to her helmsman, as the trained steed to its rider.

At last, sad word, her time may come. The dirty appearance of the weather causes the captain, if possible, to be more cautious than usual. The storm threatens! The sea rises! The wind howls! The ship, that thing of man's best means and form of strength, is now a puny affair in the trough of the wave. She is a very plaything of the waves. She has braved such storms before, and the skill of the captain has brought her through such scenes; but, sad to say, this is destined to be her last. Dark night comes on. The storm increases. The pitiless rain, the pealing thunder and the vivid flash, all seem combined to herald the vessel to her grave. Disaster follows disaster. The breakers a-head seem, with their fearful spray, to form a canopy of mist to enshroud her, and claim her for the demon of the storm. She has lost her way. No more obedient to her helm, she drifts—nearer—nearer still to that dreadful spot. All that human skill can do has been done by those brave men on board. A pause—and all feel that exertion is in vain. On!—On!—She seems to rush madly upon destruction. A moment more, and she no longer is the "thing of life." She strikes, with a shock that makes her tremble like a beaten child.

Turn the scene now to the shore. The inhabitants on the coast retire before the rude blast of the storm, and hurry to their homes, those, whose duty it is to be out, feeling that nothing but dire necessity would compel them to remain in such pitiless weather. The coast-guard officer, with his men on duty, get on the lee side of any projection for the shelter it affords, at the same time *vigilantly*

watching, scanning the horizon from time to time in the light afforded by the vivid flash. A ship is seen fast approaching what must be inevitable destruction, unless saved by a miracle. The alarm goes forth of the danger of the noble craft, and the inhabitants, who viewed the storm and retired before it with such dread, have now lost all fear of self, in their anxiety to render aid to the unfortunates on board; and many, who never before thought of the humane institutions organized for the safety and relief of their marine fellow creatures, would now give half they possess to render aid to the unfortunate seamen now seen clinging to or *lashed* in the rigging of the stranded vessel. Feverishly is the night glass passed from hand to hand to see the position of the now thorough wreck. The sea rolling, the ship is now seen amid the lightning's awful glare—now lost—seen and lost again. The rapid question passed from one to another, "Does she hold on?—Does she still float?" All, all goes to make a picture in which anxiety, zeal and goodwill to assist are brought out in intensity. Make way, make way is the cry. The Life-boat, with her noble crew, are preparing for their hardy task. "God speed them on their merciful errand." If wealth could now save, how freely would it be poured forth. The long smooth watched for, and the Life-boat is slipped from her launch, the men with iron grasp hand over hand on the outlaid warp, for they can have no assistance now from the shore. "Hold on—hold on," is the cry; to loosen the grasp would be destruction to the hardy venturers in the humane cause. Met by the return volume of water the men are buried in the spray—the Life-boat quivers and nobly mounts the wave. Again they haul upon the outlaid warp; hand over hand, with superhuman effort, they gain an offing and cast off. Hard as their task has been it is not done yet. They are now alone upon the wild waters, struggling with death in terrible form themselves, to rob him of what he seems to claim as his own on board the trembling ship. On, on they struggle—slowly and surely they gain their goal.

On the shore this scene is watched with a feverish anxiety which no pen can describe. There is a perfect shriek of joy—the Life-boat is alongside, followed by a silence that speaks the inward prayer for the welfare of the salvors and the saved. The Life-boat is under the lee of the foundered craft, and passing on the living freight—first the boy, then the man. And yet that scene, even in this scene of horrors, is yet more sad to be depicted, for two unfortunates have slipped and are struggling with the waves. The Life-buoy thrown, but not to reach, they are swept away and no hope is left; and thus in this scene of danger *Death* has made a claim, and two victims have been awarded; two fellow creatures have gone to meet their Maker (let us hope prepared).

That tear in the eye of the captain—is it fear? No, emphatically no! He loved his ship—he inwardly knows he has done his duty. In her now perilous position he hesitates to leave her—he pauses, the crews persuade, insist. He accepts the proffered aid, and the last words on leaving his beloved craft is,

"Thy will, O Lord, be done." The boat with her living freight now leaves the wreck and makes for the shore. What joy is now expressed, whilst those hardy men, the Life-boat crew, are received, as well they should be, as the heroes of the day.

Nobly as the Life-boat has done its work, it would not be complete without the aid of the "SISTER INSTITUTION," for upon the beach, ready to receive the victims of the storm, is a good Samaritan, (the Honorary Agent of the "Shipwrecked Mariners' Society,") whose duty it is to clothe the naked, feed the hungry, and forward to their homes those whom God, in His merciful Providence, has rescued from a perilous position; and the promptness with which these duties are carried out is shown by the fact, that the poor castaway is often the first to convey to his family at home the sad accounts of wreck and misery he has undergone, and then, when sufficiently recruited, he can again prepare for his avocation—"the sea." The Committee of the same beneficent Society, upon the report of the Honorary Agent, then proceed quietly and unostentatiously to administer substantial comfort to the sorrowing and afflicted widows and fatherless children of those whom God in His infinite wisdom has called away.

[The "Shipwrecked Mariners' Society" is very unobtrusive, and in consequence there is always danger to be apprehended of its not receiving that serious, hearty attention which it eminently deserves; but, in its sphere, it is not the less worthy or the less important, for it is one of the largest institutions for the benefit of sailors in the empire. There is nothing exciting about the records of its labours; not any deeds of daring are performed by its Hon. Agents. Their duty is that of plain, every-day Christian charity—clothing the naked, feeding the hungry, visiting the widows and fatherless in their affliction. Not a spot is there upon our shores where the shipwrecked and destitute sailor is beyond ready reach of the ministrants or almoners of this succour. Nearly 900 representatives of the Society are planted at average distances along the entire seaboard, including all the islands, and every shipwrecked sufferer has his immediate wants supplied, and is forwarded to his home, however distant, if a native of Great Britain; and, if a foreigner, to a consul of his nation, by these kind-hearted honorary almoners of the Society. Since 1839 it has ministered to the relief of about *one hundred and seventy-two thousand* men, widows, orphans, and aged parents. All this charity is done free of cost to the poor suffering sailor, and without consideration of membership, although there are upwards of 50,000 sailors belonging to it. A worthy offspring of the "Shipwrecked Mariners' Society" is the "Belvedere Institution," where the worn-out and disabled Merchant Sailors may have a home when aged and destitute of relative ties. Among the many charitable institutions commended to the favours of the benevolent, it is generally admitted that those for our sailors should have a foremost place. Their claims come

home to every individual in the land. We are dependent on them for our comforts, for our luxuries, even for our necessities. Our every want speaks our dependence on the sailor. To him we largely owe our present national security and prosperity. Surely then it is but just, that a class of men to whom we owe so much, who are exposed to so many dangers, should be cared for when old or disabled. England's present greatness, and power, and pre-eminence among nations is chiefly due to her Mercantile Marine, yet England, hitherto, has been the only nation without a provision for her Merchant Sailors! It may be that seamen of other nations are *bound* to serve the state by *conscription*, and so are provided for, still this does not alter the fact that we have over 300,000 sailors who have no provision in old age but the workhouse! America is foremost in her care for her seamen, and thus our best men are tempted to go over to her. It became consequently, an eminently political as well as benevolent act on the part of the "Shipwrecked Mariners' Society," not only to care for them when suffering from shipwreck, but also to initiate this *great national work* of making a provision for our seamen in old age, and thus seek to bind them to their country's flag.]

Death and disaster are terrible at any time. The late railway accident at Abergele, in North Wales, is one now uppermost in the public mind, and has shown death in a fearful form. Health, wealth, and beauty, suddenly hurled from their throne, to be found only as a charred mass—unrecognisable.

In the same columns of the Press we find that death has been busy upon the ocean. The number of ships lost, and many with all hands on board, shows to a thinking and humane mind the value of institutions organized for the preservation and relief of their fellow man; and any method that can be brought forward as a life-saving means ought to be received well by the country at large. To get the best mode of communication with a ship on shore, or between two vessels at sea, has been the endeavour of the "Shipwrecked Mariners' Society" for a long time past, and a prize of £25 was some years since offered for a life-saving kite, which, being an inexpensive means, is within the reach of all, and the prize was awarded to Capt. Nares, R.N.; but, we regret to say, this simple invention has not been brought into general use. The Committee, therefore, in the spring of this year, through the "Aëronautical Society," offered another prize of £50, which has been awarded to Mr. J. B. Rogers, of Hastings, who, by a most effective and ingenious contrivance, will, we trust, hand his name down to posterity as one who, by the help of God, was made the means of giving aid to his fellow man. The means will be better understood by the accompanying engravings, which have already appeared and been favourably noticed in *The Engineer* and the *Mechanics' Magazine*, the practical demonstration of which was fully tested to the entire satisfaction of a Committee of the "Shipwrecked Mariners' Society," consisting of Capt. the Hon. Francis Maude, R.N.; Chairman; Capt. Vincent Budd; and Capt. Trivett,

Lieut. R.N.R.; together with Lord Richard Grosvenor, M.P., who adjudicated upon the various modes shown at the Exhibition held at the Crystal Palace in July last.

The invention consists of a tri-fluked anchor, so constructed that it can be fired from a mortar or other piece of ordnance. Attached to the anchor is a block of a peculiar make, so as to prevent it becoming choked by a wind kink, or in beds of seaweed.

By the aid of this block, a rove-rope or double whip can be fired out; thus communication is made to the passing of a strong round hawser, as shown in Fig. 1. The whole can be arranged for conveyance in a cart 6ft. long by 4ft. 9in. wide.

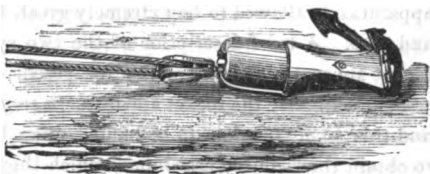
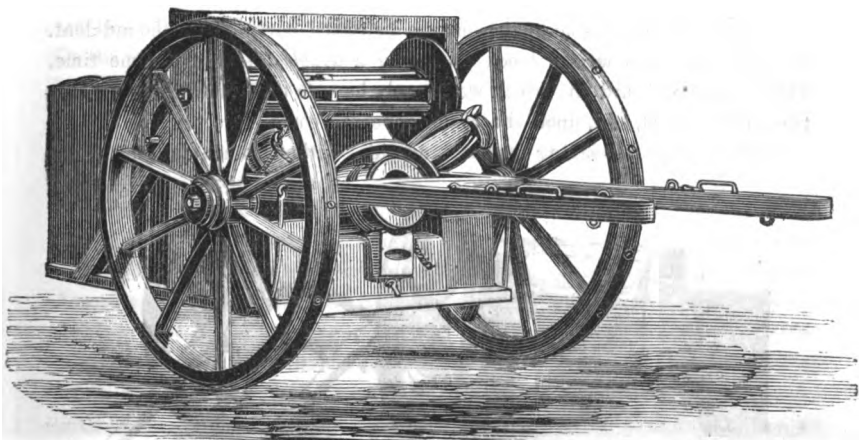


FIG. 1.

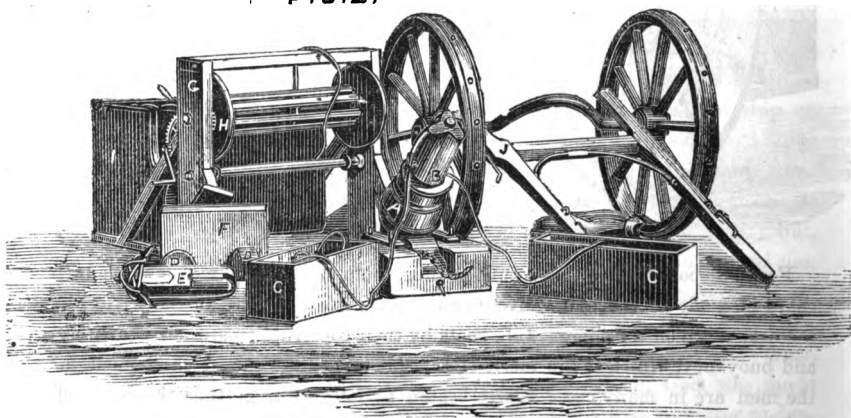


For Life-boat service this would be invaluable, for by this means the launch could be made at the most advantageous point to windward of the wreck, by the assistance on the shore. Life-boats by their construction are not weatherly, and buoyancy, which is the merit of Life-boats, is an enemy to the launch, for the men are in many cases nearly beaten by fatigue in getting the boat off, and they can have but little assistance from the shore by the existing mode; where, by this means, *all* the assistance for the seamen is on the shore, and there are always parties who can tell practically when to make the launch so as not to endanger the crew, and thus leave them to start fresh for their hardy task. The ropes that are laid down at given points of a Life-boat station, for the purpose of the men hauling the boat out, may not be in a position to reach

a disabled vessel, and the wear and tear to these ropes must be a large item in point of expense, and *they* even, at the time of requirement may not be fit in point of strength, for the chafing and rolling may have unfitted them in a safety point of view. The crew do all that men dare, but they cannot add strength to their position by the existing mode. The means proposed give this strength, and a gain in time when time is life itself.

Again, for the purpose of firing over a vessel from the shore, or from one vessel to another, the superiority of this method over the existing rocket apparatus, is allowed to be extremely great, for accuracy of *aim, safety, distance* and *time*. A brief description of the two systems, viz., the arrangement with rocket apparatus and the method proposed, will better show the public this by comparison. By the rocket apparatus, *a single line only is fired* and carried out, and this *single line* has to be hauled upon by the persons on board the wreck to obtain the required assistance, which they haul on board, viz., a block with round line and a centre guide line with instructions in various languages, to work a basket or other means to make communication with the shore or place of safety, but by this method a cone is fired over the vessel, on which are instructions painted in various languages for the distressed party to use the aid lent. Attached to this cone is a block conveying a *double line* at the same time. The mariner on board the wreck would only have to make fast this cone to a part of the vessel, and, upon the round rope, aid could be sent, such as cork jackets or other life-saving means, and this, without much fatigue to the

FIG. 2.



wrecked men, who may for security's sake have to lash themselves in the rigging out of the wash of the waves, and so they would not be able to act in concert, (to the hauling of the rocket appliance on board), whereas, single-handed any man could secure the aid sent by this method.

Fig. 2 shows the appliance ready for use; A is the mortar, B the anchor in

the mouth of mortar, with two lines attached and ready for use in boxes C C; D D are wood caps or sabots placed in the mortar to protect the projectile from the effects of the powder; E is a grapnel for throwing over a ship in distress; F is a metal box for powder, spare caps, and friction tubes. G is the frame of the cart; H the windlass, which, having multiplying gear, will wind in the whip line rapidly, if necessary, to pass out a hawser which would be carried in the box I; J is the wheel and shafts detached, which are by a very simple contrivance made to act as lever and carriage. *For Sea Service*, only the anchor, mortar and pin boxes would be required.

We earnestly commend the invention to the notice of our readers, and would add that any one wishing to know more of this valuable life-saving appliance can do so by applying to Mr. J. B. Rogers, Inventor and Patentee of the Projectile Anchor and Block, 70, St. Andrew's Road, Hastings.

DISASTERS BY LAND AND SEA.

ON Thursday, the 20th August, a fearful and unparalleled calamity took place. On the morning of that day the Irish mail train left Euston-square for Holyhead. It reached Chester at its usual time. At that station fresh carriages were put on in front. Shortly after passing Abergele, where the line curves, the driver of the train perceived some trucks running back towards him down the incline, and before any measures could be taken to avoid a collision, the trucks, which were loaded with barrels of paraffine oil, met the mail train advancing at the rate of from thirty to forty miles an hour. In a moment the paraffine exploded, and the front carriages were enveloped in flames. Rescue was utterly hopeless. According to the statement of the rear guard, it was impossible to get within eighteen feet of the burning carriages. To the doomed occupants of those carriages death was inevitable, and as no cry was heard, it is to be hoped that death, if sudden, was without pain. All that could be done was done.

To uncouple the fourth carriage from the engine, in order to prevent further loss of property and life, to take precautions to stop the up Irish mail, to send for assistance and endeavour to put out the flames—the glare of which in a little while had attracted a large mass of spectators, who are described as too paralysed to have been of any use—was all that it was possible to effect. The flame and smoke is said to have risen fully twenty feet high, and spread out in every direction, so that the line was like a sea of flame until eight o'clock in the evening, although buckets of water were constantly thrown upon it. Had it not been for the paraffine, it appears the collision would have been almost harmless. Thompson, the driver of the engine, one of the heaviest and most powerful on the line, who, as he perceived the danger, had just time to exclaim to his mate, "Jump for your life, Joe!" and then to spring as far from the overturned

machine as possible, declares "none of the passengers stirred—there was not a groan or cry of any sort from them. The only noise was that of my mate when the flames caught him." Holmes, the fireman, remained at his post and was killed. When the driver had unlocked the doors of the carriages, he says none of the passengers moved; he believes they were all dead. One would fain hope such was the case, though one person speaks of hearing a lady cry out, "For God's sake let us out!" before the fire had reached her; and another testifies of a mother holding her little one to the window in the vain hope to save its life.

On the day in question the train appears to have been unusually full of illustrious personages, or tourists bent on pleasure or on sport. Some had very merciful escapes. During the journey from London to Chester, the first compartment of the carriage nearest the engine was occupied by the Duchess of Abercorn, wife of the Lord Lieutenant of Ireland, the Ladies Georgina and Maud Hamilton, the Marquis of Hamilton, and Lords Ernest and Frederick. At Chester two or three carriages were placed before them, and they were—we thankfully record it—saved. One other cause of consolation may also be noted here. Had the accident taken place in a tunnel, or on the Britannia Bridge, it is a question whether a single individual could have escaped.

As it is, all over the land has risen a wail of sorrow at the fearful tragedy, which rumour for once has failed to exaggerate; and in the little church of a neat Welsh village by the sea, in coffins, are interred some thirty-three charred and blackened remains of what were once living beings fashioned after His own image by the hand of God. We are almost guilty of exaggeration in using the term remains, so little was left by the cruel hunger of the devouring flame. As regards the larger number of them, identification was impossible. Of some, the most skilful surgeons could not name the sex; and in one instance, at least, it appeared to be an undecided question whether the mass of burnt cinder which has been found represents the remains of a child, or those of a fine Newfoundland dog which was known to have been in the train. From an inscription on a watch, part of the trunk of a man was believed to be the late Lord Farnham. A few buttons indicated the remains of one of his footmen. A steel crinoline pointed out the wearer to have been Lady Farnham's lady's-maid. His lordship's aged housekeeper was discovered by her having a set of false teeth. One gentleman was enabled to identify his nephew only by means of his shirt-studs. It is clear the venerable Lord and Lady Farnham and their four servants have perished; that amongst the dead are, the Rev. Sir Nicholas and Lady Chinnery; Capt. Edwards, of Fixby Hall, Yorkshire, and his eldest son; Mr. Berwick, Chief Judge of the Bankruptcy Court in Dublin; and a Miss Symes, the daughter of a friend travelling under his care. But we stop. It is needless to print the melancholy list. Prepared or unprepared, without a note of warning, sudden as a lightning-flash, some thirty-three

of our brothers and sisters were hurled, as it were, from time into eternity. Hard must be the hearts that do not thrill with pain as the sad tale is told; degraded the men who do not hear it exclaim to them in imperious tones, "*Watch, therefore, for ye know neither the day nor the hour when the Son of Man cometh.*"

The frightful calamity which will henceforth cluster such melancholy associations around the church at Abergele had only just been heard of in Liverpool, when its inhabitants were startled by an explosion which killed four men upon the spot, and so fearfully wounded sixteen more, that two have since died, and two more are dying. The victims of that calamity were still lying ready for the funeral rites, when one of the most destructive storms which have taken place for years swept over the coast and strewed it with wrecks.

The storm of Saturday, the 22nd of August, was almost as terrible in its suddenness as the railway accident, and was far more calamitous in its results. Nothing indicated to the seamen on Saturday morning that the storm was coming, and the vessels which left the Mersey with the tide were peopled with crews who no more dreamed of the calamity which awaited them, than the unhappy passengers who went out of Chester station dreamed of the doom to which they were so smoothly and swiftly borne. It was not till four in the afternoon that the wind veered suddenly round to the north-west, and rapidly increased to a furious gale, which blew all night, rousing the worst apprehensions of those who had friends at sea.

On Sunday morning reports of casualties came which were alone enough to cast a gloom over the town, and the flood tide brought up the river silent witnesses to ruin and devastation of which no other report will ever reach us. Capt. Fell, of the 'Mona's Queen,' from the Isle of Man, obliged to steam all night outside the bar, saw six schooners strike upon it and go to pieces; and, as no help was possible, every hand went down. The men on Formby Lightship saw a large vessel go down, the very name of which is unknown, and nothing but a few loose spars were left behind it on the waves. The 'Tara,' with twenty-four hands on board; the 'Magdala' and 'Queen of Beauty,' with nearly as many; and the 'Neptune,' with perhaps nearly half the number, left the Mersey with Saturday's tide, and their remains came back in Sunday's flood—a few broken spars and pieces of wreck. On board another large vessel three men were killed, from others men were swept overboard, and all along the coast empty boats and wrecks were being cast up by the subsiding sea. So complete was the destruction of life that, when a gallant crew of the National Life-boat Institution went out on Sunday morning, there was not a single individual to be found who needed succour. The sea had done its work of destruction so thoroughly that none were left to tell the tale of ruin. It will probably never be known how many hundreds of persons perished on the north-western coast on that night. But already the terrible catalogue dwarfs the

railway disaster into comparative smallness. The calamity is almost as sudden in its sweep, and quite as destructive in its effects. We have no remaining traces of its victims—no Coroner's inquest investigates their fate—no list of their names comes before the public; they are swallowed up by the treacherous sea, and leave hardly a trace behind.

One incident of the storm helps us to realise both the suffering such events inflict and the heroism they develop. When the 'Tara' went down, Capt. Armstrong alone was saved. He had clung to a spar, and, though the furious sea forced the timber against his chest till the skin was abraded and the flesh was torn, he clung on with the tenacity and shouted with the vigour of a man battling for dear life. At length a steamer (the 'Countess of Galloway') neared the spot, and her crew heard the captain's cries above the howling of the storm. The boat was launched and manned, and, guided only by shouts, the crew pulled gallantly through the blinding mist, and saved the life of the captain at the risk of their own. How many men may have clung to pieces of wreck, and shouted but not been saved, it is impossible to guess; but if there is one picture of hopeless struggle against adverse circumstances more touching than another, it is that of Capt. Armstrong clinging to a piece of floating timber in a wild sea, over which the blinding spray was driven by a howling tempest.

Early in the same month there were serious thunderstorms, but happily no loss of life. One storm off the Northumberland coast was said to have been almost unparalleled. About two hundred herring boats were exposed to its fury, and their crews appear to have been completely awed. Many of them wrapped themselves in the sails of their boats, to use their own language, "to keep the fire out of their eyes." The uproar of the elements is described by the fishermen as having been awfully grand, and the sea, they state, at one time looked as if on fire.

The storm would seem to have been equally violent on the coast of France, and the interior of the country was also visited by the hurricane. Rain, lightning, and wind, combined to inflict an amount of injury over a wide district almost unparalleled, it is said, in the experience of the present generation. People were struck down in all directions, houses were fired, animals killed, and thousands of trees uprooted, during the prevalence of the storm.

Well does the *Daily News* remark:—"The casualties of the sea are more fatal than any casualties by land. A railway collision ravages our households by tens, but a storm at sea ravages them by hundreds. But the knowledge that many times that number have been suddenly swept away by the sea is less painful, because it is less definite. The dullest imagination pictures the scene at Abergele, but the scattered shipwrecks, of which we only know in each case that a vessel went down, cannot be vividly realised by us—yet, in reality, the one is as terrible as the other. The suffering is not upon the spot,

but far away in desolated homes, in widowed mothers and orphaned children, and longing eyes which look for those they love, and look in vain. It is terrible to think how many homes in Great Britain and Ireland the calamities of the past week have desolated, and added to the desolation the sense of terrible uncertainty. But if we measure the magnitude of the disasters by the number of these surviving victims, by those whose homes are desolated, and who look in vain for familiar faces they will never see again, the storm of Saturday was the greatest calamity of the week." The benevolent subscribers to the "Shipwrecked Mariners' Society," will, however, have the satisfaction of knowing that, through their liberality, all that could be done has been done to mitigate the sufferings of the survivors, or relieve the wants of the bereaved and desolate families of the lost.

BULLEY'S PATENT SCRAPER.

NECESSITY is the mother of invention, and a most bountiful mother she is. The sailor's life is considered to be a hard one, his privations are many and his advantages are few, yet the mysterious law of compensation doles out to him a full average of help, energy, and inventive power. The mind of many a commander, under the strain of a great need, has conceived plans which would never have been suggested if circumstances had been different.

Capt. Bulley was at sea, the voyage promised to be tedious, and as he looked over the side, as sailors do sometimes for change of scene, the uncomfortable crop of grass did not improve his prospects. But mother necessity brought him help in the person of an old skate-nose shovel.

Ballasted with a large iron ring he set the young Scrapper to work, and here is the extract from his log:—

"20th November, 1865.—Watch employed cleaning the bottom by means of the Scrapper. It is evidently most effectual in its performance, as I could see great quantities of shells and weed dropping astern at every pull."

"21st November.—Crew employed cleaning the bottom. The efficacy of the Scrapper was made very apparent by the fact that two vessels that had come up with and passed us before it was used, were overhauled and passed by us after the scraping was done."

The Scrapper complete costs only £6, and quite a fleet has been supplied with it by Messrs. Blackaller & Mawdsley, Wapping, Liverpool.

The following letters are selected from a number addressed to the Inventor:—

Liverpool, *February 15th*, 1868.

SIR,—Having purchased one of your Patent Scrubbers last March, when about sailing in the 'Golconda' for San Francisco, I scrubbed the sides

once on the passage out, in the South Pacific, when all hands saw the use of it, and gave it much praise; but fearing it would take the paint off the bottom, and going to a port where I could not paint it, I did not try that part of the ship. When we left San Francisco the bottom was very foul. I will now show you the benefit of your Scrubber. We left San Francisco in company with the coppered barque 'Randolph,' of Arbroath, she went about five miles dead to windward of us in as many hours. After lying becalmed all night we got a fair wind, when the 'Randolph' was soon out of sight ahead. The 'Randolph' crossed the line in the Pacific in twenty-one days—we were twenty-eight. A day or two before crossing the line, weather being favorable, we scrubbed clean from the keel upwards, fore and aft, which increased our speed 25 to 30 per cent. About 30 south we again scrubbed clean, and in 40 south, 112 west, we came up with and passed the 'Randolph.' We passed Cape Horn two days before her. In 19 south in the Atlantic, the 'Randolph' again overhauled us. Next day the 'Randolph' was out of sight ahead. Two following days, sea and weather being favorable, we scrubbed from keel up. She crossed the line nearly one day before us. In latitude 7 north we again scrubbed, and got the north-east trades just as we finished. The 'Randolph' was a good day's sail ahead of us. We both had favorable winds from there to Liverpool, and the 'Golconda' arrived twenty-four hours in Liverpool before the 'Randolph.' Your valuable and simple patent is so cheap, easily kept up, and so easily handled, that any person can soon see how to use it. I have been seven voyages to the West Coast as master of two iron ships, by that you will readily see that I know how to appreciate your valuable invention. You may make use of this, for the benefit of shipmasters and owners, as you may think proper.

I remain, yours respectfully,

JAMES THOMPSON,

To Capt. BULLEY.

Barque 'Golconda,' of Swansea.

42, Drury Buildings, 21, Water Street,

Liverpool, *July 10th*, 1868.

DEAR SIR,—As you are aware, we took one of your Patent Machines for Cleansing Ships' Bottoms with us last voyage, which was from this to Bombay, Hong Kong, Manilla, Cebu, and back to Liverpool, the time being thirteen months. Your Patent Machine was several times used on the ship's bottom, and I have much pleasure in saying that I consider its use considerably shortened the duration of the voyage, and that when the ship was in graving dock, we found her bottom comparatively free from shells and weeds. As I now understand how to use it better than I did before, I look for even

greater results during next voyage. In conclusion, I am of opinion that no iron ship should go to sea without one of your Patent Machines.

Yours truly,

JONATHAN E. NELSON,

Master of the barque 'Philip Nelson.'

To Capt. BULLEY.

'Northumbria,' Princes Dock, Liverpool,

August 19th, 1868.

DEAR SIR,—Having left Liverpool for Sand Heads and Chittagong, last August, and taken one of your Patent Cleansing Machines with me, I feel great pleasure in testifying to its usefulness. Having had, during the eleven months out, a deal of light winds and calms to contend with, the ship got very foul, both with grass and other marine substances; in fact, her speed on the passage out was reduced very much before I could make up my mind to use the Scraper, fearing I might take off the composition. However, having smooth water and going about three knots, I was forced to try it, and, in seven hours I believe, brought her nearly to her speed again; and, by using it when required, the ship went into dry dock quite clean on her return, and the paint not damaged. The three great points of the invention are—its being so simply and easily worked; the not having to stop the ship to do it; and its non-liability to get out of order. I would recommend all masters and owners of iron ships to put one on board before going a long voyage; in fact, I am of opinion that no iron ship should be without one. Wishing you every success,

I remain, DEAR SIR,

Yours truly,

JOHN L. KNIGHT,

Master of the 'Northumbria.'

To Capt. BULLEY.

Liverpool, *March 31st, 1868.*

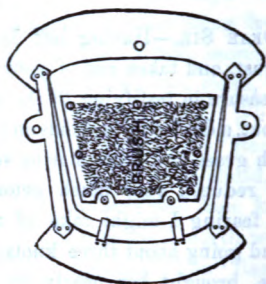
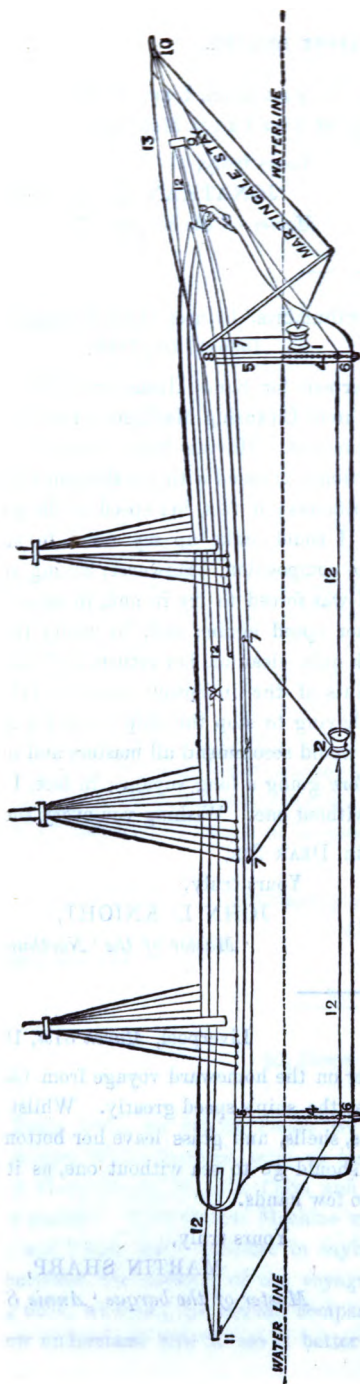
SIR,—I used your valuable Scraper on the homeward voyage from Caldera, West Coast, and I found it to increase the ship's speed greatly. Whilst using it I saw large quantities of barnacles, shells, and grass leave her bottom, and it is my opinion that no iron ship should go to sea without one, as it is so simple and easily worked, and with so few hands.

Yours truly,

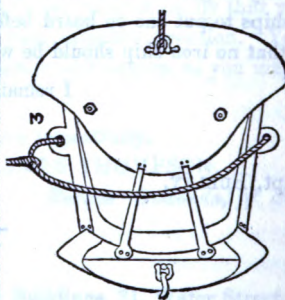
MARTIN SHARP,

Master of the barque 'Annie Sharp.'

To Capt. BULLEY.



FACE OF SCRAPER.



BACK OF SCRAPER.

DIRECTIONS FOR USING THE SCRAPER.

1. The Scraper slung so as to act on the bows on the fore-side of the chain.
2. The Scraper slung so as to act on the sides and bottom of the ship.
3. The Scraper slung in a bridle so as to act upon the run.
4. Chains passing under fore-foot and heel.
5. Ropes attached to the chain.
6. Blocks attached to the chain under fore-foot and heel.
7. Side ropes (part wire) attached to the Scraper, leading through the blocks.
8. Block, with whip attached to fore-part of endless rope, No 12, by means of which the Scraper can be worked with less hands when the ship is sailing.
9. Block on end of bowsprit.
10. Block on end of flying jibboom.
11. Block on end of spar over stern.
12. Endless rope attached to Scraper on the bottom.
13. Rope attached to Scraper on the bows, fore-side of chain.

The Brush to be raised, when required, by slackening the screw nuts and packing under the brush.

The chain and block under the heel are not needed in cleaning the bottom when the ship is sailing.

A chain stopper, or shank painter, will answer the purpose of chain under fore-foot or heel.

The endless rope, No. 12, should not be bound tight, but left a little slack to allow it to run through the blocks freely, when working the Scraper.

Care must be taken not to allow the Scraper to go on the wrong side of the keel, by slackening the side ropes too freely.

After the flat of the bottom is cleaned, the wire side rope to be taken away and replaced by a small hemp rope.

The thimble in one end of the wire side rope is for the bridle on the Scraper to be rove through when cleaning the run, to allow it to keep upright, as in diagram No. 3.

Care should be taken not to allow the block, No. 6, and rope through it, to get round the chains when placing them under the fore-foot or heel.

When cleaning the run in still water, the chain under the heel must be taken away.

The iron slide on the front lip of the Scraper is to prevent the sharp edge of the Scraper coming in contact with the paint when the bottom is not very foul; but when the bottom is covered with shells, the sharp edge should be allowed to come in contact with them, in order to remove them.

To regulate the Scraper on the ship's bottom, the chain under fore-foot must

be rove through the large eye of the travelling thimble, whilst the block, with rope attached to Scraper, must be made fast to the small eye of the thimble. A rope rove through the block No. 6, at the fore-foot, will act as a pulley-line to raise or lower the traveller, which will regulate the Scraper as required.

The slinging of the Scraper in the bridle, as in No. 3, should be particularly attended to when cleaning the run. By neglecting this the run cannot be effectually cleaned.

For cleaning the bows, if the rope from the flying jibboom is not sufficient, a topgallant studdingsail boom or other spar may be rigged over the bows, with a block at the end, to lead the rope through, and a martingale on the jibboom to support the spar, as in the diagram.

We heartily commend this simple invention to the notice of owners of iron ships.

CORAL ISLANDS.

"He speaks, 'tis done; commands, and it stands fast.
He calls an island from the deep,—it comes;
Ordains its culture,—soil and seed are there;
Appoints inhabitants,—from climes unknown,
By undiscoverable paths, they flock
Thither;—like passage-birds to us in spring;
They were not yesterday,—and, lo! to-day
They are,—but what keen eye beheld them coming?"

A BRIEF account of the mighty masonry of the wonder working coral will, we are sure, be acceptable to our readers. The whole of the Pacific Ocean is studded with islands reared by the architecture of small and insignificant insects. They may be said barely to possess life; their dimensions are less than those of a house fly, yet the results of their marvellous activity fill us with feelings of wonder and astonishment. Tied down to its narrow cell, short lived, sluggish in its movements, this tiny creature is founding new islands and continents, building up from the depths of the ocean substantial habitations for millions of plants, animals and men.

"All
Life's needful functions, food, exertion, rest,
By nice economy of Providence,
Were over ruled to carry on the process
Which out of water brought forth solid rock.
Atom by atom, thus the mountain grew,
A coral island, stretching east and west.
Compared with this amazing edifice,
Raised by the weakest creatures in existence.
What are the works of intellectual man,
His temples, palaces, and sepulchres?
Dust in the balance, atoms in the gale,
Compared with these achievements in the deep,
Were all the monuments of olden time."

From very early times the coral has been adopted as an object of finery.

From the highest antiquity also, efforts were made to ascertain its true origin, and the place assignable to it in the works of Nature.

Theophrastus, Dioscorides, and Pliny considered that the coral was a plant. Tournefort, in 1700, reproduced the same idea. The Count de Marsigli discovered what he thought to be the flowers of the coral, but to a pupil of his, one Jean André de Peyssonnel, must be given the honor of the discovery that the coral was neither plant nor the product of a plant, but a being with life, which he placed in the first round of the geological ladder.

"I put the flower of the coral," says Peyssonnel, "in vases full of sea water, and I saw that what had been taken for a flower of this pretended plant, was, in truth, only an insect, like a little sea-nettle, or polype. I had the pleasure of seeing removed the claws or feet of the creature, and having put the vase full of water, which contained the coral, in a gentle heat over the fire, all the small insects seemed to expand. The polype extended his feet, and formed what had been taken for the petals of a flower. The calyx of this pretended flower, in short, was the animal which advanced and issued out of its cell." *

There is no spectacle in Nature more extraordinary, or more worthy of our admiration, than that now under consideration. These zoophytes, gifted with a half-latent life only—these animalcules so small and so fragile—labour silently and incessantly in the bosom of the ocean, and, as they exist in innumerable aggregated masses, their cells and solid axes finish by producing in the end enormous stony masses. These calcareous deposits increase and multiply with such incalculable rapidity, that they not only cover the submarine rocks as with a carpet, but they finish by forming reefs, and even entire islands, which rise above the surface of the ocean, in a manner remarkable at once for their form and the regularity with which they repeat themselves.

In noting the Indian and Pacific Oceans, navigators had long been struck with the appearance of certain earthy bases, which presented a conformation altogether singular. In 1601, Pyrard de Laval, speaking of the Malouine (now the Falkland) Islands, said: "They are divided into thirteen provinces, named atollons, which is so far a natural division in that place, that each atollon is separated from the other, and contains a great number of smaller islands. It is a marvel to see each of these atollons surrounded on all sides by a great bank of stone—walls such as no human hands could build on the space of earth allotted to them. These atollons are almost round, or rather oval, being about 30 leagues in circumference, some a little less, others a little more, and all ranging from north to south, without any one touching the other. There is between them sea channels, one broad, the other narrow. Being in the middle of an atollon, you see all around you this great stone bank, which surrounds and protects the island from the waves, but it is a formidable attempt,

* "The Ocean World," by Louis Figuier.

even for the boldest, to approach the bank and watch the waves as they roll in and break with fury upon the shore."

Since the publication of Laval's description, many circular isles, or groups of islands, analogous to these atollons, since called *atolls*, have been discovered in the Pacific Ocean and other seas. The naturalist, Forster, who accompanied Cook in his voyage round the world, first made known the more remarkable characteristics of these gigantic formations.

There are many varieties of the polypus, that is *many feet*; some species are peculiar to fresh water, and others peculiar to the ocean, but one leading principle pervades the whole. In many kinds the head has a little parasol-shaped cover, the feet are furnished with claws for the purpose of seizing its prey. "A living bunch of coral, when first taken from the sea, has a rough irregular surface, covered with a slimy substance, and dotted with little spots of what appears to be red jelly. These spots are the coral insects. Examined minutely when growing in the sea, the insect is seen in thousands, each having a room of its own, which it never leaves."

Each tube or cell contains an individual. The cells are more or less deep, according to the species. The polypes are composed generally of a hidden portion, more or less tubular, and of a star-like portion more or less displayed. This latter portion presents from eight to twelve soft or granulous wattles, susceptible of expansion, like the petals of a flower. They extend or compress these wattles, dilate or contract the mouth according to their wants; but their digestive tube is firmly soldered to the cell, while the axis which supports the cell is motionless. What a singular combination is here presented! Trees, one-half of which are animated, growing at the bottom of the sea; animalcules, one-half of which is imprisoned, and riveted to their person; their stomachs in the bark, their arms on a branch, their movements perfect repose!

These minute silent workers are active and indefatigable; their task is to separate the salt and other chemical particles from the waters of the ocean, and, while feeding themselves, secrete and organise the axis which bears their lodging. They love the warmer regions of the ocean; in colder regions the results of their labours are extremely limited; the one forms a sward of submarine life, which carpets the rocks; the other produces animated stalactites, great shrubs, whole forests of small trees. The electric cable, which unites Sardinia to the Genoese fort, was so encrusted with polypiers and bryozoares, that certain portions taken from the water for repairs had attained the size of a small barrel.

Capt. Basil Hall says of a coral reef near the island of Loo Choo: "When the tide has left the rock for some time dry, it appears to be a compact mass, exceedingly hard and rugged; but as the water rises, and the waves begin to wash over it, the polypi protrude themselves from holes which were before

invisible. These animals are of a great variety of shapes and sizes, and in such prodigious numbers, that in a short time the whole surface of the rock appears to be alive and in motion. The most common form is that of a star with arms, which are moved about with a rapid motion in all directions, probably to catch food. Others are so sluggish that they may be mistaken for pieces of the rock, and are generally of a dark colour. When the coral is broken about high water mark, it is a solid hard stone; but if any part of it be detached at a spot where the tide reaches every day, it is found to be full of polypi of different lengths and colours; some being as fine as a thread, of a bright yellow, and sometimes of a blue colour."

"We may compare," says Sir C. Lyell, "the operation of these zoophytes in the ocean to the effects produced on a smaller scale upon the land by the plants which generate peat. In the case of the *Sphagnum*, the upper part vegetates while the lower portion is entering into a mineral mass, where the traces of organization remain; after that life has entirely ceased. In corals, in like manner, the more durable materials of the generation that has passed away serve as the foundation on which living animals are continuing to rear a similar structure."

The Pacific Ocean, throughout a space comprehended between the 30th parallel of latitude on each side of the equator, is extremely productive of coral. The Arabian Gulf is rapidly filling with this substance, and it is said also to abound in the Persian Gulf. Between the coast of Malabar, and that of Madagascar, there is also a great sea of coral. Capt. Flinders describes an unbroken reef on the east coast of New Holland, 360 miles in length; and between that country and New Guinea, Capt. King found the coral formations to extend to a distance of 700 miles, interrupted by no intervals exceeding 30 miles in length. The chain of coral reefs and islets called the Maldives, situated in the Indian Ocean to the south-west of Malabar, form a chain 480 geographical miles in length, running due north and south. It is composed throughout of a series of circular assemblages of islets, the larger groups being from 40 to 50 miles in their longest diameter.

The Laccadive Islands run in the same line with the Maldives, on the north, as do the Isles of the Chagos Archipelago on the south. They vary in extent, as well as in degree of finish they have received. Of thirty-two examined by Captain Beechey, the largest was 30 miles in diameter, and the smallest somewhat less than a mile. They were of various shapes, and all formed of living coral except one, called Henderson's Island, which was partially surrounded by it; and they all appeared to be increasing in size by the operations of the zoophytes, which are actively extending and building up above the level of the sea those parts which are at present below the water. Twenty-nine of the number had *lagoons* (or morasses) in the centres, within which, it has been observed, the smaller species of coral seek a quiet abode,

and labour silently and slowly in throwing up banks which, in process of time, unite with islets which surround them, and at length fill up the lagoon, so that what was at first a ring of little islands becomes one connected mass of land. All these islands are situated within the action of the trade wind, and follow one general rule in having their windward side higher and more prominent than the other, and not unfrequently well-wooded, while the other is only a half-drowned reef, or wholly under water. One of these islands presents the singular appearance of perpendicular coral reefs, elevated 80 feet above the level of the sea: these were of dead coral; but the outside of the island was surrounded with a belt of living coral sloping from the cliffs to from 3 to 25 fathoms under water, after which it descends abruptly to a depth where a 200 fathom line does not reach the bottom.

An intelligent nautical contributor to the *Leisure Hour* says:—"To witness the forms of coral structures, one would think that these insects must have some means of communicating with each other at a distance, although they cannot leave their shells. Naturalists may be able to account for some of their peculiarities, but to me there is a mystery in the way they manage to construct formations of coral rock on mathematical principles. When growing in the shape of a tree, what teaches the insect to withhold extending its branches farther in one direction than another? When one tribe of insects commence a structure in the bottom of the Pacific, what enables them to extend it in two directions in a perfect circle until the two ends meet, forming a ring from half-a-mile to 10 miles in diameter? What tells these insects, working in opposite directions, as generations after generations are moving farther from each other, that the circle they are building shall be a large one or a small one? These things, to an observing sailor unacquainted with the theories of the learned, are always a mystery."

"It has been a question," says Dr. Dick, "and a question which we cannot yet resolve, whence proceeds all the rock and calcareous earth of which coral islands are composed; for all corals consist of calcareous earth—of lime united by animal matter. The whole appears to be the creation of the animal, while itself is a soft substance. It is supposed on good grounds, that all the limestone to be found in the world has been the production of animals, either shell-fish, coral polypi, or similar aquatic tribes."

The number of elements hitherto found in sea water is thirty-one, according to Professor Forchhammer's list, which is the most recent. We quote a few: oxygen, hydrogen, azote, carbon, chlorine, bromine, iodine, sulphur, phosphorus, silver, copper, lead, zinc, nickel, iron, &c. &c.

Think of the number of elements which have been obtained by chemical analysis from the sea, or from the animals and vegetables which inhabit it—elements which they, in their turn, must have taken from the water—and does not a natural chemistry of a most subtle kind, and yet on a scale great as

ocean itself, stand out before us, and claim our admiration? Myriads of coral polypes are ever at work, secreting from the waters in which they live calcareous matter for their polype stocks. The development here, even as in the building up of the great geologic periods, has been gradual, and ever with an eye to man. The results, when compared with the workers, are remarkable. All this is the fruit of worm-workers, whose organization is of a most simple kind, and whose instincts correspond with their simple forms. Yet they are all

"Unconscious, not unworthy, instruments,
By which a Hand invisible was rearing
A new creation in the secret deep.
Omnipotence wrought in them, by them, with them;
And what Omnipotence alone could do,
Worms did."*

We mention one more fact as beneficent as it is marvellous, namely, that on all these islands a plentiful supply of fresh and sweet water may be obtained, by digging three or four feet into the coral; and that even within one yard of high water mark such a supply is to be found. Whence this supply? Who has examined and experimented upon this, one of the grandest facts of geology? We pause for a reply; but in pausing we may suggest to the man of science a possible explanation. We know that there are fresh water springs in the ocean, or at least on banks, such as the Doggerbank, for the place where Great Yarmouth stands was such a bank in the tenth century. Here are found to-day fresh springs of water coming up out of the sand, and this may possibly be a reason why fish is found so plentifully on banks, for the most selfish would not deny them a drink of fresh water for dessert. And we have drawn the inference with all possible modesty, that fresh water springs at the bottom of the ocean may be an essential condition in the work of these island builders.

"I saw the living pile ascend,
The mausoleum of its architects
Still dying upwards as their labours closed,
Slime the material, but the slime was turned
To adamant by their petrific touch."†

THE 'BELLEROPHON,' FLOATING DRY DOCK. — Travellers down the Thames may have observed, opposite Woolwich, a monstrous iron construction of which no one could positively say what it was, except that it was very big and very ugly, and that nothing like it had ever been seen before. It appears it was the iron dock about to be sent to Bermuda. The 'Bellerophon,' as it is called, is intended for docking our men-of-war on the West Indian and North American stations, an operation more necessary with iron-clads than ships of the old construction. It may be described as an exaggerated 'Great Eastern,' without her stern or decks—381 feet long, 123 feet 9 inches in extreme breadth, and with a total

depth of 74 feet. After a failure on the first day to launch her, she was got fairly afloat the day following, when half-a-dozen powerful Government tugs made fast ahead, on either side, and astern, towed her down the river with great care to Sheerness, where she was safely moored, and will remain till next summer, when she is to be towed out to her ultimate destination. There is little chance of the new docks being superseded in consequence of inability to hold anything that floats. It does not seem that we shall find it answer to build vessels larger than the 'Great Eastern.' As to that unfortunate vessel, it appears that she is to be again employed in laying the new telegraphic cable.

* "Science and Christian Thought," p. 145.

† Montgomery's "Pelican Island."



THE BOY AS HE ENTERED.



THE BOY AS HE LEFT.

THE 'INDEFATIGABLE' TRAINING SHIP.

IN the Mersey, at Liverpool, there are now four vessels devoted to the training of boys for the sea—the Conway school-frigate, intended for the training of youths as Officers in the mercantile marine; the reformatory-ships 'Akbar' and 'Clarence,' and the training-ship 'Indefatigable,' which is, perhaps, the most thoroughly representative ship of the whole, since it is a maritime charity which has for its sole end and aim the turning out of good seamen from the class best calculated to supply them—the orphan sons of seamen and homeless and destitute boys.

On the 22nd of July we accepted an invitation to witness the distribution of prizes on board the 'Indefatigable,' by the Mayor of Liverpool (Edward Whitley, Esq.) The Woodside Ferry Commissioners' splendid steamer 'Cheshire' conveyed us on board, and the day was beautifully fine.

The main-deck of the ship was covered with a large awning, and there were seats provided for over 300 visitors, which were all occupied. A space in the centre was occupied by the boys, who each looked "every inch a sailor," in their white ducks and frocks, naked feet and blue caps.

The Chairman was wonderfully supported as to numbers, and, for wisdom and eloquence, no quarter-deck was ever better furnished; but the sailors carried the day in short smart speeches, the Royal Navy being represented by Rear-Admiral Kerr (H.M. Emigration Officer, and till recently the representative of the "Shipwrecked Mariners' Society" at Queenstown), and the Merchant Navy by Capt. Judkins, the Commodore of the Cunard line.

The Mayor distributed thirty-seven prizes. One was the Chairman's (Mr. F. A. Clint), being the sum of £5, to be expended in an outfit on going to sea, for the boy selected by the boys themselves, whose general character and conduct they consider most worthy of esteem, admiration, and imitation. This was awarded, with a medal, to John Waring.

Six others were called "the 'Rob Roy' prizes," being the first six of thirty prizes, consisting of a medal and £1 each, given to the 'Indefatigable,' by

John MacGregor, Esq., M.A., author of "A Thousand Miles in the 'Rob Roy' Canoe," &c. Six to be given in this and the next four years, for, 1. Good Conduct, Alexander Cretney; 2. Knowledge of Scripture, Charles Taylor; 3. Diligence in Study, Henry Williams; 4. Seamanship, J. R. Blundell; 5. Swimming, John Peters; 6. General Smartness, James Trainer; and with the prizes was read the following letter from Mr. MacGregor, a copy of which was handed to each boy:—

" Temple, London, July, 1868.

" Dear Boys,

" My best wishes with your prizes, a coin, and a medal.

" Mind you spend the money well, and keep the medal all your life.

" It will remind you of your country, of your home on this ship, and of your friends who helped you, and of this day.

" You leave the ship trained in body, mind and heart, as we all hope and trust.

" Your active limbs will soon make you favourites with your mates when you go to sea.

" Don't get lazy or careless.

" Your head-knowledge will give you an advantage over lads not so well taught. Be thankful for it, but not too proud. Help others as you have yourselves been helped, and use your learning to teach those who are ignorant.

" Your heart-training will be tried soon and hard. Pray for strength to resist temptation. You will hear bad words that you have long ceased to hear. Do not learn them again.

" You will see wicked deeds, but turn away your eyes from them. You will meet bad companions. O beware of them, my good lads, or there may be shipwreck on these breakers.

" Boys from the two other ships who have also won these "'Rob Roy' Prizes" may meet you far away.

" If you meet any boy with a medal give him your hand as a friend.

" If you ever come to London call upon me, and you will meet me as a friend. I have your portraits. Write as often as you can to your old ship, and visit her on your return. Make friends of good boys and good books, and remember that the best of books is the Bible, and the best of friends is the Lord Jesus Christ.

" Never be ashamed of what is good, but hoist your colours at once loyal and true, and nail them to the mast.

" Your friend,

" JOHN MACGREGOR."

" To the Boys Winning the 'Rob Roy' Prizes."

The 'Indefatigable' is capable of receiving 300 boys. The number at the time of our visit was 111 only; but the Committee are active and hopeful, and

since our visit about forty new hands have been shipped, in the shape of boys taken from the streets of Liverpool, who from the needy circumstances of their widowed mothers, were likely to become a prey to those who entice too many to evil courses.

Five of the boys who received prizes from the hands of the Mayor had been drafted from the ranks of the Shoe-black Society, and a few years hence, we may see them holding responsible stations on the quarter-deck.

Captain and Mrs. Groom are admirably adapted to govern and encourage their large and orderly crew, and we pray that many a brown faced sailor may return to port to give thanks that in early days when friends were few, and bread not too plentiful, they found a resting-place and a starting-place on board this good old ship.

VISITS TO THE SEA COASTS.

(Continued from page 92.)

ARDROSSAN.—This town is situated on a point of land stretching into the Firth of Clyde, immediately opposite the island of Arran, from which it is distant twelve miles. It contains from 7000 to 8000 inhabitants, a great proportion of whom are of the working classes. The greater part of the town belongs to the Earl of Eglinton and Winton, to whose noble family also the lands for a great extent around have belonged for many centuries. Close by, at the back of the town, are to be seen the ruins of Ardrossan Castle, one of the strongholds of the Eglintounes.

Ardrossan, being distant from Glasgow only about thirty miles, has become a great place of resort in the summer months for those desiring renewal of health and rest from the labours of business, the fine sea-bathing and bracing air being great inducements. There is a large and commodious hotel, having every requisite, which was built by the Earl of Eglinton.

The Harbour of Ardrossan covers from seven to eight acres, is capable of holding from four hundred to five hundred vessels, up to 1000 tons burthen, of every description of rig, and has wharves supplied with all appliances for loading and unloading with the greatest possible despatch. The entrance to the harbour is far from being an easy one in rough weather, there lying on the north side a large rocky bank called Horse Island. The exports and imports are large, the former far exceeding the latter. Coal and pig iron are the chief exports, above 500,000 tons of coal being sent hence annually to all parts of the world. The trade in iron very nearly corresponds.

Above five hundred seamen belong to the port. There is great room for improvement in the means provided for their intellectual advancement. A Sailors' Reading Room or Home in a port of the size of Ardrossan is a *sine*

qua non. Several shipbuilding yards here turn out a number of well-lined vessels, from 30 tons up to 500 tons measurement, annually. The keel is just laid for a vessel of nearly 1000 tons. We next visited

IRVINE, said to be the richest little town on the west coast of Scotland. The greater facilities for shipping offered within late years by Troon and Ardrossan harbours have reduced Irvine to a creek from having been a port. A new wharf at the mouth of the harbour is, however, fast advancing towards completion, and those interested in the welfare of the town are confident in a short time of being able to raise the trade to something like its former size and usefulness. One great cause also of the decline of its trade has been the smaller rates offered by the railway company for conveyance to Troon and Ardrossan.

BALLANTRAE is a small fishing village noted (if any note attaches to it) for its fine cod and salmon fishing. The beautiful river Stinchar flows at the southern side of the village, where also, on a considerable eminence, can be seen the ruins of the old fortress of Ardstinchar, one of the castles of the Kennedy's of former days. The drive on the coach from Girvan to here, and on to Stranraer, cannot, for bold rugged sea-coast scenery, be surpassed by any drive in Scotland. The view of Loch Ryan, through the grand Pass of Glenapp, is sublime.

"I breathe fresh air, and nature's works admire."—DRYDEN.

MARGATE is a corporate borough, pleasantly situate on the northern bounds of the parish of St. John, adjoining the sea, and near the north-east extremity of the Isle. It is a seaport, market town, and parish, in the Cinque port liberty of Dover, of which it is a member; and though united to it ever since the reign of Edward the First, yet in the reign of Henry the Sixth, it became a dispute whether this parish was not in the county at large; that king, to remove all doubt of it, by his letters patent united it to Dover.

Becoming a town of considerable importance, the inhabitants, in 1781, tried to get relieved from their connexion with Dover, but failed; they tried again in 1837 with the same result, but upon the death of His Grace the Duke of Wellington, the then Lord Warden, attention was once more directed to it, and it was then decided by an Act of Parliament, that a separation should take place as soon as Margate obtained a Court of Quarter Sessions, and it now only remains for the Council of the borough to do that to become separated from Dover.

From the return of a survey, by order of Queen Elizabeth of the several maritime places in this county, Margate was returned as containing 108 inhabited houses, eight persons lacking proper habitations, and there were fifteen boats and other vessels—viz., eight of 1 ton, one of 2, one of 5, one of 16, and four of 18 tons, and sixty persons belonging to these boats occupied in carrying grain and fishing. It now contains, according to the last census, 10,152 persons, but subject to a fluctuating population of between 40,000 and

50,000 visitors from the metropolis and other places, and there are now a considerable number of luggers employed in fishing and seeking for casualties, also four branch pilots who take their turn in being removed to Dover or Deal when duly qualified. The coasting vessels at this creek are not many, but a number during the winter months come in for refuge and to repair. A quantity of French fishing boats also come in for shelter and provisions during the fishing season.

The district of the Coast Guard Stations at this place extends from Ramsgate to Reculvers, viz., Ramsgate, Broadstairs, Kingsgate, Eppe Bay, and St. Nicholas. All these stations are provided with the means for saving life, and persons to look after wrecked vessels, and goods landed at the different stations for the Board of Trade, under the collector of Customs, who is the receiver of wrecks at these places. We have no records to prove when Margate first had a pier. Leland, the antiquary, who flourished in the time of Henry the Eighth informs us, that in his time there was a pier much decayed and gone to ruin; and in the reign of Elizabeth certain rates on corn and other merchandise landed thereon were paid for its maintenance. The present pier was commenced in 1810, and finished in 1815, at the cost of about £100,000; there is a toll for all persons embarking or disembarking to or from London or other places, and also certain duties upon all coal brought into the parish, and upon goods imported or exported; it is also used as a promenade, the charge being one shilling per month, or a penny a day. The Droit office, erected for the accommodation of the directors and their officers, with its clock and four illuminated dials, and the lighthouse, which is a handsome stone building, erected from the design and under the superintendence of Mr. W. Edmunds, a native architect, are much admired for their ornamental appearance.

There is a seaman's room and observatory here, also two life-boats, and the "Shipwrecked Mariners' Society" is represented by Mr. Valder, who takes every care in administering to the immediate wants of any shipwrecked crews, and many a grateful tear has been shed by the poor sailors for his kind and tender treatment towards them in their destitute condition. This valuable Society only requires to be more known to meet with increased support, not only from the residents, but from its numerous visitors who flock in the summer season to this favourite watering-place, open at three parts of the compass to the invigorating sea breezes.

MISCELLANEOUS.

<p>GOVERNMENT EMIGRATION OFFICERS.—There are in the United Kingdom sixteen Government Emigration Officers, who act under the immediate direction of Her</p>	<p>Majesty's Emigration Commissioners. In London there are five; Liverpool, seven; Plymouth, one; Glasgow and Greenock, one; Cork, one; and in Londonderry, one.</p>
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The following is a summary of their duties:—They procure and give gratuitously information as to the sailing of ships and means of emigration for emigrants; and whenever applied to for that purpose, they see that all agreements between ship-owners, agents, or masters, and intending emigrants are duly performed. They also see that the provisions of the *Passengers' Acts* are strictly complied with, viz., that passenger-vessels are seaworthy, that they have on board a sufficient supply of provisions, water, medicines, &c., and that they sail with proper punctuality. They attend personally at their offices on every week day, and afford, gratuitously, all the assistance in their power to protect intending emigrants against fraud and imposition, and to obtain redress where oppression or injury has been practised on them. During 1867 eight prosecutions were instituted in the kingdom, under the provisions of the *Passengers' Acts*. The amounts recovered for emigrants, through the intervention of the Emigration Officers were as follows:—London, £100; Liverpool, £171 2s. 2d.; Glasgow, £259 7s. 8d.; Cork, £3399 0s. 3d.; Londonderry, £5; making a total of £3934 15s. 1d.

THE HERRING.—It is a pity that we do not know something more about the natural history of the herring—indeed more knowledge is greatly wanted of the life and habits of all our sea fish. We literally do not know the alphabet, so to speak, of the natural history of our best food fishes. We can only guess at what age the haddock or the herring becomes reproductive, or how long the spawn takes to quicken into life, yet these are the first points that ought to be determined in all animal economy. It is gratifying to find that some of our best writers on natural history are turning their attention to these very material points in the economy of our fish food supplies. So far as the herring is concerned, it is now pretty well determined that it is an animal that breeds and grows in the British seas,

and is never absent from the waters that surround our islands. The old story of its annual migration from the arctic seas, the authorship of which, by the bye, has been erroneously ascribed to Pennant, has long since been disproved, and the herring is now known to be a very local animal. That is really so, for it has been often shown that the herrings of one locality differ considerably from those of another; the herrings taken in the Firth of Forth, for instance, can be distinguished by fishery experts from those taken in Lochfyne.

The food of these fish varies in different places, and is also less abundant in some places than in others; and we have noticed in consequence that the herrings of the inland Scottish lochs are fatter and of better flavour than the fish taken on the open sea-board. We have long been of opinion, also, that each particular sea or bay has its own particular season so far as the spawning of the fish is concerned; and moreover, that the herrings are arriving at maturity and spawning all the year round; of course at different places on the coast. Some writers on the natural history of the herring are of opinion that these fish spawn at a very early age, that the spawn comes very quickly to maturity, and that the fish arrive at the reproductive stage with great rapidity. But there is no certain information on these points; most of what has been said or written on that part of the natural history of the herring is founded on guess work, as is also the supposition of some fishery economists that herrings spawn twice a year.

Mr. John Cleghorn, of Wick, who has studied the natural history of the herring with great care, is of opinion that these fish exist in races, and that, race by race, they come to maturity in the different months of the year; so that we might obtain plentiful supplies of fresh herrings all the year round. Before leaving this part of our subject we may notice, as among the curiosities of fish life and growth, that some persons think whitebait are the young of the herring in a very early stage of its

life, and that there are writers who maintain the sprat to be also the young of the herring. It is certainly curious that sprats (*s. e.* fish with a serrated abdomen) are taken along with the young herring in great quantities. We should be very glad to learn that some experiments had been instituted to find out the exact relationship that the sprat bears to the herring, and also to determine the periods of reproduction of all our food fishes.—*People's Magazine*.

BROTHERHOOD IN SAVING LIFE.—On the morning of the 7th July, the day of the Regatta at Plymouth, a boy fell overboard from H.M. training brig 'Sealark,' in command of Lieut. F. Bedford, R.N. The tide was running fast, and as the boy could not swim there was every probability of his being drowned, when Lieut. Bedford and his brother, Mr. E. G. Bedford, who was staying on a visit with him, jumped overboard, and held the boy up until a boat rescued them—a considerable time elapsed—as owing to the early hour at which the accident occurred it was not immediately noticed. We congratulate their worthy father, Capt. G. A. Bedford, R.N., on having two such noble sons.

THE NAVAL BRIGADE.—Our navy is certainly getting very horsey. Formerly there was a belief that Jack was never so much out of his element as when endeavouring to get steerage way out of a nag. The Abyssinian Expedition, however, has completely dispelled whatever may have remained of this popular delusion, as the following evidence, given by General Lord Napier, of Magdala, at the Mansion House dinner, sufficiently shows:—"The spirit of the Commander of the Navy was excellent, and it was shared by all the force. They made admirable volunteer soldiers, and accompanied us with the Rocket Brigade. None marched better, and they took excellent care of their mules. When the Expedition was over, I expected the greater part of them to go into the Lancers or Artillery. I do not know, whether Capt.

Fellowes is content to remain in the navy, but he never seemed more at home than when he was on horseback." (Laughter and cheers.)

SKATE ALIVE!—Capt. C. B. Hamilton, R.N., when stationed on the west coast of Mexico, wrote—"On this coast there are some immense fish of the Ray species. I caught one of them, and with difficulty hoisted it on board. It measured 19ft. in breadth across the back, the mouth was 3ft. 6in. wide, and the flesh was 3ft. 6in. deep in the centre. I had no means of ascertaining the weight, but found I could not lift it with the yard tackles and sixty men; it required one hundred and thirty men, with the heaviest purchases in the ship, to hoist it in. They are common on the coast, and are more dreaded by the pearl-divers than sharks or any other fish."

BRAVERY AND PIETY COMBINED.—It has been my lot to live part of my time in the Netherlands, and I have looked into the history of that far-famed maritime country, and I was glad to find in that history so many conquerors who combined bravery and piety together. I refer more particularly to the sixteenth century, when Holland gave maritime laws to every country in Europe. I select at present Admiral De Ruyter. I am bold to bring him forward as a fine model for naval imitation, even in the present day. He was born of poor parents, and was obliged to labour for his living for a penny a day in the rope-yard of Flushing; but he was a very refractory boy, and was sent to sea to learn how to behave himself. Here he found himself happy; there was a smell in tar which had a charm for him for which he found no parallel; and he went through all the gradations of rank from a cabin boy to master of a ship, and entered the naval service at twenty-five years of age. He had no learning but what was self-acquired; no patronage but his courage; and no protection but his God. He rose in the navy to the first command, and obtained the first

honours of his country: it was he who drove our fleet frequently into our harbours to seek for refuge; and sailing up the Thames, laid London itself in a state of blockade, having gained the command of the whole sea. And yet this was the Methodist Admiral of his day, who joined with his shipmates in prayer, before he joined with them in battle. This was the man who almost banished profane swearing from the Dutch navy; and in the high station which he occupied he was not ashamed of his religion. I know not what

time the gallant Admiral was called to a knowledge of the truth, but probably in early youth. But in all his rapid advances he never left his religion behind him; his religion shone in the common sailor, and still more conspicuous in the brave Admiral. He was killed in a battle with the French fleet, and as soon as the account of his death arrived at the French court, the Monarch (all Catholic as he was) said, "There has fallen one of the best men and bravest Admirals of the day."—*Capt. W. H. Angas, in Sailors' Magazine.*

COLLECTIONS, MEETINGS, SERMONS, &c.

For the "Shipwrecked Mariners' Society."

ABERDEEN.—The Harbour Board, through Mr. Saunders, Travelling Secretary, have increased their subscription to £15 15s. per annum.

BALLYCASTLE, ANTRIM.—Sermon in Parish Church, by Rev. Dr. Hardman £1 14 3

HOLM, ORKNEYS.—Meeting of about 100 fishermen, J. A. Bruce, Esq. (Procurator Fiscal of Orkney), in the chair. Mr. W. H. Saunders, Travelling Secretary, addressed the meeting, and many present expressed their intention to join.

LONDON.—Walter Cave, Esq., of Lowndes Street, has forwarded in aid of the funds, an additional liberal contribution of £100 0 0

NORWICH.—Moiety of Collection after a Thanksgiving Service for the late harvest, in Swannington Church, by the Rev. F. Hilyard (Rector) £2 6 6

SCOTLAND, N.E. COAST.—His Grace the Duke of Sutherland has most generously promised to double all sums paid into the Society by Fishermen on his estates, numbering from 150 to 200 men.

SHEFFIELD AND YORK.—Meetings on behalf of the Society were recently held here. At the latter the Lord Mayor pre-

sided, and in addressing those present, said that there had been a requisition drawn up and numerously and influentially signed, calling for the holding of a public meeting on behalf of the funds of the Society, and it had been convened for that day, this being the first meeting in York in furtherance of the objects of the Association. As a citizen of York, holding an important office, he had much pleasure in attending and presiding over the meeting, and in endorsing the memorial as very numerously signed. The Society had no immediate connection with the city of York, which was not a maritime place, and therefore it had not caused that great interest which was felt in its behalf in towns near the sea-coast of England. Nevertheless he felt sure that it would receive the hearty support of the citizens of York who resided in the metropolis of the county.

The *Yorkshire Gazette*, in an article on Shipwrecked Seamen, writes:—"There cannot be too much done for the sufferers from shipwreck on our coasts. It is often said that the Government falls short of its duty, in providing harbours of refuge on the more exposed parts of our coasts; and it is as often said that they do more than their duty, by troublesome interference. We question the latter conclusion. But,

nevertheless, let the Government do what they may, they cannot do much to soften the lot of the sailor, or do away with the dangers to which he is daily subjected. What can be done it belongs to every one to assist in doing. The occupation of the sailor fosters a spirit of daring; and with it a heedlessness of the future, which runs into all his affairs. He is not less fearless of the present than heedless of the future. It is a weakness which comes of the sea. Most people suffer a sea-change after a year or two before the mast, and a regular course of salt junk and hard biscuit. And, since the country has fostered the careless, thoughtless spirit among sailors, by many indirect means, it is necessary likewise to do everything in its power to mitigate the evils of their lot. Were sailors ever so

much more provident than it is in their nature to be, the perils of their life must make them and theirs often dependent on the humanity of their countrymen. It cannot be otherwise. So we look with pleasure to every effort in poor Jack's behalf.

"We believe shipowners do much for the sailors in their time of misfortune; but we can well believe they might do much more. It lies with them to do it. But it lies with all classes of the community to aid in the good work; and, although the number of shipwrecks on our coast are not so many as on our neighbour's (Durham) coast, the number of Yorkshiremen who suffer shipwreck elsewhere is daily increasing with an increasing trade."

REWARDS FOR SAVING LIFE ON THE COASTS.

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

July 2.—Thomas Chapman, Esq., F.R.S., V.P., in the chair. Various rewards were granted for saving life from different wrecks on our coasts. With regard to the seven safety fishing boats which the Society had built as model boats, Capt. J. R. Ward, R.N., the Inspector of Life-Boats, had recently seen three of them on the Scotch coast, and he found that the experiment was most successful. The fishermen at those places were alive to the advantages of these boats, and were already building boats after them. Altogether it is hoped a permanent improvement in this style of boat will be established.

Payments amounting to upwards of £1300 having been ordered to be made on various life-boat establishments, the proceedings terminated.

July 30.—Thomas Chapman, Esq., in the chair. A reward of £8 7s. 6d. was voted to pay the expenses of the Licensed

Victualler life-boat at Hunstanton, in going off on the 23rd inst., during a strong N.E. gale, and bringing ashore a lad who had been left in charge of the yacht 'Foam,' of Wisbeach, which was at anchor off St. Edmund's in a dangerous position, with the sea breaking heavily over her. Some fishermen had previously attempted to go off to the yacht, but their boat had been immediately filled by the high sea that was running at the time.

A reward of £7 17s. was likewise voted to pay the expenses of the Sheffield life-boat of the Society at Runswick, Yorkshire, in going off on the same day during a N.N.E. gale, and in a heavy sea, and rescuing two men from the schooner 'Margaret Cunningham,' of Whitby, which became a total wreck on the Kettleness Reefs, on the south point of Runswick Bay.

Rewards were also granted to the crews of the life-boats of the Institution at Lytham and Blackpool for going off on the 19th instant, during a strong wind and in a

heavy sea, with the view of rendering assistance to the crew of the schooner 'Dove,' of Barrow, which had stranded on the Salthouse Bank, but which eventually floated off without requiring any assistance.

The life-boat at Howth, near Dublin, had also put off with the view of rendering assistance to the crew of the smack 'Eliza Goddard,' of Beaumaris, which exhibited signals of distress on the 28th instant. On arriving alongside, the life-boat men discovered that the crew had been taken off by a passing steamer. Various other rewards were also granted to the crews of shore-boats for saving life from shipwrecks on the coast.

The thanks of the Institution, inscribed on vellum, were ordered to be given to Capt. Burgess, R.N., late inspecting commander of the Coastguard at Swanage; Capt. Preston, R.N., of Lowestoft; and A. S. Palmer, Esq., of Wardley, in acknowledgment of their valuable co-operation in the management of the life-boats at the Isle of Purbeck, Lowestoft, Pakefield, and Runswick.

Sept. 3.—Sir Edward Perrott, Bart., in the chair. Rewards amounting to £160 were voted to the crews of the life-boats of the Institution.

The life-boat at Courtown, Ireland, had gone off on the night of the 5th August, during foggy weather, to the assistance of the crew of the 'Empire City,' of Dublin, which had stranded on the Arklow bank. The boat remained alongside for some time at the request of the master, and ultimately took off twenty-one persons from the vessel and brought them safely ashore. The Arklow life-boat had previously been off to the ship on the night of the 5th, and had brought ashore the second mate with a message to Dublin for the assistance of steam tugs. Subsequently she went out again, and on the last occasion succeeded, with the assistance of two steam tugs and a pilot boat, in taking the vessel safely into Kingstown Harbour. The Cahore life-boat of the Society had likewise launched

to render assistance to this vessel, but seeing the two other life-boats there, she returned to her station.

The Courtown life-boat also went out on the 14th August, during a heavy gale of wind from the S.S.E., to the assistance of the crew of the schooner 'Annie Jane,' of Runcorn, which was in distress in the roadstead. After some difficulty the ship was reached, when six of the life-boat men went on board and succeeded in pumping her dry. The boat then remained by the vessel some time, but, her further assistance being declined, she returned to land, bringing with her the master's son and the men's clothing. The schooner was afterwards beached, and the crew rescued by means of ropes.

The life-boat at Tenby was launched twice on the 22nd August, during a strong gale of wind, and brought ashore the crews, numbering twenty persons, of the brigantine 'Nameless'; the schooner 'Emily Ann,' of Carnarvon; the brigantine 'Helen Ann,' of Cork; the brig 'Peregrine,' of Cork; and the schooner 'Sarah Pringle,' of Liverpool.

The Padstow life-boat put off on the same day during a heavy W.N.W. gale, and rescued the crew of four men of the French smack 'Jules Josephine,' which, while attempting to enter Padstow Harbour, had struck on the doomed Bar Sands and become a total wreck.

The silver medal of the Institution was voted to Robert Roe, Esq., J.P., of Lynmouth, North Devon, and ten guineas to some boatmen and others, in acknowledgment of their gallant exertions in assisting to save the lives of some of the crew of the ship 'Home,' of Bristol, which was wrecked in Lynmouth Bay on the 22nd August, in a gale of wind and heavy sea. The boatmen engaged in this service had also received a liberal pecuniary reward from a fund raised locally and elsewhere.

Payments amounting to upwards of £500 were ordered to be made on various life-boat establishments during the past month.

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

*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 the 31st August, 1868.*

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 widows; O orphans; AP aged parents. The figures following signify the amount of relief, and Agency where it was given:—

3 M, 6 W, 14 O..	51	6	9	London.	1 MM, 10 M, 7 W,				
8 M, 1 W, 2 O ..	20	2	6	Aberdeen.	11 O, 2 AP....	77	0	0	Hartlepool.
2 W, 5 O	6	19	0	Aberystwith.	1 MM, 9 M, 4 W,				
1 M.....	3	5	0	Aldeburgh.	9 O	43	10	6	Hull.
1 W, 1 O	3	9	0	Arbroath.	1 M	2	15	0	Hunstanton.
1 M	2	7	6	Ardrossan.	1 AP ..	6	0	0	Inverness.
1 PB	2	10	0	Bangor (I.)	1 W.....	7	5	0	Ipswich.
1 M, 1 W, 2 O ..	5	12	6	Bangor (W.)	1 M.....	3	12	6	Kincardine.
1 M, 22 F	34	3	6	Barra.	2 W, 2 O	10	19	3	Kirkcaldy.
1 MM, 1 M	7	5	0	Belfast.	1 W, 2 O	10	13	3	Knottingley.
2 F	5	2	6	Benbecula.	2 M.....	6	2	6	Leith.
1 W, 3 O	5	13	9	Blakeney.	2 M, 2 W, 2 O ..	16	15	0	Lerwick.
1 MM, 6 M, 1 F.	21	8	0	Blyth.	1 M	1	12	6	Limerick.
1 MM	2	0	0	Bosham.	1 MM, 1 M, 3 W,				
1 AP	2	8	0	Boston.	3 O	17	5	6	Liverpool.
1 AP	2	5	0	Braunton.	2 M.....	2	0	0	Loce.
2 W, 1 O	9	7	0	Bridgewater.	2 M	5	7	6	Lossiemouth.
1 MM, 3 M, 2 W,					1 W.....	3	10	0	Lowestoft.
6 O, 1 AP	34	12	0	Bristol.	1 F	2	17	6	Lynn.
2 M, 1 W	10	2	6	Brixham.	2 W, 6 O	14	15	0	Maryport.
5 F	6	6	0	Buckie.	8 M, 1 W	20	10	0	Middlesbro'.
1 M.....	1	10	0	Burghead.	2 M.....	8	0	0	Mistley.
2 W, 4 O	22	2	6	Cardiff.	2 M, 1 W	15	18	0	Montrose.
2 W.....	6	10	0	Cardigan.	1 M, 1 W, 3 O,				
1 M.....	2	7	6	Carnarvon.	1 A	12	8	9	Newcastle.
2 M, 1 W, 4 O ..	8	15	0	Clovelly.	1 M, 1 W	3	18	0	Newport, Mon.
1 W, 3 O	3	2	0	Cockenzie.	2 M.....	4	5	0	Newport, Pem.
1 W, 5 O	14	1	3	Conway.	2 M, 1 W, 4 O ..	17	12	6	New Quay (W)
1 F	1	14	0	Dartmouth.	1 MM, 8 M, 5 W,				
1 M.....	3	17	6	Dinas Cross.	16 O, 1 PB, 2 A	55	13	9	North Shields.
1 MM, 8 M, 2 W	26	7	6	Dundee.	1 W, 2 O	7	2	6	Penzance.
1 AP	7	0	0	Dunrossness.	1 M	1	17	6	Perth.
1 W, 3 O	7	8	9	Falmouth.	1 MM, 1 M	4	10	0	Peterhead.
1 AP	3	10	0	Fleetwood.	3 M, 2 W, 7 O ..	19	17	6	Plymouth.
1 MM	3	10	0	Fowey.	1 W, 2 O.....	4	10	0	Port Dinorwic.
2 W, 1 O	8	17	0	Gerrans.	1 M, 1 W, 2 O,				
3 M, 1 W, 1 O ..	9	18	0	Glasgow.	1 AP	14	0	6	Portinllaen.
1 W, 4 O	6	0	0	Greenwich.	1 W.....	1	15	0	Portreath.
1 MM, 1 F, 1 AP	6	15	0	Grimsby.	3 M	6	5	0	Portsmouth.
1 W	6	10	0	Guernsey.	1 F, 2 W.....	16	15	0	Portsoy.

1 W.....	4	0	0	Ramegate.	1 MM.....	2	12	6	St. Ives (C)
1 F, 1 W, 5 O,					1 F, 1 W, 2 O ..	7	15	0	Stornoway.
1 AP.....	22	8	9	Reawick.	2 MM, 20 M, 8 W,				
1 M.....	0	12	0	Rochester.	8 O, 2 AP	111	6	6	Sunderland.
1 MM, 1 M.....	7	7	6	Salcombe.	1 W.....	6	15	0	Uloerstone.
1 M, 1 W, 9 O,					1 W, 1 O.....	2	14	0	Weymouth.
1 AP.....	27	18	0	Searborough.	2 F.....	3	15	0	Whalsay.
1 W, 1 PB.....	4	5	6	Scilly.	1 MM, 1 M, 5 F,				
1 MM, 1 M....	5	12	6	Seaham.	1 W.....	24	5	6	Whitby.
1 W.....	4	0	0	Selsey.	1 W, 1 O.....	4	2	0	Whitehaven.
6 M.....	11	13	0	Shoreham.	2 F, 1 W, 2 O ..	9	15	6	Wick.
1 W, 2 O.....	2	9	0	Solea.	1 W, 1 O.....	5	12	6	Wivenhoe.
2 MM, 29 M, 7 W,					1 M, 1 W, 1 O ..	3	19	0	Woodbridge.
13 O, 1 PB.....	119	12	6	S. Shields.	1 M, 3 W, 7 O ..	24	6	6	Yarmouth.
1 M.....	3	0	0	Spalding.					

SUMMARY OF RELIEF DURING THE PAST QUARTER.—Widows, 105; Orphans, 186; (Do. Annual Grants to Widows, 330; Orphans, 719;) Aged Parents, 14; Master Mariners, 20; Mariners and Apprentices, 165; Fishermen, 45; Pilots and Boatmen, 4; Shipwrecked persons—Subscribers, 237, and Non-subscribers, 157; in all 933 persons relieved, at an expense, inclusive of that in the succeeding tables, of £2169 17s. 7d.!!!

A CHURCH OF ENGLAND COLLEGE FOR SONS OF NAVAL OFFICERS.—The late Admiral Benedictus Marwood Kelly, who died at Saltford House, near Bath, September 25th, and was buried at Kelley, Devon, October 8th, 1867, bequeathed nearly the whole of his property, which will probably realize little short of £80,000, in trust, to apply the dividends to the education and maintenance of boys, sons of members of the Church of England. 1. Lineal descendants of Mr. Arthur Kelly (the paternal grandfather of the testator), who was buried at Kelley, March 7th, 1762. 2. Sons of officers of the Royal Navy, of specified ranks, killed in the service. 3. Sons of other deceased officers of the Royal Navy. 4. Such other boys as the trustees may in their discretion appoint. The trustees are to provide a school-house in Devonshire at some point west of a line drawn north and south through the parish church of North Tawton, under special restrictions as to the amount to be expended on the building. The institution is to be called "The Kelly College." The trustees named in the will are—The Right Hon. William Reginald, Earl of Devon; Mr. Thomas Dyke Acland, M.P.; Mr. Arthur Kelly; Mr. Reginald Kelly; The Rev. John Barlow; and Mr. William Marwood Kelly, M.D.

OUR YACHTING NAVY.—We extract the following from a paper in *Once a Week*, headed "I'm Afloat." The paper is a very readable one, and contains much information:—"The number of yachts of all denominations on *Hunt's List*, which is the Yachtsman's Blue Book, for the year 1867, was 1048. Their total tonnage was 59,376; the 'Northumbria,' of 424 tons, owned by Mr. Stephenson, heading the list in point of size. Assuming one man to every ten tons as the proper complement, we arrive at a figure just under 6000, as the number of hands required to man them. Steam yachts, as a rule, require fewer hands than a sailing yacht; cutters more than schooners; and, *ceteris paribus*, the proportion above assumed will be less in sailing yachts of large tonnage than those of small; but, after making all due allowances, one man to every ten tons will be found to be a fair average. From the gross number, however, must be deducted a certain per centage in respect of those yachts which are laid up, which reduces the number of men afloat in one year to 5000. Taking the cost roughly, for the purpose of arriving at the total capital expended, say at £25 per ton all round, we find it represented by a sum of £1,250,000. These are large figures, and very suggestive of the growth of yachting up to the present time."

RELIEF TO SHIPWRECKED CREWS.

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, 1868.

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
Ann	Leith	3 17 6	Halicore	Newcastle	7 1 0
Allerston	Newcastle	3 5 0	Hilton Maid	Sunderland	0 10 0
Andante	Salcombe	7 7 6	Hope	Liverpool	3 2 0
Allport	Sunderland	15 14 6	Hope	Cardigan	0 8 0
Alice	Aberdeen	1 12 6	Halifax	—	0 5 0
Ann	Grimsby	4 5 6	Hallioore	Blyth	0 9 0
Alice	Seaham	2 5 0	Heroine	Shoreham	11 13 0
Aretas	Goole	0 8 6	John & Isabella	Whitby	7 12 0
Agnes Lamb	London	4 0 0	James Rogers	Sunderland	0 5 6
Brittannia	Peterhead	3 10 0	Julia	Seaham	15 0 0
Betsey Williams	Whitby	12 5 0	Jane	Aberdeen	0 17 0
Barra Fishing Boats	—	34 3 6	Laurel	Blyth	16 17 0
Breeze	Boston	6 4 0	Lizzie Scott	Sunderland	2 11 6
Buckie Fishing Boats	—	6 6 0	La Plata	Middlesbro'	23 3 6
Brilliant	Aberdeen	14 8 6	Lybian	London	2 15 0
British Queen	Rochester	0 12 0	Lizzie Lee	—	0 8 0
Billow	Boston	1 8 0	Lucy Ellen	Yarmouth	0 6 6
Benbecula Fishing Bt.	—	5 2 6	Lynn Fishing Boat..	—	2 17 6
Boxer	Belfast	0 12 0	Mary & Ann	Cork	0 13 6
Blyth Fishing Boat..	—	2 2 6	Mayflower	Hartlepool	0 10 6
Cygnets	—	0 18 8	Minden	Shields	14 3 6
Chancellor	Sunderland	1 15 0	Margt. Cunningham..	Whitby	3 12 6
Curlew	Millford	4 2 6	My Choice	Belfast	4 6 0
Caracas	Liverpool	6 5 0	Mary Hannah	Liverpool	1 9 0
Circassia	Shields	4 14 0	Majestic	N. Shields	9 12 6
Criterion	Arbroath	6 15 0	Mary Ann	Nairn	3 10 0
California	S. Shields	0 6 0	Mary Agnes	Liverpool	2 10 0
Catherine	Loe	2 0 0	Mischief	Carnarvon	0 10 0
Crescent	Belfast	2 17 6	Marie Louise	—	2 7 6
Craigrowme	Nova Scotia	2 2 0	Mary Ann	Peterhead	0 6 0
Countess of Elgin ..	Hull	15 7 6	Minerva	Brixham	1 17 6
Clara	S. Shields	0 5 0	Mary Ann	Inverness	0 8 0
Cruizer	Portsoy	3 0 0	Maria & Fanny	Millford	5 5 0
Dragon	Newcastle	19 15 0	Mary & Catherine ..	Folkestone	5 12 6
Dartmouth F. Boat..	—	1 14 0	Mermaid	Dartmouth	1 4 0
Dunkeld	Greenock	0 13 0	Norfolk	Hull	5 7 6
Ellen Hughes	Nevin	8 4 6	North Shields Boat..	—	1 19 0
Euxine	Leith	2 5 0	Orwell	Ipawich	2 7 6
Elizabeth	S. Shields	20 6 6	Onda	Greenock	1 12 6
Emilie	—	13 7 6	Pernix	St. John's	2 10 0
Elizabeth Goddard..	Bangor	2 16 6	Prima Donna	W. Hartlepool	8 1 6
Europa	Cardigan	1 12 6	Parthian	Sunderland	9 9 0
Elizabeth Kate	Liverpool	2 12 6	Pacific	Aberystwith	4 2 6
Ellen	Millford	0 5 0	Prospect	Montrose	7 7 6
Ellen Highfield	Whitby	0 12 0	Pellas	Stonehaven	3 7 6
Fadela	Newcastle	2 14 0	Portland	Aberystwith	3 18 6
Fancy	Fowey	3 0 0	Prince Frederick ..	Aberdeen	9 2 6
Fanny	Llanelli	0 10 0	Paragon	Shields	2 12 0
Gem	Plymouth	5 9 6	Pallas	Aberdeen	3 10 0
Gibraltar	London	7 10 0	Providence	Lyme	7 3 0
George Canning	—	0 5 6	Rondinella	Sunderland	6 15 0
Gevent	Sunderland	0 15 6	Robina	Shoreham	6 10 0
George Pyeman	W. Hartlepool	24 7 6	Reawick Fishing Bt.	—	3 0 0

RELIEF TO SHIPWRECKED CREWS—continued.

Vessel's Name.	Port.	Amount of Relief.	Vessel's Name.	Port.	Amount of Relief.
		£ s. d.			£ s. d.
Rosita	Sunderland	6 13 0	Sir James Matheson.	Goole	8 10 0
Recovery	Brixham	4 11 6	Sisters	Sunderland	8 12 6
Samuel B. Johnston.	Liverpool	4 5 6	Temperance	Carnarvon	0 12 0
Sisters	Montrose	2 18 0	The Harvest Home..	Ardrossan	2 7 6
Sprey	Bangor (Ire.)	2 10 0	Toronto	S. Shields	13 7 0
Swan	Dundee	2 10 0	Vedra	Sunderland	3 15 0
Star	Jersey	2 13 0	Whalsay Fishg. Boats	Whalsay	3 0 0
Scilly Pilot Boat ..	—	0 12 6	Witch	Holyhead	0 12 0
Star of Tasmania ..	London	13 15 0	Water Lily	Blyth	2 0 0
Start	Grimsby	0 8 0	Water Nymph	London	3 0 0
Stornoway Fishg. Boat	—	2 2 6	Whitby Fishing Boat	—	16 5 0
Symmetry	Scarborough	0 14 0	Walker Hall	Sunderland	0 15 6
Sonne	—	0 15 0	William Miles	Belfast	3 7 6
South Shields Boat..	—	3 15 0	Wick Fishing Boat..	—	4 17 6
Sarah	Sunderland	7 14 6	Young England	Glasgow	4 5 0
Silvan	Bristol	7 10 0			

THE NEW MISSIONARY SHIP.—A Manchester correspondent writes:—"If I am not mistaken, the two former ships were both lost from the same cause. The suggestion which I have to make is this: that the new ship be furnished with a screw-propeller, so that, in case of being becalmed, she may not be at the mercy of a current which may carry her on to a coral reef. At the time the second ship was commenced, I recommended the plan which is now suggested, but the directors said the cost would be too great. It is said that experience makes people wise, and surely, after losing two ships, the directors ought to see it to be their duty to equip the third ship in such a way that the chances of being lost will be greatly diminished."

PRESERVING FISH ALIVE.—Mr. Dempster, whose plan of fishing-boats has been illustrated and described in our columns, writes the *Mechanics' Magazine*, has proposed the following method of converting ordinary dry-bottomed fishing-craft into wet-bottomed craft, to keep fish alive until they are wanted in the market, a thing greatly to be desired. Strong beams are hove athwart the boat at certain distances inside, about two and a half feet from the boat's bottom. These beams are secured

with iron knees. On the top of these beams a strong deck is laid right fore and aft, and securely caulked so as to be water-tight. About the middle of this deck is an aperture of about six feet in length by three feet in breadth. Around this aperture a funnel is erected, the top of which stands as high as the boat's gunwale. This funnel must also be strong and water-tight. Holes are then bored through the planks in the boat's bottom, below the deck that is fitted inside, so that, literally speaking, the boat floats by what is termed the "well-deck," whilst all below is filled with sea-water, running in and out of the holes whilst the boat is in motion. When fish are caught alive, they are hove down the funnel into the well, where, it is said, they not only live for a considerable time in such confined places, but they feed and get fat on the animalculæ in the water whilst there, like a chameleon, enclosed in a cage, that lives upon the air for food. When fishermen, who employ dry-bottomed craft to pursue their calling, adopt the wet-bottomed vessels instead, the fishmongers about London may then expect to receive their supplies many hours fresher than it is possible to receive them whilst the fishermen continue to pursue their calling with dry-bottomed fishing craft.

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.
Nine	Twenty	London	£17 6 0	Two	Seven	Knottley	5 3 0
Eight	Seventeen	Aberdeen	14 16 0	One	Two	Llanelli	3 7 0
One	Two	Appledore	1 15 0	Six	Thirteen	Leith	12 9 0
One	Three	Baltasound	2 5 0	One	Three	Lerwick	4 6 0
One	Two	Banff	2 2 0	Two	Four	Limerick	4 2 0
One	Three	Belfast	2 6 0	Eight	Twenty-three	Liverpool	16 8 0
One	Two	Bideford	1 11 0	Two	Four	Lynn	4 7 0
Two	None	Blakeney	2 2 0	One	None	Macduff	1 4 0
Three	Ten	Blyth	7 7 0	None	Two	Maldon	9 5 0
One	One	Boston	1 10 0	Two	Eleven	Maryport	8 11 0
One	Three	Bristol	1 19 0	One	Four	Milford	9 13 0
Six	Fourteen	Brixham	13 14 0	Six	Eleven	Newcastle	14 16 0
Eight	Nineteen	Buckie	16 4 0	One	Two	Newlyn	1 14 0
One	Two	Burghhead	2 0 0	Four	Eight	New Quay (W)	8 4 0
One	Three	Cockenzie	2 10 0	Thirty-six	Fifty-two	North Shields	73 18 0
One	Three	Cork	1 14 0	Two	Six	Penance	3 8 0
One	Five	Devoran	4 10 0	One	Three	Plymouth	2 4 0
Three	Eleven	Dinas Cross	9 1 0	Two	None	Poole	2 11 0
One	Four	Douglathdee	2 19 0	One	Three	Portsoy	2 5 0
One	Three	Duncannon Fort	2 10 0	One	None	Pwllheli	1 9 0
Five	Eleven	Dundee	10 13 0	Two	Two	Ramsgate	3 5 0
One	None	Emsworth	1 3 0	One	Three	Reawick	3 1 0
Four	Eight	Exmouth	7 13 0	One	Two	R. H. Hay	1 14 0
Two	Five	Falmouth	4 10 0	One	Six	Rochester	4 3 0
One	Three	Faversham	2 9 0	One	Four	Scalloway	3 3 0
One	One	Fellar	1 18 0	Five	Seven	Scarborough	10 8 0
One	Two	Gerrana	2 13 0	Three	Seven	Seaham	7 12 0
Four	Seven	Glasgow	1 14 0	Thirty	Sixty-three	South Shields	78 10 0
One	Two	Greenock	1 19 0	One	One	South Uist	1 17 0
One	Three	Greenwich	2 4 0	One	One	Staithe	1 14 0
One	Four	Grimaby	2 0 0	Two	Six	Staithe	3 1 0
Twelve	Thirty-six	Hartlepool	21 12 0	One	Three	Stockton	3 2 0
Three	Nine	Hayle	7 4 0	One	One	Stornoway	1 14 0

Fourteen	Thirty-eight.....	Hull	32	3	0	Ninety-nine	Sunderland	108	15	0
One	Four	Ilfracombe	3	0	0	One	Teignmouth	3	16	0
Two	Eleven	Inverkeithing ..	8	1	0	Three	Voe	6	5	0
One	Seven	Inverness	4	7	0	Eight	Wadebridge	1	16	0
Five	Eight	Ipawich	10	4	0	One	Whitby	2	15	0
Two	None	John O'Groats's ..	2	10	0	Twelve	Whitstable.....	4	3	0
One	Two	Johnshaven	1	10	0	Two	Wigton	1	4	0
Four	Two	Kincardine	7	1	0	One	Wivenhoe	6	11	0
One	Four	Kirkcaldy	3	0	0	Eight	Yarmouth	13	0	0

NOTE.—Two hundred and sixty-eight Widows, a list of whom appeared in our fifty-eighth number, page 115, Vol. XV. were also relieved in January, making, with the above, a total of five hundred and ninety-eight Widows, and thirteen hundred and seventeen Orphans of drowned Fishermen or Mariners, who are

THE 'WORCESTER' TRAINING SHIP.—His Grace the Duke of Northumberland distributed the prizes to the cadets on board this ship, off Erith, recently, in the presence of a numerous company of ladies and gentlemen. Mr. Henry Green, chairman of the Committee, presided, and amongst those present were the Duchess of Northumberland, Earl Percy, Sir W. Mitchell, Mr. Graves, M.P., &c. The principal feature of the year was Her Majesty's two prizes; the first consisting of a gold medal given to the boy likely to make the finest sailor, and the second, consisting of a handsome binocular glass and the sum of £35, to the boy obtaining the naval cadetship from the Admiralty, having passed his examination at Portsmouth. Henry W. Livett gained the first, and F. W. Keary the second prize. The reports of the examiners and masters were read by Mr. Bullivant, the honorary secretary, and they referred to the present state of education of the boys on board the 'Worcester' as being on the whole very satisfactory. The prizes consisted of books, sextants, quadrants, mathematical instruments, telescopes, binocular glasses, pocket compasses, &c. The Duke of Northumberland, in distributing the prizes, addressed the successful prizemen in a kindly manner. The company was next addressed by Mr. Graves, M.P., Mr. Gray, of the Board of Trade, and Mr. Phillips, who kindly presented prizes to the cadets who had only been honourably mentioned. At the close of the proceedings, the company took a trip down the river to view the 'Chichester', the training ship for homeless boys. A collection was made, sufficient, it was understood, to provide the 'Chichester' with three or four additional inmates. The amount was handed over to Mr. W. Williams, the secretary, who was on board the 'Worcester.'

thus receiving *Annual Grants* to the amount of £1310 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.

CRAB MARVELS.—"Here, as in Samon, the large robber crab (*Bigus latro*) is found in great numbers, and the natives are very expert in catching them. The sagacity of these crabs is surprising. A young man in my family, in Samon, saw one up a cocoa-nut tree twenty-five feet high push down (not twist off as the natives do) a dark brown cocoa-nut; that is a nut in just such a state of ripeness as to be easily detached from its stalk; just such a one as a native would have selected. The habit of this crab is, after having thrown down a cocoa-nut from the tree, to descend, go to the nut and tear off with its strong claws the fibrous husk; then it re-ascends the tree with the nut, holding it by a bit of the husk which it leaves on for the purpose, and lets it fall upon a stone or rock to break it. It then again descends, either to feast upon the broken pieces or to carry them away to its hiding-place. Sometimes, instead of taking it up the tree again to let it fall upon a stone, it will gnaw, with its strong nipper-like claws, a large hole in the nut, beginning at the eye. If these crabs perceive themselves discovered up a tree by any person, they draw up their legs and claws, form themselves into a ball, drop down, and immediately endeavour to escape; or if discovered near a precipice they roll down it. They feed on other fruits beside the cocoa-nut; such as the candle nuts, nutmegs, figs, and many other kinds of rich and oily nuts and fruits. The trees yielding these are, at certain seasons, covered with them, feasting upon their fruits, and when thus found, basket loads of them are taken. They go periodically into the sea, about the change and full of the moon, just before she rises."—*Book on Missions.*

Portfolio.

THE SUNKEN ROCK.*

"When they shall say, peace and safety; then sudden destruction cometh upon them."—1 Thess. v. 3.

NEVER let me feel too self-confident. It is "by the grace of God I am what I am." I have no power in myself to avoid temptation. Gliding in apparent safety over the buoyant sea, some unseen rock, some treacherous reef may scatter me a wreck on the waters!

There is one sunken Rock of a different kind, on which the most wary spiritual mariner often strikes "at such an hour as he thinks not." How often does *death* overtake when we are least looking for it, least expecting it! The vessel of life bounding merrily over the glancing waves—spreading its sails in summer seas—with no thought but that of a bright future; suddenly the crash comes; in another hour it leaves no trace of its course! "The place that once knew it knows it no more."

Voyage to eternity! say not to thyself, "peace, peace!" "Soul take thine ease!" "It is time enough yet to think of God, and death, and judgment!" "*SUDDEN destruction cometh!*" Prepare *now* to meet thy God! As men live, so do men die!

SAFE FROM THE STORM.

THERE is a plant called samphire, which grows only on cliffs near the sea. But though it grows near the salt waves, yet it is never found on any part of a cliff which is not above the reach of the tide. On one occasion a party of shipwrecked sailors, flung on shore, were struggling up the face of precipitous rocks, afraid of the advancing tide overtaking them, when one of their number lighted upon a plant of samphire growing luxuriantly. Instantly he raised a shout of joy, assuring his companions by this token that they were now in safety. The sea might come near this spot and cast up its spray, but would never be found reaching it. Such is the position of a soul in Christ. Justified and united to Him, the person may be full in sight still of the world's threatening and angry waves, but he is perfectly safe, and he cannot be overwhelmed. St. Paul says of all Christians: "Ye are risen with Christ." We are not only at peace with God; but besides, He hath raised us up together in heavenly places in Christ Jesus.

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

